

INSIDE B-SPEC
SMALL CARS,
BIG THRILLS



CHARITY PDX
DRIVE FOR A
GOOD CAUSE



FEB 12 \$4.99

VOLUME 70 NUMBER 2

SportsCar

Official Publication of the Sports Car Club of America



SCCA
Sports Car Club of America



WHITE LIGHTNING

**THE AMERICAN ROAD
RACE OF CHAMPIONS
AT ROAD ATLANTA**

FULL RACE COVERAGE
STARTS ON **P. 28**

LIGHTWEIGHT WHEELS



K4R light grey

Size	Starting at	Weight (lbs.)
15x7	\$144	10.7-11.5
15x8	149	12.1-13.1
16x6.5	159	12.4-12.8
16x7.5	159	16.7
17x7	199	14.0-14.1
17x8	199	14.8-15.8
17x8.5	199	15.4



K-1 silver

Size	Starting at	Weight (lbs.)
15x7	\$115	13.5
15x8	129	14.5
16x7	139	15.0
17x8.5	175	16.8

K1-TS silver

Size	Starting at	Weight (lbs.)
14x6	\$119	9.3
15x7	134	12.6
17x7	196	13.7-15.0
17x8	269	15.4-15.5
17x9	239	16.0



C1 light grey

Bright silver and black available for some applications.

Size	Starting at	Weight (lbs.)
15x7	\$89	12.8-13.0
15x7.5	99	13.2
15x8	79	13.0-14.6
16x6.5	114	14.4
16x7	119	15.2



C2 light grey

Size	Starting at	Weight (lbs.)
17x8.5	\$139	19.0
18x8	159	19.2-20.0
18x8.5	162	20.8-21.2

C3 light grey

Size	Starting at	Weight (lbs.)
17x9	\$129	19.2-20.6

C3M light grey (Miata only)

Size	Starting at	Weight (lbs.)
15x9	\$109	15.6

F3 forged (Honda S2000 only)

Size	Starting at	Weight (lbs.)
17x8.5	\$199	16.6

MT1 matte grey flowformed

Size	Starting at	Weight (lbs.)
17x8	\$259	16.5-18.0
18x8	289	18.5-19.0
18x8.5	299	18.5-19.5
18x9.5	319	19.0
18x10	329	20.0

MT1-R matte grey (BMW only)

Size	Starting at	Weight (lbs.)
17x9	\$239	16.3



Challenge black (Viper only)

Also available in bright silver.

Size	Starting at	Weight (lbs.)
18x11	\$529	23.0
18x13	579	24.4



Ultraleggera/ULtraleggera HLT bright silver

Also available in matte graphite, gold and black. Visit www.tirerack.com for sizes, pricing and availability.

Size	Starting at	Weight (lbs.)
15x7	\$199	12.0-12.4
16x7	224	14.5-15.0

17x7	273	15.5-16.2
------	-----	-----------

17x8	276	16.7-18.0
------	-----	-----------

18x7	347	16.5-17.5
------	-----	-----------

18x8	350	18.4-18.8
------	-----	-----------

18x9	365	19.4-20.8
------	-----	-----------

19x8	410	20.0-20.6
------	-----	-----------

19x8.5	439	21.6-23.0
--------	-----	-----------

19x9	446	23.0-23.4
------	-----	-----------

19x10	449	23.2-23.6
-------	-----	-----------

19x11	489	24.0-24.8
-------	-----	-----------

19x12	519	25.0-26.0
-------	-----	-----------

20x8	199	22.5
------	-----	------

20x8.5	199	23.0-25.0
--------	-----	-----------

20x10	569	24.5-25.5
-------	-----	-----------

20x11	399	27.0
-------	-----	------

20x12	499	28.6
-------	-----	------



Assetto Gara black/bronze

Size	Starting at	Weight (lbs.)
15x6.5	\$109	13.8-14.6
16x7	124	16.3-17.2
17x7	136	17.5-18.3
17x7.5	140	18.3-19.3
18x7.5	162	19.2-19.9
18x8	169	20.3-20.5



Alleggerita HLT anthracite

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

Size	Starting at	Weight (lbs.)
16x7	\$249	13.6

17x7	309	14.2-14.9
------	-----	-----------

17x7.5	314	15.0-15.1
--------	-----	-----------

17x8	319	15.4-16.7
------	-----	-----------

17x8.5	324	15.7-17.1
--------	-----	-----------

18x7	385	16.5-16.6
------	-----	-----------

18x7.5	388	16.8
--------	-----	------

18x8	391	17.2-18.4
------	-----	-----------

18x8.5	395	17.4-19.1
--------	-----	-----------

18x9	400	19.4
------	-----	------

18x9.5	409	19.6
--------	-----	------

18x10	419	19.0-20.2
-------	-----	-----------

18x11	429	20.4
-------	-----	------

18x12	444	22.4-23.4
-------	-----	-----------

ENKEI RACING SERIES



PF01 bright silver

Also available in black.

Size	Starting at	Weight (lbs.)
15x7	\$203	11.8-12.2
15x8	212	12.8
16x7	221	14.0
17x7	230	15.6-15.8
17x7.5	238	16.6-17.0
17x8	242	17.0-18.2
17x8.5	247	18.0-18.2
17x9	274	17.2-18.6
18x7.5	278	17.4-17.8
18x8	290	18.2-19.2
18x8.5	304	18.0-19.2
18x9	326	19.4
18x9.5	340	20.4-20.8
18x10.5	349	21.8-22.8



RPF1 black

Also available in bright silver. Visit www.tirerack.com for sizes, pricing and availability.

Size	Starting at	Weight (lbs.)
14x7	\$185	8.4
15x7	190	9.5
16x7	207	13.2-14.0
16x8	216	14.5
17x7	216	14.5-15.0
17x7.5	225	15.0
17x8	230	14.5-16.0
17x8.5	234	16.0-16.5
17x9	242	15.0-15.9
17x9.5	251	16.5
17x10	260	17.0
18x7.5	266	17.0
18x8	279	18.0
18x8.5	292	19.0
18x9	319	19.3
18x9.5	320	18.6
18x10	318	18.5
18x10.5	323	19.0
19x8.5	419	19.5
19x9.5	419	19.9
19x10	450	20.7

RC-G4 gold (15 x 6.5 white avail.)

Size	Starting at	Weight (lbs.)
15x6.5	\$241	16.8-16.9
15x7	247	17.2-17.3



SUSPENSION

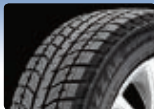




TIRES

Competition Tire Preparation Services – Heat cycle and/or shave your tires for the ultimate competitive edge. Visit www.tirerack.com/tiretech

BRIDGESTONE



Blizzak WS70 Winter Tire

185/60 R-15	.....\$89
185/65 R-15	.....89
195/60 R-15	.....91
195/65 R-15	.....91
205/65 R-15	.....100
215/70 R-15	.....98
205/55 R-16	.....123
205/60 R-16	.....107
205/65 R-16	.....108
215/55 R-16	.....128
215/60 R-16	.....112
215/65 R-16	.....109
225/60 R-16	.....116
225/65 R-16	.....114
235/65 R-16	.....119
205/50 R-17	.....137
215/45 R-17	.....147
215/50 R-17	.....144
215/55 R-17	.....133
215/60 R-17	.....118
215/65 R-17	.....117
225/45 R-17	.....155
225/50 R-17	.....165
225/55 R-17	.....137
225/60 R-17	.....125
225/65 R-17	.....123
235/45 R-17	.....175
235/55 R-17	.....149
235/60 R-17	.....131
235/65 R-17	.....128
245/45 R-17	.....178
P 215/55 R-18	.....172
225/45 R-18	.....164
P 225/55 R-18	.....177
225/60 R-18	.....153



Potenza RE760 Sport

195/55 R-16	.....\$108
205/45 R-16	.....112
205/50 R-16	.....107
205/55 R-16	.....105
215/55 R-16	.....119
225/50 R-16	.....120
225/55 R-16	.....121
205/40 R-17	.....127
205/45 R-17	.....114
205/50 R-17	.....134
215/45 R-17	.....135
215/50 R-17	.....142
225/45 R-17	.....139
225/50 R-17	.....144
235/45 R-17	.....151
245/40 R-17	.....158
245/45 R-17	.....153
265/40 R-17	.....164
265/40 R-17	.....169
275/40 R-17	.....169
215/35 R-18	.....159
215/45 R-18	.....164
225/40 R-18	.....152
225/45 R-18	.....164
225/50 R-18	.....160
235/40 R-18	.....161
235/45 R-18	.....172
245/35 R-18	.....185
245/40 R-18	.....174
245/45 R-18	.....177
255/35 R-18	.....193
255/40 R-18	.....179
255/45 R-18	.....179
265/35 R-18	.....197
275/35 R-18	.....205
275/40 R-18	.....212
295/35 R-18	.....253
225/45 R-19	.....192
235/35 R-19	.....208
245/35 R-19	.....218
245/40 R-19	.....224
275/30 R-19	.....227
275/35 R-19	.....234
245/35 R-20	.....226
255/30 R-20	.....232
255/35 R-20	.....230
275/30 R-20	.....239
285/30 R-20	.....268

YOKOHAMA



ADVAN Neova ADO8

205/50 R-15	.....\$129
205/55 R-16	.....151
225/50 R-16	.....165
205/45 R-17	.....172
205/50 R-17	.....166
215/40 R-17	.....179
215/45 R-17	.....184
225/45 R-17	.....199
235/40 R-17	.....195
235/45 R-17	.....219
245/40 R-17	.....219
245/45 R-17	.....223
255/40 R-17	.....243
215/45 R-18	.....224
225/40 R-18	.....219
225/45 R-18	.....248
235/40 R-18	.....249
245/40 R-18	.....264
245/45 R-18	.....258
255/35 R-18	.....298
255/40 R-18	.....276
265/35 R-18	.....287
265/40 R-18	.....286
285/30 R-18	.....351
295/30 R-18	.....358
225/35 R-19	.....274
235/35 R-19	.....278
245/35 R-19	.....288
245/40 R-19	.....273
255/30 R-19	.....307
255/35 R-19	.....293
265/30 R-19	.....308
265/35 R-19	.....297
275/30 R-19	.....306
275/35 R-19	.....335
295/30 R-19	.....336



Potenza RE-11

195/50 R-15	.....\$131
205/50 R-16	.....136
205/45 R-16	.....179
205/55 R-16	.....161
225/50 R-16	.....178
205/45 R-17	.....188
205/50 R-17	.....199
215/45 R-17	.....201
225/45 R-17	.....211
235/40 R-17	.....224
235/45 R-17	.....225
245/40 R-17	.....244
245/45 R-17	.....242
255/40 R-17	.....255
255/45 R-17	.....265
215/45 R-18	.....269
225/40 R-18	.....240
225/45 R-18	.....249
235/40 R-18	.....280
245/40 R-18	.....285
245/45 R-18	.....287
255/35 R-18	.....299
265/35 R-18	.....314
265/40 R-18	.....309
275/40 R-18	.....313
225/40 R-19	.....265
235/35 R-19	.....299
245/35 R-19	.....306
245/40 R-19	.....279
255/35 R-19	.....318
265/35 R-19	.....339
275/30 R-19	.....332
285/35 R-19	.....332
305/30 R-19	.....383

Firestone



Winterforce Winter Tire

175/70 R-13	.....\$54
175/65 R-14	.....66
185/60 R-14	.....68
185/65 R-14	.....69
185/70 R-14	.....59
185/60 R-15	.....66
185/65 R-15	.....73
195/60 R-15	.....72
195/65 R-15	.....73
205/60 R-15	.....76
205/65 R-15	.....77
205/70 R-15	.....65
215/60 R-15	.....82
215/65 R-15	.....78
215/70 R-15	.....66
P 205/50 R-16	.....95
205/55 R-16	.....93
205/60 R-16	.....82
215/55 R-16	.....95
215/60 R-16	.....83
P 225/50 R-16	.....98
225/55 R-16	.....96
215/55 R-17	.....99
225/50 R-17	.....129
225/55 R-17	.....99
235/55 R-17	.....105



A6/R6 Competition

P 225/45Z R-13	.....\$197
P 225/50Z R-13	.....197
P 255/40Z R-13	.....217
P 205/55Z R-14	.....207
P 225/50Z R-14	.....213
P 205/50Z R-15	.....216
P 225/45Z R-15	.....228
P 275/35Z R-15	.....266
P 205/45Z R-16	.....224
P 225/50Z R-16	.....230
P 245/45Z R-16	.....246
P 255/50Z R-16	.....246
P 275/45Z R-16	.....266
P 225/40Z R-17	.....257
P 225/45Z R-17	.....257
P 245/40Z R-17	.....266
P 275/40Z R-17	.....294
P 295/35Z R-17	.....314
P 315/35Z R-17	.....330
P 335/35Z R-17	.....341
P 225/40Z R-18	.....287
P 245/35Z R-18	.....307
P 245/40Z R-18	.....307
P 255/35Z R-18	.....315
P 255/30Z R-18	.....315
P 275/35Z R-18	.....308
P 285/30Z R-18	.....336
P 295/30Z R-18	.....338
P 315/30Z R-18	.....340
P 315/30Z R-18	.....340
P 335/30Z R-18	.....382
P 345/35Z R-18	.....395
P 325/35Z R-19	.....323
P 265/35Z R-19	.....336
P 295/30Z R-19	.....349
P 295/35Z R-19	.....357
P 315/30Z R-19	.....412
P 325/30Z R-19	.....412
P 345/30Z R-19	.....413

Hankook



Ventus R-S3

225/45Z R-15	.....\$110
205/55Z R-16	.....120
225/50Z R-16	.....109
215/45Z R-17	.....129
225/45Z R-17	.....128
235/45Z R-17	.....137
245/40Z R-17	.....144
245/40Z R-17	.....137
225/40Z R-18	.....178
235/40Z R-18	.....189
245/40Z R-18	.....185
255/35Z R-18	.....239
265/35Z R-18	.....235
275/35Z R-18	.....258
285/35Z R-18	.....262
225/40Z R-19	.....237
235/40Z R-19	.....302
245/40Z R-19	.....329
305/30Z R-19	.....425



Ventus V12 evo K110

205/55Z R-16	.....\$89
225/50Z R-16	.....83
205/45Z R-17	.....84
205/50Z R-17	.....94
215/45Z R-17	.....102
215/50Z R-17	.....99
225/45Z R-17	.....105
225/50Z R-17	.....111
235/45Z R-17	.....109
245/40Z R-17	.....113
245/45Z R-17	.....116
255/40Z R-17	.....118
215/40Z R-18	.....134
215/45Z R-18	.....138
225/40Z R-18	.....138
225/45Z R-18	.....149
235/40Z R-18	.....148
245/35Z R-18	.....176
245/40Z R-18	.....195
245/45Z R-18	.....162
255/35Z R-18	.....182
255/40Z R-18	.....171
255/45Z R-18	.....168
265/35Z R-18	.....192
265/40Z R-18	.....179
275/35Z R-18	.....199
275/40Z R-18	.....195
285/30Z R-18	.....208
285/35Z R-18	.....203
295/30Z R-18	.....216
215/35Z R-19	.....158
225/35Z R-19	.....170
225/40Z R-19	.....165
225/45Z R-19	.....183
235/35Z R-19	.....176
245/35Z R-19	.....189
245/40Z R-19	.....185
245/45Z R-19	.....181
255/35Z R-19	.....199
255/40Z R-19	.....182
265/30Z R-19	.....195
275/30Z R-19	.....209
275/35Z R-19	.....222
275/40Z R-19	.....199
285/30Z R-19	.....222
285/35Z R-19	.....244
295/30Z R-19	.....247
305/30Z R-19	.....259
225/30Z R-20	.....130
225/35Z R-20	.....149
235/30Z R-20	.....156
245/30Z R-20	.....170
245/35Z R-20	.....145
245/40Z R-20	.....155
245/45Z R-20	.....164
255/35Z R-20	.....151
255/40Z R-20	.....164
275/30Z R-20	.....216
275/35Z R-20	.....210
285/25Z R-20	.....230
285/30Z R-20	.....225
295/25Z R-20	.....244
305/25Z R-20	.....243
315/30Z R-20	.....187
285/30Z R-21	.....224

KUMHO TIRES



Ecsta 4X

185/55 R-15	.....\$75
195/55 R-15	.....77
205/55 R-15	.....74
195/50 R-16	.....79
195/55 R-16	.....81
205/50 R-16	.....81
205/55 R-16	.....81
215/55 R-16	.....84
225/50 R-16	.....85
225/55 R-16	.....94
205/45 R-17	.....94
205/50 R-17	.....106
215/40Z R-17	.....101
215/50 R-17	.....107
215/55 R-17	.....107
225/45 R-17	.....100
225/50 R-17	.....114
225/55 R-17	.....101
235/45 R-17	.....119
235/50 R-17	.....125
235/55 R-17	.....116
245/40 R-17	.....128
245/45 R-17	.....109
245/50 R-17	.....126
255/40 R-17	.....125
275/40 R-17	.....145
215/45 R-18	.....125
225/40 R-18	.....107
225/45 R-18	.....144
225/50 R-18	.....137
235/40 R-18	.....145
235/45 R-18	.....161
235/50 R-18	.....151
245/40 R-18	.....153
245/45 R-18	.....158
245/50 R-18	.....166
255/35 R-18	.....205
255/40 R-18	.....165
265/35 R-18	.....221
275/35 R-18	.....234
245/40 R-19	.....180
255/35 R-19	.....192
255/40 R-19	.....197
245/35 R-20	.....142
245/45 R-20	.....183
255/35 R-20	.....145
255/45 R-20	.....158



Ecsta XS

215/45 R-	16	.....107
225/50 R-	16	.....121
215/45 R-	17	.....129
225/45 R-	17	.....140
235/45 R-	17	.....150
245/40 R-	17	.....162
245/45 R-	17	.....150
255/40 R-	17	.....163
275/40 R-	17	.....179
285/40 R-	17	.....198
295/35 R-	17	.....217
315/35 R-	17	.....235
325/50 R-	17	.....240
225/40 R-	18 ^{AL}	.....158
225/45 R-	18 ^{AL}	.....178
235/40 R-	18 ^{AL}	.....191
245/35 R-	18 ^{AL}	.....181
245/40 R-	18	.....189
265/35 R-	18 ^{AL}	.....236
275/35 R-	18 ^{AL}	.....257
315/30 R-	18	.....339
285/35 R-	19	.....318

Contents

Sports Car Club of America Inc. P.O. Box 19400, Topeka, KS 66619-0400
● Toll-Free (800) 770-2055 ● Mon.-Fri., 8 a.m. to 5 p.m. Central time

28

**AMERICAN ROAD
RACE OF
CHAMPIONS**
Coverage of Atlanta
Region's shootout
at Road Atlanta





ON THE COVER:

The American Road Race of Champions saw some epic battles this past November, and one of them was in ITA, with Brian Price winning in the end. Photo by Dennis Murray. B-Spec photo courtesy Mazda. PDX image by Russ Lake.

© 2012, Sports Car Club of America, Incorporated. All rights reserved. Reproduction without permission is prohibited. SportsCar (ISSN 0300-6387) is published monthly for the Sports Car Club of America, Incorporated, Building #300, B Street, Forbes Field, Topeka, KS 66619-1401, (785) 357-7222 by

Haymarket Worldwide LLC
16542 Von Karman Ave., Suite 125
Irvine, CA 92606
(949) 417-6700

Material submitted must be accompanied by stamped, self-addressed envelope. SportsCar assumes no responsibility for unsolicited material. No part of this magazine can be reproduced without permission.

POSTMASTER

Send address changes to:
SportsCar P.O. Box 19400
Topeka, KS 66619-0400
Periodical postage paid at
Topeka, KS 66675-9651 and
additional entry offices.
Subscription is part of SCCA
Regular, Associate and
Corporate membership fee.

Notice: "SCCA" and the wire wheel logo are trademarks and/or service marks of the Sports Car Club of America, Incorporated.

Advertisement of products in SportsCar does not necessarily imply endorsement or approval by the Sports Car Club of America.



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

Features

- 28 COVER STORY** **American Road Race of Champions**
The annual Regional Club Racing shootout at Road Atlanta was, once again, spectacular
- 36 A Good Cause** Milwaukee Region shows how regions can host successful PDXs and raise money for charity
- 42 B-Spec** Some people are betting on these economy cars to increase Club Racing participation
- 48 GT3 Cup Experience** Porsche's driving school lets anyone pilot their factory racecar – including us
- 54 Out of Your Element** Sometimes a racing contingency program can take you far from your comfort zone

Departments

- 6 Contact Patch** Inane comments from the editor
- 8 Rants and Revs** You have stuff to say, we print it
- 10 Late Breaking News** from around SCCA and the world
- 12 Vantage Point** SCCA President Jeff Dahnert
- 14 From the Chair** Board Chairman Jerry Wannarka
- 16 Meeting Minutes** What your Board of Directors is up to
- 18 Top Gear** Essential racer tools, accessories and gear
- 20 Pobst Position** Racing champ Randy Pobst speaks
- 22 Pacesetter** SCCA members who excel in their field
- 24 Inside Track** Highlighting SCCA's stellar volunteers
- 26 First Gear** Up-and-coming young members
- 68 Marketplace** You want it, someone has it
- 80 Calendar** Hundreds of events waiting for you
- 82 Roots** Remembering where we've been

Reports

- 56 Series Reports**
 - 56** Racing Room
 - 57** Leaving the Line
 - 58** On Rallying
- 60 Divisional Reports**

This month in Fastrack news →

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



BOARD OF DIRECTORS • Meeting minutes
CLUB RACING • Board minutes • Tech Bulletins
SOLO • Board minutes • Tech Bulletins
ROADRALLY • Board minutes
RALLYCROSS • Board minutes

COLOR SEPS: QuadGraphics, Irvine, Calif.
ELECTRONIC PRE-PRESS: QuadGraphics, Irvine, Calif.
PRINTING: R.R. Donnelley, Pontiac, Ill.



B-SPEC
Will these econo-racers be the next Club Racing sensation?

42



GT3 CUP EXPERIENCE
How to get behind the wheel of these supercars

48



TOP GEAR
Even more items you don't have but know you need

18

Comment

Contact Patch



Philip Royle

Editor
SportsCar Magazine

“THE MARCH
ISSUE WILL
BE A SPECIAL NEW
MEMBER GUIDE”

Apparently you like it

If we receive a ton of e-mails on a specific topic, it's usually because we either messed up in an impressive fashion, or a new rule passed through the Board of Directors that the membership might not *exactly* agree with. It's a rare occasion when we're flooded with e-mails regarding something we're doing right. So, while I'm going to tell you what's in this issue, I'll be doing that in a minute. Right now, I want to acknowledge all the people who have written to us regarding the digital version of *SportsCar* now available.

In the November 2011 issue, I wrote about how we were trying out a digital version of the magazine for the November and December issues. Apparently, the digital version was very well received – especially considering it's free – and so we'll be continuing the program into 2012. Since our trial digital issues, we've made a couple of tweaks, but the essence is still the same. We will still use the same mobile-friendly Web interface to view the magazine, but now you will need to use your membership login at www.scca.com to access the link to the digital issues.

Something new we're trying this year is producing a few digital-only issues. The plan is to publish two digital-only issues in 2012 (the May and August issues), which will be available for online viewing to all members. The March issue will be a special new member guide, which will be mailed to those new to the SCCA, with the regions being able to request

issues to distribute through the SCCA National Office. This issue will also be available in a digital format for the entire membership.

We've also adjusted the magazine mailing dates a little, so there won't be any exceptionally long gaps during those times we try out these special issues. Consequently, the next printed issue of *SportsCar* longtime SCCA members will receive will be in mid February.

But back to the issue at hand. This issue contains a lot. For starters, there's the 2012 National Championship Runoffs requirements as well as the latest Tire Rack Solo National Tour and ProSolo National Series news in Late Breaking, starting on pg. 10. Then there's complete race coverage of the American Road Race of Champions at Road Atlanta on pg. 28. Following the ARRC coverage is an inside look at a successful PDX that Milwaukee Region hosts once a year, generating thousands of dollars in profit that is then donated to charity. Find out more on pg. 36.

On pg. 42 you'll find a story about a class you may have heard about: B-Spec. With a place for them to race in Pro Racing and Club Racing, these economy cars could be the next big thing. And, in what is the flip side of the B-Spec coin, is the feature that starts on pg. 48. The Porsche Sport Driving School lets anyone drive the latest in Porsche technology – including the wildly successful 911 GT3 Cup Car. And the best part is, being an SCCA member gets you a significant discount on the school.

The feature on pg. 54 is another a prime example of the benefits of SCCA membership. Many companies offer contingency programs for SCCA racers, but BFGoodrich Tires has decided to take Runoffs champs out of their element and give them a ride in the Baja 1000. So far, two National Champions have claimed the prize, and they have nothing but praise about the program.

If you have any thoughts about the magazine or the Club as a whole (or you simply want to sound off one more time about the new head and neck restraint Club Racing requirements), shoot me an e-mail at sportscar@haymarketworldwide.com. 

THE OFFICIAL PUBLICATION OF THE SPORTS CAR CLUB OF AMERICA

PRODUCED FOR THE SCCA BY:
HAYMARKET WORLDWIDE LLC

EDITOR Philip Royle

EDITOR-IN-CHIEF Laurence Foster

MANAGING EDITOR Dyanne Gilliam

ASSOCIATE EDITOR Jason Isley

ART DIRECTOR Ree Tucker

NATIONAL EDITORIAL COORDINATOR Eric Prill

CONTRIBUTING EDITORS

Dee Duncan, Rocky Entriiken, James Heine,
Peter Hylton, Richard S. James, Jim Kearney,
Rob Krider, Don Knowles, R.A. McCormack,
Randy Pobst, Tom Schultz

CORRESPONDENTS

NEDiv, G.W. Henderson; SEDiv, Susan H. Young;
GLDiv, Sam Karp; CENDiv, Nancy Schillace;
SWDDiv, Sydney Davis; MWDIV, Eileen Waters;
RMDiv, David Muramoto; NPDiv, Sherri Masterson;
Club Racing, John Nesbitt; National Solo,
Paul Brown; RoadRally, Rick Beattie

CONTRIBUTING PHOTOGRAPHERS

D.E. Baer, Doug Berger, Rupert Berrington,
Irina Bouzenkova, Ken Brown, Rick Corwine,
George Dwinell, Mako Kolwai, Brian Konoske,
Dennis Murray, Barbara Protos, Steve Schnabel,
Mark Weber, John W. Willmoth, Dennis Wood

EDITORIAL CONTRIBUTIONS are welcomed by *SportsCar*. All materials are subject to our standard terms and conditions. *SportsCar* is not responsible for unsolicited manuscripts, photos and drawings, and such materials will not be returned unless they are accompanied by a self-addressed, stamped envelope.

VICE PRESIDENT AND GROUP PUBLISHER Greg Gill

NATIONAL SALES MANAGER Courtney Smith

SALES EXECUTIVES Sophia Lopez, Mark Carballo

SENIOR MANAGEMENT ACCOUNTANT Beth Chico

ACCOUNTING ASSISTANT Nessreen Reyes

PREPRESS Miguel Vega

EDITORIAL/ADVERTISING OFFICES

Haymarket Worldwide LLC
16842 Von Karman Avenue, Suite 125
Irvine, CA 92606
(949) 417-6700 / Fax (949) 417-6116
E-mail sportscar@haymarketworldwide.com

Toll-Free Advertising Line
(800) 722-7140
Outside USA (949) 417-6700

REPRINTS

Nick Iademarco at
niademarco@wrightsmedia.com
Back Issues (949) 417-6700
SCCA Member Services (800) 770-2055

haymarket

X-LIGHT EVO 4 ERGO

**Unique Entry System.
FIA and SFI Homologated.**



SHOULDER ZIP ENTRY



PRE-FORMED COLLAR



STRETCH PANELS



The X-Light EVO 4 ERGO by Sparco is a revolutionary leap forward in racing suit design and comfort. A unique shoulder entry system designed to eliminate the traditional front zipper, makes this new suit less susceptible to fabric bunching when seated in the driving position and allows for a more comfortable, lower pre-formed collar. The X-Light EVO 4 ERGO also boasts several large stretch panels along the shoulders, sides, and back to improve comfort and flexibility over traditional suits. The new design is constructed with extremely light weight and breathable Nomex along with an X Cool Silver treated inner liner - both proprietary to Sparco. Available in Grey or Black, the X-Light EVO 4 ERGO surpasses both the FIA and SFI homologation standards.

Try one on, and feel the comfort of the ERGO for yourself.

Introducing an "All-New for 2012"
Revolutionary Suit Design

EXCLUSIVE PRO CENTERS:

OG RACING VA 800 934-9112 • WINE COUNTRY WEST CA 800 708-7223 • WINE COUNTRY EAST FL 561 748-5328
SAFE RACER MO 866 781-0997 • SPEEDWAY MOTORS NB 800 979-0122

SPARCO USA • TEL: 800.224.RACE • FAX: 949.797.1755



www.sparcousa.com

Rants & Revs

SportsCar magazine welcomes letters. The opinions expressed here are the opinions of the individual writers, and do not necessarily reflect those of SCCA or *SportsCar*. Letters should be under 150 words, and may be edited for length and style. *SportsCar* magazine and the SCCA reserve the right not to publish any letter.

Write to SportsCar Magazine: 16842 Von Karman Ave., Ste. 125, Irvine, CA 92606 or e-mail sportscar@haymarketworldwide.com

THE PROCESS

I've been holding on to this until it got good and ripe! John Nesbitt's synopsis of the basic Club Racing process that ran in the later 2011 issues of *SportsCar* was pretty good. I know he couldn't cover *everything*, but there's one key point that I felt should have been included: If, during qualifying, you exit the track into the paddock [without going to impound first] you lose (forfeit) your times for that session. Again, it's a good synopsis. I have provided it to my friend as homework, as he will be attending his first race soon at Palk Beach Int'l Raceway.

Deb Winnins

PRICELESS

I wholeheartedly agree with Ken Wiedbusch's sentiment expressed in the December *On Rallying* column as to the reason he participates in RoadRally. This past summer I traveled from my home in northeast Kansas to LaCrosse, Wis., to participate in the Badger Trails National Rally with my adult son who now lives in Chicago. My total cost for the weekend was about \$400, but it provided my son and me with a rare opportunity to spend an extended period of time together. Like the Visa ad would probably say, "Gas: \$260. Entry fee: \$35. Motel: \$80. Twenty-four uninterrupted hours with your adult child: priceless!" We're planning on making the same trip in 2012.

Rich Bireta

BACK IN MY DAY

I recently came back to the SCCA after a 20-year military career that didn't make it possible for me to race on a regular basis. (I started with the SCCA in the Colorado Region back in the early 1980s autocrossing my Fiat X1/9, so Randy Pobst's column in the October issue really brought back memories.) I was running in

a Stock class at the time, was a divisional champion and went to the Solo Nationals three times. Since coming back earlier this year I was amazed to find how the classing of cars has changed. To take a page from Dennis Miller, "I don't want to get off on a rant here but..."

I'm not one of those guys who says, "Well, we used to do it," and I understand the need for the evolution of rules. There is also way more potential to upgrade and modify cars today than in the 1980s, but at that time Solo seemed much more simple. Stock, Prepared and Modified – that was it. The rules between the classes seemed a lot more cut and dried than today. I then read the article in the December 2011 by Paul Brown about DOT vs. street tires, and I have to say I still don't get it.

I started running a stock BMW Z4 and quickly found out I would be much more competitive in STR with a set of RS-3s rather than in Stock. At the risk of saying "we used to do it," I'm going to say in the 1980s, Stock was just that: stock. With the rules the way they are now you could (and need to) spend a small fortune to run competitively in a Stock class. I thought that was the nice thing about autocrossing, especially in a Stock class: You could do it for relatively low cost and be competitive.

Now the whole DOT tire thing seems to have muddled the water. The bottom line of the article was, "Until we can come up with a workable rule to define some sort of reasonable limitations, the DOT certification is all we have." I don't profess to know everything there is to know about tires, but how about DOT and "approved for highway use" both as requirements for Stock? That, coupled with the wheel size requirements, would limit people to street tires that fit

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

Measuring success

There are many ways to measure the success of an event. If we measure the 2011 National Championship Runoffs by quality and quantity of contingencies and swag, I think even some of those who find it expedient to criticize the SCCA at times would have to agree that this year's

contingencies and swag were a hit!

Where else does a lowly ninth-place finish result in a Hans sliding tether upgrade and recertification, a new Simpson driver's suit, great SCCA backpack, super swag from Carbotech brakes, Red Line Oil and others? Add to that financial and product support from Honda/Acura and BFGoodrich Tires and you can quickly see why this racer left the Runoffs very satisfied, in spite of a "blah" on track performance. And I cannot neglect to mention the great dinners and parties nor Honda lunches. I'm sure others with different affiliations had equally positive experiences if they bothered to measure. So kudos to Eric Prill and his marketing mavens at SCCA headquarters, plus anyone else who may have had a hand in upping the contingency and swag ante during a turbulent time in a shaky economy!

Stan Czacki

the stock wheel sizes, and if they wanted to use RS-3s or R compounds, they could.

As for the rest of the classing, it seems to me that it has gotten way too convoluted and some simplification is in order to make it possible to spend as much or as little as you want and still have fun and be competitive. Of course, that's just my opinion – I could be wrong.

Ray Brake

SPADE VS. SHOVEL

I just received my e-mail with the link to the digital version of *SportsCar*. It is great! I'm still on the fence whether or not to cancel my printed version (the gazebos and greenhouses at

VIR still need reading material), but the digital version is the one I'll read and carry everywhere. It will be great to just click up the magazine and show someone "what it's all about" from my laptop.

There is one gripe (I am a flagger, for goodness sake). We old folks have enough problems trying to keep up with National and Regional classes as it is, and now you guys call a Formula 1000 a Formula B and an FB. You even identify the Formula Fords as Formula F when everyone knows it's really Formula Fonda.

But the digital *SportsCar* is great – thanks!

Michael "Mo" Overstreet

Precision Hub Plate Scale Systems



Compatible with
Intercomp's Laser Square Gauge,
Caster/Camber Gauge & Turn Plates

Use in Place of Wheel & Tire
for Repeatable Setup



Includes RaceWeigh™ Software for PC & Handheld
Wireless Professional (PC not included)

**Precision Hub Plate
Wireless Scale System**
(Set of Four) **\$9,995**

Precision Hub Plate System
(Set of Four) **\$5,995**

Intercomp's industry leading, RFX™ Wireless Weighing Technology is the most widely used advanced weighing technology of its kind and is used by champions in all forms of motorsports.



SW787RFX™
PC Wireless Scale System
Part # 170154-PC
(PC not included) **\$1,489**



SW650RFX™
Wireless Scale System
Part # 170126-W **\$1,695**



SW777RFX™
Wireless Scale System
Part # 170127-WPC **\$1,999**



SW500™
Cabled Scale System
Part # 170125
\$1,090

Intercomp®
advanced weighing technology... by any measure



NEW!
Intercomp
Scale Systems
App for iPhone®

Call to request our 2012 Racing Products Catalog or log on to:

800-328-3336 USA

intercompracing.com

Worldwide **763-476-2531**



For 2012, there is a new way competitors can qualify for the SCCA National Championship Runoffs.

minimum number of points for their class. Drivers who participate in the BFGoodrich Tires Super Tour events will also pick up bonus points.

The minimum number of National (not Divisional) points required to qualify for the 2012 Runoffs was determined by the 2011 standings:

CLASS POINTS

CLASS	POINTS
American Sedan	35
C Sports Racing	30
D Sports Racing	35
E Production	35
Formula 500	44
Formula Atlantic	25
Formula 1000	46
Formula Continental	20
Formula Enterprises	28
Formula F	27
Formula Mazda	32
F Production	30
Formula Vee	35
GT-1	23
GT-2	36
GT-3	30
GT-Lite	26
H Production	32
Sports 2000	40
Spec Miata	25
Spec Racer Ford	28
Showroom Stock B	41
Showroom Stock C	47
Super Touring Over	22
Super Touring Under	18
Touring 1	39
Touring 2	41
Touring 3	50

2012 Runoffs Qualifications Released

The Board of Directors has amended the qualification process for the 2012 Club Racing National Championship Runoffs by adding one new option. Starting this season, any driver who finishes eight National races in a class during the season, two of them in their division, will receive an invitation to the National

Championship Runoffs at Road America in Elkhart Lake, Wis., taking place Sept. 17-23, 2012.

All other criteria for qualification to the Club Racing championship event remain unchanged from 2011. Drivers with less than eight finishes will be invited to compete in the Runoffs by starting at least four

races, with a minimum of two within their division of record, and finishing at least four National races in their class. At the same time, a driver must either finish top three in their respective class in their home division, finish in the top half of the National Point Standings for their class or meet or exceed the



Super Tour 2012 Schedule Unveiled

After a successful inaugural 2011 season, the BFGoodrich Tires Super Tour has expanded to a nine-race calendar for the 2012, offering one race in each of the SCCA's geographic divisions.

The Super Tour highlights some of the biggest events in each division, bringing with it extra features not normally seen at a traditional National race weekend. The SCCA National Staff provides media coverage of each of the events both online and in *SportsCar*, and competitors and spectators will experience live timing access, victory laps for race winners, podium celebrations and

commemorative souvenirs and takeaways from each race.

"The first season of the BFGoodrich Tires Super Tour was a success for all involved," says Jeff Dahnert, SCCA President and CEO.

"This year's expanded schedule gives drivers in every division a chance to experience a Super Tour event and to be a part of the excitement that they bring to our schedule."

2012 BFGOODRICH TIRES SUPER TOUR SCHEDULE

Jan 6-8	Southeast Super Tour, Sebring Int'l Raceway, Central Florida Region
Mar 9-11	Southwest Super Tour, Texas World Speedway, Lone Star Region
Apr 15-16	Midwest Super Tour, Hallett Motor Racing Circuit, Arkansas Valley Race Group
Apr 28-29	SoPac Super Tour, Buttonwillow Raceway Park, Cal Club Region
May 5-6	Northeast Super Tour, Summit Point Raceway, Washington DC Region
Jun 1-3	Great Lakes Super Tour, Mid-Ohio Sports Car Course, Ohio Valley and Cincinnati Regions
Jun 30-Jul 1	Rocky Mountain Super Tour, High Plains Raceway, Colorado Region
Jul 13-15	NorPac Super Tour, Portland International Raceway, Oregon Region
Aug 4-5	CenDiv Super Tour, Blackhawk Farms Raceway, Blackhawk Valley and Milwaukee Regions

2012 National Convention Nears

The SCCA National Convention once again calls the South Point Hotel, Casino & Spa home as the event descends on Las Vegas, Nev., on March 1-3. The event starts on Thursday with the Annual Meeting and concludes Saturday evening with the Hall of Fame Induction Banquet. The three-day event is packed with informative seminars, classes and award luncheons. To register, head to www.scca.com/convention.

World Challenge 2012 Schedule Revealed

The SCCA Pro Racing Pirelli World Challenge series has announced nearly all of its dates for the 2012 season. A major difference from recent years is that World Challenge will introduce a fourth class, Touring Car B-Spec, which will race alongside Touring Car, with the GT and GTS classes running combined race groups. For more information on the series structure, head to www.world-challenge.com.



Pirelli World Challenge's 2012 schedule will include several familiar venues, like Mosport.

2012 PIRELLI WORLD CHALLENGE SCHEDULE

Apr 13-15	Streets of Long Beach, Long Beach, Calif.
Apr 27-29	Miller Motorsports Park, Tooele, Utah
May 10-12	Mazda Raceway Laguna Seca, Monterey, Calif.,
Jun 1-3	Detroit Belle Isle Grand Prix, Detroit, Mich.
Jun 22-24	Mosport International Raceway, Bowmanville, Ontario, Canada
Aug 3-5	Mid-Ohio Sports Car Course, Lexington, Ohio
Aug 24-26	Infineon Raceway, Sonoma, Calif.

An eighth date is expected to be announced shortly.

National Solo Schedules for 2012

The dates for both the 2012 Tire Rack Solo National Tour and the Tire Rack ProSolo National Series, including the Tire Rack Solo National Championship and ProSolo Finale, have been released.

The Tire Rack Solo National Tour schedule consists of 11 events, opening with the Dixie National Tour in Cecil, Ga., March 9-11. The Tire Rack ProSolo Road to Lincoln opens April 13-15 with the Maryland ProSolo, though the location for the season opener had yet to be confirmed at the time of this writing.

The 2011 season saw the debut of the "Spring Nationals" in Lincoln,

combining both series on Memorial Day weekend. The popular format will continue in 2012, with the Lincoln ProSolo and Central States Championships taking place May 25-28. The format will expand to Blytheville, Ark., for the Summer Nationals, including the Southern States Championship, June 8-11.

The season caps off in Lincoln, with the ProSolo Finale followed by the Solo National Championship event, Sept. 4-7.

For more information on the schedules and a complete listing of events, flip to pg. 56 of this issue, or log onto www.scca.com/solo.



SCCA RallyCross National Championship

The SCCA RallyCross National Championship will return to Tulsa Raceway Park (TRP) on Oct. 5-7, 2012. The event will again utilize the hard-packed grass spectator parking lot near the drag strip at the facility.

"We are looking forward to the opportunity to run at TRP again and build on all that we learned at the 2011 RallyCross National Championship," says Howard Duncan, SCCA Vice President of Rally, Solo and Program Development. "Running this site for a second time allows us to provide an even better experience for our SCCA RallyCross competitors from across the country."

The NeOkla Region will once again play host to the event, with

assistance from officials from around the country, the RallyCross Board and the SCCA National Staff in the same fashion as other SCCA National Championship events, including the Tire Rack Solo National Championship and the SCCA National Championship Runoffs. "We're so excited to have TRP available for the RallyCross National Championship," says Ken Cashion, RallyCross Board Chairman. "The site really made the 2011 event. The surface was outstanding, and the central location drew an amazing cross-section of competitors."

(ABOVE) Despite earlier reports to the contrary, the 2012 RallyCross National Championship will be held in Tulsa, Okla.



The Solo National Tour will once again visit Pikes Peak Int'l Raceway.

ANNIVERSARIES

SCCA members celebrating 25-50 years

50-YEAR MEMBERS

Bob McQueen 1/1/1962

45-YEAR MEMBERS

John Buffum 1/1/1967
Richard Coath 1/1/1967
Susan Dupree 1/1/1967
Paul Eckstein 1/1/1967
Horace Laffage 1/1/1967
Ed Long 1/1/1967
Betty Martin 1/1/1967
Timothy Ross 1/1/1967
Dick Templeton 1/1/1967
Walter Wurzbach 1/1/1967

40-YEAR MEMBERS

Jules Bonet 1/1/1972
David Dill 1/1/1972
Michael Fischer 1/1/1972
Stanley Fisher 1/1/1972
Omer Norton 1/1/1972
Frank Sanchez 1/1/1972
Glenn Sterly 1/1/1972

35-YEAR MEMBERS

Janet Berry 1/1/1977
Jarold Boettcher 1/1/1977
James Bosso 1/1/1977
Craig Carr 1/1/1977
Jan Castelluccio 1/1/1977
Steve Coe 1/1/1977
Robert Coffin 1/10/1977
Sandra Cole 1/1/1977
Joanne Cox 1/1/1977
E. Cox 1/1/1977
Douglas Crawford 1/1/1977
Bill Cutrer 1/1/1977
John D'Angelo 1/1/1977
Susan Faucett 1/1/1977
Bruce Faucett 1/1/1977
Paul Gilbert 1/1/1977
John Goss 1/1/1977
Mark Graninger 1/1/1977
Joe Haddon 1/1/1977
Martha Haddon 1/1/1977
Paul Helberg 1/1/1977
Robert Hudson 1/1/1977
Ken Irwin 1/1/1977
Gary Jablonski 1/1/1977
Julie Johnson-Partridge 1/1/1977
Carol Kapp 1/1/1977
Linda Kearney 1/1/1977
Philip Keirn 1/1/1977
Jeffrey Loughhead 1/1/1977
Roy Maxwell 1/1/1977
Brian McCarthy 1/1/1977
Robert McDaniel 1/1/1977
Judith McDonald 1/1/1977
Eddie Meadows 1/1/1977
Gary Meeker 1/1/1977
William Merrill 1/1/1977
Stephen Minnig 1/1/1977
J. Mitchell 1/1/1977
Jeffrey Mosher 1/1/1977
Robert Negron 1/1/1977
Edd Ozard 1/1/1977
John Phair 1/1/1977
David Pozzi 1/1/1977
Douglas Reed 1/1/1977
Lawrence Rehagen 1/1/1977
Philip Schmidt 1/1/1977
Lewis Scott 1/1/1977
T Shaughnessy 1/1/1977
Victor Skirmants 1/1/1977
Richard Skrehot 1/1/1977
D. Turner 1/1/1977
Richard White 1/1/1977
Jeffrey Winter 1/1/1977



VANTAGE POINT

JEFF DAHNERT
SCCA Inc.
President and CEO

Remember Your First Time

“

BEING THE NEW PERSON in any situation can be an unsettling experience. Think back to your first day at a new school, your first day at a new job or your first time at an SCCA event. Most likely there was some trepidation that came with each of these experiences. You probably knew something about each of them prior to showing up, but actually being there that first day was stressful. You most likely looked for someone you knew or, at the very least, a friendly face. Having someone, anyone, to help you out can make all the difference in the world in these circumstances.

At a recent Board of Directors meeting, there was a brainstorming and discussion session centered on identifying what came to mind when we thought of SCCA. I'm sure each of the people in the room had a different image, but for me, what came to mind was camaraderie. I remember being at my first event and seeing competitors helping each other out with parts, tools or just an extra hand. Yes, we are a competition-based organization, but the spirit of the SCCA is to help each other have the best performance possible. It's that spirit that I want to tap into today.

Whether you are at a Solo, Rally or Club Racing event, chances are there is someone new there. Someone is having his or her first-ever competition or first-ever competition in that region or at that facility. Take the few minutes to make that person feel welcome. It doesn't take much to make that new person feel at home, and it could be the

DON'T HESITATE TO WALK UP AND INTRODUCE YOURSELF

difference between them returning or leaving, never to return again.

Here is some information that you may or may not know. SCCA signs up over 8,000 new members every year! That's 8,000 people who were intrigued enough to pay their money and take the time to join us. We don't seem to have a recruiting problem. However, we have approximately that same number leave each year. How many of them would have stayed if someone had taken a few minutes out of their day to make them feel welcome at their first event? If you know somebody new is coming out, offer to meet them beforehand. Possibly introduce them to others who have the same car or compete in the same class. It takes very little to make an impression and make somebody feel welcome and comfortable. Again, remember how you felt at your first event, your first day at a new school or at a new job – most likely you also remember someone who went out of their way to help you.

We at the SCCA National Office are in the process of producing a new member “how to” guide to walk new members through the various programs and processes here at the SCCA. I think this will be very valuable for new members, but it cannot compare to the personal interactions all of us can provide. If you are a new member who is reading this, don't hesitate to walk up and introduce yourself. We are a friendly lot and we are glad that you're here with us!

”

Jeffrey Witwer 1/1/1977
Paul Zabel 1/1/1977

30-YEAR MEMBERS

Christy Beeson 1/1/1982
Tom Berry 1/1/1982
Bill Davis 1/1/1982
James Dorfman 1/1/1982
David Dunlap 1/1/1982
Michael Floyd 1/1/1982
Christopher Gerrells 1/1/1982
Donald Girven 1/1/1982
Sidney Goode 1/10/1982
Sean Halloran 1/1/1982
David Klutsenbaker 1/31/1982
Jeanne Luyning 1/1/1982
Bruce McDonell 1/1/1982
Richard Miller 1/1/1982
Charles Nearburg 1/1/1982
Judith Porterfield 1/1/1982
Michael Puskar 1/1/1982
Janet Schmuck 1/1/1982
V. Sherrord 1/1/1982
Julian Silverberg 1/1/1982
James Snyder 1/1/1982
Gary Sommers 1/1/1982
Alan VanDeWeghe 1/1/1982
Cory Vandeweghe 1/1/1982
Shirley Wantland 1/1/1982

25-YEAR MEMBERS

Peter Agnell 1/9/1987
Steve Ahlgrim 1/27/1987
Ken Alderson 1/9/1987
Daniel Benzer 1/28/1987
William Brown 1/14/1987
Gwen Carlson 1/14/1987
Michael Caron 1/19/1987
Ron Ciaravella 1/9/1987
Alan Dahl 1/28/1987
Laura DeBower 1/29/1987
Kim DeBower 1/29/1987
William DeRienzo 1/16/1987
Mark Forbes 1/16/1987
Arthur Foster 1/23/1987
Henry Giffin 1/30/1987
Terry Gilles 1/29/1987
Lynn Girven 1/16/1987
James Hale 1/29/1987
Carol Halkias 1/27/1987
Mary Hall 1/6/1987
Diane Hamilton 1/8/1987
Kenneth Harvey 1/29/1987
Daniel Hollenbaugh 1/27/1987
Anna Horn 1/28/1987
Michael Horn 1/26/1987
David Keith 1/16/1987
Ronald Kent 1/6/1987

Robert Kliffel 1/13/1987
Joyce Koetter 1/27/1987
Thomas Koetter 1/28/1987
Carol Leuty 1/16/1987
Dorothy Loeb 1/16/1987
Emily Mandile 1/23/1987
Victor Marsh 1/30/1987
Patti Mendenhall 1/9/1987
Juanita Miller 1/14/1987
Penny Morgan 1/6/1987
David Patten 1/16/1987
Thomas Proko 1/15/1987
Rhonda Rizzo 1/16/1987
Tim Rizzo 1/16/1987
Douglas Rocco 1/6/1987
Janice Roller 1/22/1987
Dianne Schleicher 1/16/1987
Roger Schleicher 1/16/1987
Harold Schneider 1/14/1987
Bob Siska 1/27/1987
David Staman 1/29/1987
Mike Thiessen 1/28/1987
Phyllis Vandeweghe 1/28/1987
Bonnie Wannarka 1/30/1987
Jimmy Wickiser 1/27/1987
Michael Winebrenner 1/6/1987
Angelo Zucchi 1/29/1987

WeatherTech®

Custom Products Perfect-Fit

Ford F150 Shown



Rear Over the Hump FloorLiner™

FloorLiner™ is made from a Sturdy High-Density Tri-Extruded Material and is Digitally Measured to Perfectly Fit Your Vehicle! Available in Black, Tan or Gray for Popular Cars, Trucks, SUVs and Minivans.

Toyota Tundra Shown

Chevrolet Silverado Shown



Rear Floor Mats

All-Weather Floor Mats for Virtually Any Car, Pickup, SUV or Minivan! Available in Black, Tan or Gray.

Chevrolet Tahoe Shown

GMC Yukon Shown



Cargo-Trunk Liner Computer Designed Protection for Cars, SUVs and Minivans. Available in Black, Tan or Gray.

They just snap right in!

Cadillac Escalade Shown



Side Window Deflectors to fit Cars, Pickups, SUVs or Minivans! No Exterior Tape Needed. Also Available in Dark Tint.



WeatherTech® Store, 841 Remington, Bolingbrook, IL
Headquarters, 1 MacNeil Ct., Bolingbrook, IL



Canadian Customers; www.WeatherTech.ca

See and
Order Everything at
WeatherTech.com

800-441-6287

MacNeil
AUTOMOTIVE
PRODUCTS LIMITED

Specialists in Original Equipment and
Aftermarket Automotive Accessories

©2012 by MacNeil IP LLC

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:



SCCA members receive a 10-percent discount on all **Simraceway Performance Driving Center** courses.

Hertz offers savings of up to 15 percent for current SCCA members.



Holiday Inn Savannah-Pooler is offering discounted room rates for both individual members and groups.



Porterfield Enterprises is offering a 20-percent discount on Porterfield and Hawk Performance brake pads, or a 10-percent discount on Performance Friction and Raybestos brake pads.

S&W Race Cars offering a one-time use 10-percent discount on any **S&W Race Cars & Components** order.



Solo Performance Specialties (SPS) offers a 10-percent discount all online purchases of graphics items.

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.



FROM THE CHAIR

JERRY WANNARKA
Chairman, SCCA
Board of Directors

One Member at a Time

“

THE CLUB NEEDS YOUR HELP in 2012. In recent years, the Sports Car Club of America has seen gradual erosion in both membership and event entries and, unless checked, the very core of our Club will be endangered. As I write this, our membership is around 42,000 – a number that reflects a drop of roughly 2,000 members a year for some time now. Because of this fact, the Board of Directors, the SCCA National Office, our regions from coast to coast and our members must put our collective thoughts together to arrest this downslide. I believe we, as a Club, can turn this trend around, and with shared effort, can increase our membership by 2,000-3,000 members a year.

This is where *you*, our members, come in. I'm inviting you to join me in my New Year's resolution to personally recruit and mentor *at least* one new member in 2012. Do you realize that if each of us would recruit just one new member, we would theoretically increase the Club's membership by 42,000 by year's end? That is a 100-percent increase. Rather staggering thought!

It really isn't that difficult a proposition if you think about it. Bringing a new member to the Club can be as easy as just asking someone to participate in an event – even for just one day. Invite a relative, co-worker, neighbor, friend, or even a new acquaintance to come and see what we do. Sometimes all it takes is a sincere invitation, even if that invitation needs to be repeated a time or two. Invite them to join your crew for the

weekend. Or tell them you can find a place for them flagging on a corner, working the grid, helping with Timing and Scoring or tech, or any of the many volunteer positions at SCCA events. Provide them with the regional and national website addresses. Show off the pictures of your car and/or volunteer buddies. Share your favorite stories and perhaps do a little bench racing. You know as well as I do, once exposed to our Club and our sport, they'll be hooked, and you will have added a new member to our ranks!

I'm not asking you to make this effort all on your own. The Club office has developed incentive programs to provide benefits to encourage volunteer participation and retention including financial rewards for active members who recruit new members. Also, a number of our regions are aggressively working on recruitment programs. Check www.scca.com as well as your local region's websites for more details.

So, when the opportunity arises, don't be bashful about your love of motorsports and your membership in our Club – the Sports Car Club of America. I'm asking you to be an ambassador for our Club. Share the fun and fulfill *our* New Year's resolution – one member at a time. Happy 2012 racing!

”

2011 SCCA Board Elections

With the end of 2011, four of SCCA's Areas held elections for national Board of Directors positions. From these elections, two new members joined the BoD in 2012, while two incumbents returned for a second three-year term.

Robin Langlotz, of Orlando, Fla., and Michael Lewis, of Poway, Calif., ran unopposed in Area 3 and Area 11, respectively, and will return to the Board.

In Area 4, Stephen Harris, of Dayton, Ohio, topped incumbent Marcus Merideth for the third open spot on the 13-member Board. Brian McCarthy, of Sacramento, Calif., won the Area 9 spot over Dave Deborde, of Minden, Nev. McCarthy takes over the seat filled previously by R.J. Gordy, who reached his two-term limit.



DENNIS WOOD

Cars with engines 2.0L and smaller displacement can now run in STL at National races.

Super Touring Lite Goes National

Following one season as a Regional class, Super Touring Lite (STL) has been approved for National competition for the 2012 race season. STL will be scored as its own class at SafeRacer National Racing Series events during the season while running as a combined group with Super Touring Under (STU). However, neither an STL National Champion or class awards will be given at this year's National Championship Runoffs. Rather, STL will combine with STU at the Runoffs, with drivers qualifying for the Runoffs in STL being invited to compete as STU entrants.

The STL class features cars with less than two liters of engine displacement, permits engine swaps, aerodynamic components such as wings and splitters, brake upgrades and aftermarket suspension components and utilizes DOT-approved competition tires.

Seize the moment

COMPUTERSCALES® CORNERWEIGHT SCALES AccuSet™ BASIC SYSTEM



Simple to use – and affordable too.

Get everything you need at the same time

Control box displays all 4 cornerweights and all partial % distributions. New Hi Flex Red Poly cables, Billet connectors with gold plated contacts, and a deluxe Silver carrying case give you a more reliable package.

The new pads are made by a process called Liquid Metal Forging™ - LMF™ - with elaborate reinforcing webs for the most rigidity in a single cell pad and the lightest weight for ease of handling. They have a new Satin Finish and are flat to within just .010".

#72593 w. LMF™ Satin Finished pads..... \$1049.00

Many others inc. **VERSIPAL** from \$949.00 to \$2999.00



NEW!

2 CAR CLIPBOARD WITH Longacre™ MEMORY STOPWATCH

- Lap counter
- Crisp one-button action
- 30 lap memory
- Lightweight aluminum board with edge guards and feet

#22340
With color
lap charts... \$79.00



QuickSet™ DIGITAL CASTER/CAMBER GAUGE

Reads to .1°

Just hold
it against
the rim

#78295 ... \$279.00
(for 13" - 17" wheels)

NEW!

#78298 ... \$299.00
(for up to 22 wheels)

Folds up
for easy
storage

Includes
Silver
case

AccuLevel™
easily removes
from gauge - and
can be used for
other measurements



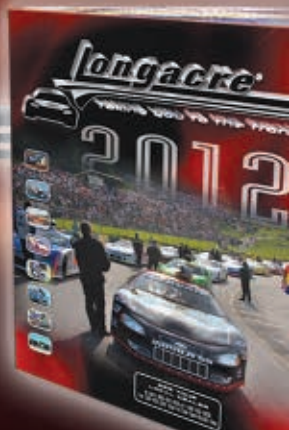
Longacre®

REDEFINING PERFORMANCE

call for your NEW 2012 catalog

1-800-423-3110

www.longacreracing.com



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, log in to ams.scca.com and look under "Forms."

Referral Leaders for Nov., 2011

NAME	REGION	RRRLS
Warren Leach	San Diego	64
Julia Aebersold	Kentucky	41
Brian Ghidinelli	San Francisco	38
Gayle Jardine	Cal Club	31
Michael Adams	Tennessee	18
Allan Coy	Cal Club	16
Andres Rodriguez	Florida	15
Sydney Davis	Houston	14
Carol Deborde	Reno	13
Meg Meyer	South Jersey	12

There are 1,887 additional Members with at least one referral.

Region Leaders

(Category based on 2010 year end membership)

REGION	GROWTH	RETENTION
Jumbo Regions (1000+):		
Florida	6.2%	80%
Detroit	0.8%	83%
Large Regions (401-999):		
Philadelphia	2.4%	76%
Medium Regions (200-400):		
Cincinnati	16.0%	84%
Alabama	13.8%	72%
Nebraska	9.7%	83%
Small Regions (<200):		
River Cities	57.9%	76%
Red River	28.6%	80%
Iowa	16.3%	85%

SCCA Board of Directors meeting minutes

The SCCA National Board of Directors met in Topeka, Kansas Friday, Dec. 2 and Saturday, Dec. 3, 2011. The following directors 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, Marcus Merideth and the two incoming directors Steve Harris and Brian McCarthy.

The following SCCA, Inc. staff participated in the meeting: Jeff Dahmert, 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; Aimee Thoenes, Executive Assistant, Peter Lyon, Risk Management.

Jim Wheeler, Member of the CRB and John Bauer, Technical Services Assistant participated in the meeting on Saturday, December 3, 2011.

The following is a summary of motions from the meeting. For full details, see the January 2011 Fastrack News.

BOARD MINUTES

MOTION: To approve the minutes of the October meeting. Lybarger-Gordy. PASSED unanimously.

BUDGET AND FINANCE

MOTION: To approve 2012 budget as presented. Lewis/Jones. PASSED: 12-1 Opposed Merideth.

OPERATIONS MANUAL

MOTION: To approve Operations Manual changes as presented on 1.2 Organizing a New Region. Patullo/Merideth. PASSED Unanimously.

CLUB RACING

MOTION: To approve the continuation of the tow fund program for 2012. Langlotz/Patullo. PASSED Unanimously.

MOTION: To approve the following CRB rule changes (Available in Fastrack). Merideth/Creighton. PASSED Unanimously.

MOTION: Creighton/Langlotz to instruct the CRB to come up with a plan to deal with low subscription classes, such as STO, for 2013 as part of their alignment strategy. PASSED: 11-2 Opposed: Lewis and Langlotz.

MOTION: Patullo/ Merideth. As part of the plan for the CRB to actively manage classes using spatial planning, it was moved to make STL a provisional National class for 2012 with the ability to participate in the Runoffs in STU as proposed by the CRB. PASSED 9 for, 3 opposed Creighton, Langlotz, Lewis and 1 abstain Wannarka.

MOTION: Creighton/Patullo to add "that has been" to the sentence in 9.3.20.C.2 (Driver's Safety Equipment, Required Equipment) as shown below. PASSED unanimously.

MOTION: Lybarger/Patullo. To waive section B.11.2.A and hold only five National races in CenDiv for the 2012 season. PASSED unanimously.

MOTION: Butler/Creighton. An alternate qualification method shall be added to the 2011 qualification options which carry over to 2012. Eight national finishes (regardless of position) shall qualify a competitor for the Runoffs. PASSED – Unanimously.

MOTION: Lybarger/Merideth. To approve the plan as presented by the Planning Committee for the Majors Program for 2012 with the following changes to the GCR 3.11.e and 3.1.4.A In 2012, the VP of Club Racing with approval of the Chairman of the Board of Directors, BoD Planning Committee, CRB and Stewards, may alter the GCR requirements for the conducting of an event as needed to support the Majors Pilot Program in MW, SW and RM Divisions. PASSED unanimously.

MOTION: to table discussion for COA and Stewards programs until Feb 2012 board meeting. Patullo/Kephart. PASSED 12-0-1 Merideth abstained.

RALLYCROSS

MOTION: To accept proposed RX rule changes. Butler/Gordy. PASSED unanimously.

TIME TRIALS

MOTION: To approve the TTAC Rules as presented. Lybarger/Langlotz. PASSED Unanimously.

Chairman Wannarka highlighted some of the many contributions made by RJ Gordy and Marcus Merideth while serving on the Board and thanked them for the many hours they dedicated to the Club while serving on numerous committees and boards.

The 2012 Board of Directors convened immediately following to install officers, approve program board appointments and determine its 2012 meeting schedule.

Election of officers followed with the results as follows: Chairman, Wannarka; Vice Chairman, Noble; Treasurer, Lewis; Vice Treasurer, Walsh and Secretary, Butler. Jones was added as the fifth member to the Executive Committee.

The following program board appointments were approved:

CLUB RACING BOARD

Chairman, Jim Wheeler; Members: Jim Drago, Chris Albin, Mirl Swan, Tom Start, Peter Keane and Fred Clark

EXECUTIVE STEWARDS

Central, Joanne Jensen; Great Lakes, Jim Green; Midwest, Ken Patterson; NorPac, Gary Meeker; NE, Earl Hurlbut; RM Gloria Dickerson; SoPac, Barbara Knox; SW, Tom Brown.

TIME TRIALS ADVISORY COMMITTEE

Chair, Tony Machi; Members: Jerry Cabe, Chuck DePro, Dave DeBorde, Matt Rowe, Josh Hadler, Joe Olivera, Roy Mallory, Dr. Kent Carter.

COURT OF APPEALS

Chair, Mike West; Tom Hoffman, Jack Marr, Rick Mitchell, Jeff Niess and Sue Roethel as secretary.

SOLO EVENTS BOARD

Chair, Steve Hudson; Bryan Nemy, Mike Simanyi, Richard Holden, Dave Hardy, Dave Feighner, Erik Strelnieks

DIVISIONAL SOLO STEWARDS

Todd Farris, SW; Robert Lewis, SE; Steve Gamjost, Central; Tom Berry, SoPac; Keith Brown, NorPac; David Newman, NE; Lindsay Wilson, RM; Donna Hill, MW; Scott Hearne, GL.

SOLO SAFETY COMMITTEE

Chair, Kathy Barnes; John Lieberman, SW; Arouch Poonsapaya, Central; Brian Robertson, SoPac; Carl Craner, RM; Jan Rick, MW; Bruce Bellom, NE.

ROADRALLY BOARD

Chair, James Wakemen, Jr.; Rich Bireta; Jeanne English, Sasha Lanz, Eva Ames, Clarence Westberg, Charles Hanson

DIVISIONAL ROADRALLY STEWARDS

Bob Ricker, SE; Larry Scholnick, SoPac; Mike Bennett, GL; Mike Thompson, Central; Steve McKelvie, NE; Rich Bireta, MW; Lindsay Wilson, RM; Sasha Lanz, SW.

RALLYCROSS BOARD

Chair, Ken Cashion; Ron Foley, Brent Blakely, Karl Sealander; Warren Elliott, Stephen Hyatt, Bob Ricker.

DIVISIONAL RALLYCROSS STEWARDS

Richard Miller, SW; Z.B. Lorenc, GL; Brent Carlson, Central; Jerry Doctor, MW; Scott Beliveau, NE; Paul Eklund, NorPac; Aaron Miller, RM; Charles Wright, SE; Jayson Woodruff, SoPac.

MX-5 Cup Champ heads to World Challenge

After wrapping up the 2011 SCCA Pro Racing Playboy MX-5 Cup Championship in commanding style, Mike Cooper will be ascending the next step of the Mazda Ladder system as he moves to the SCCA Pro Racing Pirelli World Challenge Championship. This move will take Cooper out of his familiar Mazda MX-5 and put him into the Mazdaspeed 3, as he attempts to repeat his winning ways, but now in the popular Touring Car class.

ERRATA

■ In the November issue of *SportsCar*, Tommy Saunders was inadvertently left off the list of winners of the Black Magic Shine Award. Tommy's LeGrand Mk18 finished third in the Modified Category. We apologize for the error.



2011 Runoffs DVD Set

The 2011 SCCA National Championship Runoffs DVD set, presented by Volkswagen, is now available for purchase. All 28 races from the 2011 Runoffs are featured on an eight-disc DVD set for \$31.99 (member price). Included in the coverage are pre- and post-race interviews and analysis from the announcing team of Dorsey Schroeder, Greg Creamer, Jim Tretow, John Bisignano and Chip Herr. Each race is presented as it was aired on SpeedcastTV.com. SCCA members can log into their account at ams.scca.com and click the "merchandise" link to order.



Yeehah!

We know how to have fun at this.

You're booking a buck-fifteen on the back chute. Houston, we have suction — a classic three-car draft.

You're sitting pretty in the middle, a fly's eyelash off that guy's tail. Revs are up. So is the adrenaline. The instant that red Spec Racer® passes, you're hooking onto that sucker for a pull up to the pointy end.

Minimum moolah. Maximum yeehah! This is Spec Racing.

You want in? Call us. 303.693.2111 Or visit sccaenterprises.com

Top Gear

ESSENTIAL TOOLS, ACCESSORIES AND GEAR FOR RACERS



AEM FIESTA INTAKE

The AEM induction system for the Ford Fiesta increases power by reducing restriction in the inlet system and provides a cooler inlet air temperature. Like all AEM intakes, the Fiesta kit comes with an oil-free DryFlow synthetic air filter that can be cleaned and reused.

www.aemintakes.com

JOE GIBBS FR20 MOTOR OIL

Joe Gibbs Driven FR20 synthetic 5W20 high-performance motor oil is designed specifically for high-performance Ford modular engines. The oil utilizes advanced synthetic base oils to provide high-temperature and high-shear protection.

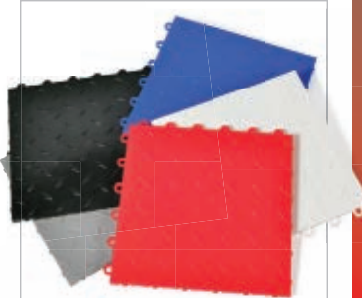
www.joegibbsdriven.com



RACEWAY GARAGE TILES

Raceway Manufacturing introduces its new line of garage tile. Featuring six interlocking tabs, the flooring system snaps together fast, is stain resistant and nicely finishes off any workspace.

www.racewaytile.com



PIPEMASTER ADJUSTABLE TEMPLATES

PipeMaster tools are adjustable templates that are used to determine the shape of end cuts on the steel tubing used to build roll cages. These tools can be used to determine the exact length of each tube and the orientation of the two end cuts to each other.

www.pipemastertools.com



SPECTRUM PLASMA CUTTER

The Spectrum 625 X-TREME plasma cutter by Miller Electric packs 40 amps of power, cuts up to 5/8-inch mild steel and weighs only 21lbs. MVP Adapters allows you to connect to 115- or 230-volt power.

www.millerwelds.com



ENKEI APACHE II WHEEL

The Enkei Apache II is the third wheel in Enkei's Classic Series line of wheels. The Apache II is available in 15x7-inch and 15x8-inch sizes and comes in silver with a machined lip or black with a machined lip.

www.enkei.com

SportsCar welcomes submissions of relevant motorsports products. Please send a description of the product, including price, and a color image to *SportsCar* Top Gear, 16842 Von Karman Ave., Suite 125, Irvine, CA 92606, or e-mail sportscar@haymarketworldwide.com. Products appearing in *SportsCar* are not necessarily endorsed by *SportsCar* or the SCCA.



3/2 Cecil, CA	4/13 Maryland
3/16 College Station, TX	4/20 Mineral Wells, TX
4/27 San Diego, CA	5/4 Irvine, CA
5/18 East Rutherford, NJ	5/25 Lincoln, NE
5/25 Lincoln, NE	6/8 Blytheville, AR
6/8 Blytheville, AR	7/6 Packwood, WA
6/29 Packwood, WA	7/20 Farmington, NM
7/13 Fountain, CO	7/27 Toledo, OH
8/3 Peru, IN	8/30 Lincoln, NE (ProSolo Finale)
9/4 Lincoln, NE (Nat. Championships)	
10/26 Blytheville, AR	

SOLO LIFE

Some vacation with snow, others with sand.
For you, it's acres of paved paradise.

Book your vacation time now.
Don't let an SCCA Solo life pass you by.

www.SCCA.com
1-800-770-2055

DF Goodrich



SAFERACER




TIRE RACK .com



SCCA
Sports Car Club of America

Pobst Position



 Randy Pobst

2003, 2007, 2008 and 2010
World Challenge
GT Champion

**“MOST OF US
PROS ARE NOT
TOO SURE WHAT WE
WILL BE DOING NEXT
SEASON”**

Dreaming

I just woke up from a recurring dream: I'm at a race. It's starting soon, and I need to fuel the car. It is Mike Levita's TPC Racing team, sorta, yet Jeremy from the K-PAX Racing crew is there. Time is getting very short. No fuel, I'm not in my race gear yet and I'm driving around the paddock not knowing where to get gas or how to get to pre-grid. I have dreams like this yearly or so, except I just had another again last night after starting this story. However, in 26 seasons of racing, I have never missed a start. Not from sickness, not

from traffic, not from misreading a schedule. Except the first one.


Well, almost. At my very first race, the inaugural Firestone Firehawk at Sebring in 1986, I had everything ready, about to pull onto grid, then, thank goodness, the wife of the friend crewing for me asked if I had gas. Well, sure – uh – *no*, ahhh! Mad thrash! They held the race for me. That never happens. But, the field they had for Compact Class (B-Spec circa 1986) was very small, and I was gridded second, and they needed me for the show (lucky it was a pro race). Finished second by a bumper, by the way. But still I dream those racing anxiety dreams.

Some people tell me how lucky I am to be paid to race, but there is a flip side: insecurity. Most of us pros are not too sure what we will be doing next season, and certainly not the season after that. No pensions here, friends, no sick days or tenure. One must be comfortable living on faith that something will come through. Fortunately, I am. Never been much of a planner. It is show business, after all. I think it must be very similar to life in Hollywood, always scouting for deals, connections and networking. And, “It's who ya know.” I'm sitting here in the off-season waiting to get the word from K-PAX and Volvo that we are doing it all again. All signs are go, but until the ink is dry on the contract, or

the commitment made on the phone, there remains that little uncertainty.

Successful long-term pro drivers do a good job of creating more security. Me? I think I have been quite lucky, to tell you the truth. We can ask for multi-year contracts, but I have found that to be rare. I am happy for the five-year relationship I have had with K-PAX and six seasons with Bob Raub's 3R Racing. We are truly like family. Well, I sure hope they think so about now, ha. One worry is that the rest of the racing world thinks so, too. Oh, Randy's a K-PAX guy, I'm sure he is not available. I sure hope I am not.

Funny, as I am writing this column, a call comes from out of the blue. A racing acquaintance of mine has a customer who wants to build the fastest car on any/every track in the world, and would I like to drive it? Hmmm. Road course, yes. Oval track, maybe not (250mph at Indy, anyone?). Hope this works out. And I hope it is properly funded. No rules – doesn't that make your engineering sense shiver with delight? How would you design it? Where would you start? F1? But those cars are so restricted to slow them. Narrow, small wings, unfaired wheels. I told them: max out torque and downforce, and the rest will take care of itself.

Maybe racing is not so bad after all. Maybe that next call will be the next great opportunity. Have faith, and ignore the bad dreams. 



Randy Pobst has been racing professionally for 26 seasons and has never missed a start. But that doesn't mean it's not one of his worries.

KENNETH HAWKING

The Power Driving Motorsports

Introducing a new line of Racing Fuels



Shell Racing Fuel URT 105

Shell Racing Fuel URT 105 is specially formulated by Shell for off-road use. This technologically advanced formulation utilizes Shell racing technology and expertise to maximize the performance of vintage and historic racing engines. It contains a race-proven lead replacement additive that protects against exhaust valve seat recession in racing engines. This fuel contains no oxygen and is formulated using technology that provides detonation resistance previously only possible using lead. This unique technology is developed for engines requiring high octane racing fuel. This fuel is an excellent choice for high compression engines up to 12:1 including four stroke and two stroke motorcycle applications.



www.shellracingsolutions.com
For more information call 800-834-0202



Shell
Racing Fuels



Pacesetter

BY ROB KRIDER PHOTOS COURTESY JOHN BUTTERMORE

On the track or at work, John Buttermore knows how to build a winner

In 2011, John Buttermore won the Touring 1 championship at the National Championship Runoffs piloting his Chevrolet Corvette. But the big difference between Buttermore and most SCCA members is that when he's having problems tuning the ECU on his 'Vette, instead of jumping onto his favorite automotive forum or chat room to ask for advice, he walks out of his office at General Motors, heads down the hall and knocks on a door with the word "Corvette" on it. He asks the guys who engineered the ECU how he should tune it.

At General Motors, Buttermore is the Lead Development Engineer for the Chevrolet Sonic. His team is in charge of all performance aspects of the Sonic from tip to tail. For the 2012 Chevrolet Sonic, Buttermore worked on vehicle integration, which is an industry term for handling the pre-production engineering on numerous aspects of the vehicle, including steering ratios, transmission calibrations, vehicle dynamics, wind noise issues, squeak and rattle, seats, aerodynamic packages, radio menus, tires and fuel mileage. "Hitting the 40 miles-per-gallon highway goal was a major hurdle for us on the Sonic," says Buttermore.

If anyone could figure out the right tire compound, transmission ratios and aerodynamics to hit that magic 40mpg goal, it's Buttermore. He graduated from high school in 1998 and always enjoyed math and science. Four years later he earned his undergraduate degree in mechanical and aerospace engineering at Cornell University. Like a lot of students, while he was in college he spent his summers doing internships at the office where his dad worked. In Buttermore's case, that office just happened to be General Motors. After he graduated from college he was hired at GM to work on the full size truck plant, programming robots and engineering assembly lines. While working at GM, he completed his master's degree in engineering at Purdue University by 2008.

Buttermore's first introduction into

racing came when his dad convinced his mother that "it would be smart to have John go to racing school to learn to be a good defensive driver." That may be true, but what mom didn't know was that dad would be going through racing school, too, just so he could "keep an eye on John." At 16 years old, Buttermore graduated from the Skip Barber Formula Ford race school at Road America. A few years later, the family picked up a 944 Porsche for about \$3,000. The mufflers were falling off and the numbers were made out of duct tape. The Porsche had a habit of hub failures, which allowed the wheels to leave the chassis. Once Buttermore was finished with college, his family started to race cars built by the company that signs the pay checks: GM. They chose a car from GM's Performance Division and campaigned a 2004 Cadillac CTS-V in Touring 2. In Buttermore's words, "We ruined a perfectly good street car and turned it into a racecar."

According to Buttermore, there are very few differences between setting up the vehicle dynamics on a racecar and engineering the chassis on a production car. "Racecars and road cars are set up very similar, we just turn down the stiffness quite a bit." Additionally, modifying a car within a race class rule set is comparable to designing a car to fit a market or price specification. "The skills crossover is very real," he says. "In a race class you have a car, you're given specifications and it is the race engineer's job to maximize the performance within that rule set. Vehicle development is very similar in that we have to deliver a world-class product to compete in the market at a specified size and price point."

Buttermore's work with the Sonic is an international affair. He spends a lot of his time flying back and forth between America and Korea. The vehicle architecture is based in Korea, the powertrain is based in Europe and the vehicle integration is handled in the U.S. According to Buttermore, the

Fast Facts

JOHN BUTTERMORE

SCCA REGION: Detroit

MEMBER SINCE: 2004

LAST BOOK READ: *The Last Open Road*

FAVORITE ENTERTAINER: Motley Crue

FAVORITE MOVIE: *Anchorman*

FAVORITE TV SHOW: *It's Always Sunny In Philadelphia*

FAVORITE FOOD: Pulled pork

FAVORITE NON-SCCA ACTIVITY: Weightlifting

FIRST CAR OWNED: Mid 1990s Chevy Blazer

FAVORITE CAR OWNED: 2004 Cadillac CTS-V

CURRENT DAILY DRIVER: Cadillac CTS-V and

2012 Chevrolet Sonic

FAVORITE RACE DRIVER: Kevin Harvick

MOST INFLUENTIAL PERSON IN MY LIFE: Mom!

“I TALK TO PEOPLE
AT TWO IN THE
MORNING ALL THE
TIME” John Buttermore





John Buttermore may race a powerhouse of a Touring 1 Corvette (winning a National Championship in 2011), but in his day job he's responsible for more economical cars, like the 2012 Chevrolet Sonic.

time differences between the countries make for some very interesting conference calls. "I talk to people at two in the morning all the time. My work hours are quite variable."


When he isn't fine tuning the best fuel mileage for the Chevrolet Sonic he is happily getting worse fuel mileage out of his Chevrolet Corvette as he runs it hard around the racetrack. Buttermore competes in a 2005 Corvette that has been updated with a 2008 powertrain and a 2010 Grand Sport exterior. Sponsored by Hoosier Tires, Carbotech Brakes and StopTech, he earned the Detroit Region Driver of the Year Award in 2008 and won the Great Lakes Divisional Championship in 2008 and 2011 in T1. Even with his regional and divisional successes, his quest for a Runoff's victory wasn't an easy one. He began in 2005, picked up a second-

place finish in 2007, another second in 2008, a third in 2009 and yet another second in 2010. It was beginning to look like a National Championship wouldn't be in the cards.

With the 2011 season on the line, Buttermore used his engineering knowledge and worked on his own engine tune, dialed in the suspension and damper specifications and designed a brake system for his Corvette. John uses a custom data acquisition system built by Nearbrook Motorsports Engineering, which even measures his brake pedal position. With a lot of dues paid, hard work and preparation, this combination brought home a solid 2011 season and a long awaited National Championship.

Buttermore is proud of his success at the Runoffs, but talking to him you get the feeling he is just as proud of the

work that he and his team at GM completed on the Chevrolet Sonic. "We built a cool car that not only gets great mileage but has a Top Safety Pick from the Insurance Institute for Highway Safety [IIHS] with its 10 airbags. With its turbocharged engine it has the best acceleration in its class. This car is built at the GM plant in Lake Orion, Mich. A local plant gives you even more pride that your product supports the local community and economy, and the profits from the sale stay right here in the U.S."

For 2012, Buttermore will return to T1 with his Chevrolet Corvette and continue his work engineering cars for GM. If you ever have the opportunity to drive a Sonic and you like the way the little car handles, you can thank Buttermore for his vehicle integration work. 

Inside Track

BY JAMES KEARNEY PHOTO PHILIP ROYLE

San Francisco Region's Linda Rogaski – Northern Pacific Division's Race Administration Worker of the Year

Hurry, hurry, step right up! Linda Rogaski doesn't have a carnival barker's hat and cane, nor does she need one, because she stands at the entrance to the greatest circus of all. There will be spills and thrills and something for everyone. "This is the very best spot to be in," enthuses Linda. "It is a great atmosphere. They come to registration happy and our job is to get them in as quickly as possible." She tells her volunteers to call folks by name as much as possible and to keep smiling. "The first hour of any event is hell hour and we need to keep things moving." If she spots someone who appears tense, she asks a simple question: How can I help you? When I tell her that she could be a greeter at Wal-Mart she says, "Yes! I could do that!"

While there is a spot for everyone in the Club, Linda says that, at registration, attitude is everything. "I want someone who is *on* at 6:30 a.m. I'm a people person; I couldn't do tech or Timing and Scoring." She thrives on human interaction and she says of this trait, either you have it or you don't. "You need to answer people honestly and say you'll find out, if you are asked something you don't know. With 30 to 40 people in line, it can be overwhelming."

The great majority of people are cheerful and cooperative. "They are there for a fun day, it's not like they have to be there." Linda says if there is an unpleasant interaction the big thing is to not take it personally. "Often times, they don't know how jerky they are being. Maybe they are running late or they have had a problem traveling. I tell my people to walk away, if necessary. We'll ask a steward to talk with them and more often than not, they will apologize."

And with modern innovations like online registration, the days of the excruciating line at



“IT IS SUCH A TEAM EFFORT, ALL THE WAY ACROSS” Linda Rogaski

Linda Rogaski's (center) journey with the SCCA started back in 1975 – soon thereafter she started volunteering. At the 2011 National Championship Runoffs, Rogaski was presented with the BFGoodrich Tires Northern Pacific Division Worker of the Year Award for all of her efforts.


registration are all but over. Over 10 years ago her region came up with the idea of "registration express." If you take your logbook and helmet to registration, you don't have to stop at tech.

"The hardest thing about doing registration is keeping everything straight. And being there early." She will arrive at 6:15 a.m. and not leave sometimes until 8 p.m.

Linda's first visit to a racetrack was back in 1975 when she crewed for her husband Jim, who was racing. Now she has been Chief of Registration for 10 years and Divisional Administrator for over 12 years while Jim was the Chief Steward for the 2010 National Championship Runoffs.

There have been some moments. Linda remembers running out of credentials once and jury-rigging

armbands for participants out of masking and duct tape. And one near miss. "We were at [what is now Infineon Raceway] long ago and working out of a trailer. I stepped outside and tossed the remains of my coffee cup without looking and nearly drenched Willy Ribbs. He wasn't happy, but mercifully I didn't hit him."

She was at the 2011 Runoffs for her eighth time when she won the BFGoodrich Tires Worker of the Year Award for the Northern Pacific Division. She'd nominated someone else for this award and was genuinely surprised to hear her name called. "It was a great feeling to be acknowledged by my peers. It is such a team effort, all the way across. Everyone depends on someone else to make these races happen." 

Presented by
BFGoodrich
Tires

COBRA

exceed **expectations**



**SEBRING PRO
TECHNOLOGY®**

Sebring Pro Technology is the next evolution of the Supertouring seat with full **Hans compatibility**. It features a **100% carbon fiber shell** lined with NASA-developed **Confor®** foam and integrated lateral head restraints. The carbon shell construction offers outstanding rigidity with a 50% weight savings over fiberglass shells while the Confor® cushions mold to the driver, absorbing 85% of initial energy distributing loads for the ultimate in comfort and safety. With Alcantara® anti-slip fabric and leather wear patches for hard-wearing good looks, dual, independent leg cushions, and a deep-sided ergonomic shape for lateral support. Exceeds 3 times FIA 8855-1999 standards @ 63g.

Cobra Seats...the most technically advanced seats in the world!

Featuring Outlast® Technology!

Phase change materials (PCMs) are incorporated into Cobra's Sebring Pro to interact with the driver's body temperature and provides a buffer against temperature swings.



Alloy Side Mounts

Manufactured from 5 mm high-tensile aluminum for superior quality. FIA approved. Available in black only.

Authorized Centers
Fall-line Motorsports | IL | 847-480-9804
425 Motorsports | WA | 206-819-2500
Gateway Racing | ON | 905-983-6454
HMS Motorsport | MA | 978-532-1640
Phoenix Performance | PA | 610-482-0141

Performance Speed Tech | TX | 817-512-4780
Perry Auto | QC | 450-662-6927
Racer's Edge | TN | 865-862-5262
7's Only | CA | 661-764-5456
Wine Country Motor Sports | CA | 707-935-7223
Wine Country Motor Sports | FL | 561-748-5329

17161 Palmdale Street • Huntington Beach, CA 92647

To find a dealer near you: **(714) 847-1501**
or find us on the web at: **cobra.subesports.com**

Subé Sports is the
exclusive North American
distributor of COBRA Seats.
www.subesports.com

*Subé
Sports*

First Gear

BY JAMES HEINE

If you're stranded in Elkhart Lake, **Nicolas Hammann** is your man

There are a lot of ways to discover a First Gear candidate, but limping into Cal & Gus Motors at the corner of Rhine and Lincoln Streets in Elkhart Lake, Wis., on what today passes for a spare tire isn't one an editor of *SportsCar* might pick for a top 10 list.

Yet that's exactly how we met Nicolas Hammann on a rainy Thursday last June. Aforesaid editor had punctured a tire on I-43 in downtown Milwaukee and reached Elkhart Lake on his Protégé 5's spare. At Cal & Gus, Nicolas was kind enough to undertake repairs.

One bit of conversation led to another, and we discovered that Nicolas, in addition to wrenching on cars – and busting tires from rims – is a First Gear member and the pilot of his family's STU BMW 318ti in Regional and National events.

If you're not familiar with the Elkhart Lake landmark, Cal & Gus has been a Hammann family business since 1934, when it began as a Ford dealership. Today, it is operated by Nicolas' father, Gary, his uncle, Brian Hammann, and a family friend, Dick Binder. Nicholas, a 17-year-old senior in high school and a member of the Kansas City Region, has been working part time at the shop since age 10 or thereabouts.

For Hammann, his work at Cal & Gus has been a natural introduction to racecar preparation and maintenance. And like almost every other young driver today, he began in karts at a young age (7 in this case). He earned his SCCA competition license in April 2010 at the Mid-America Motorplex (MAM) near Omaha and subsequently recorded his first class win there. Last May, he qualified for his National license just in time for the Chicago Region WeatherTech June Sprints, where, in his 318ti, he qualified 53rd in a field of 56 (which included T1, T2, STU and AS cars). In the rain, he finished 34th overall and 10th in class on "rain tires" gleaned from "some old customer tires lying around in the back of the shop."



“I’VE BEEN VERY LUCKY TO DO THE STUFF I’VE DONE ALREADY” Nicolas Hammann

Nicolas Hammann is handy both driving and fixing cars. He's not doing bad in school, either. For being this month's First Gear member of the month, Hammann will receive a \$200 gift certificate to SafeRacer.

"It's kind of funny how it all started," Hammann says about his racing. "Our uncle bought a kind of go-kart with my dad, and it was for all three of us kids – that's my two sisters and me. My dad asked which one of us wanted to do the racing stuff. Neither of my sisters wanted to, so I was the one."

Initially, his karting efforts were modest, Hammann says. Eventually, those efforts became more serious, and he won the Road America kart club's Kohler Junior Championships in 2007 and 2008 and its Kohler Senior Championship in 2009.

"I successfully competed in over 70 feature events with no DNFs or black flags for rough driving or unnecessary contact," he says.

Hammann's SCCA career began with the acquisition of the aforementioned BMW, the Driver's School at MAM and some serious mentoring by Kansas City Region's Jim Wheeler, whom Hammann describes as the kind of member who "makes the Club as great as it is."

Hammann followed his MAM debut with a series of Regional class wins at Blackhawk Farms near Rockford, Ill., and Gingerman Raceway in South Haven, Mich. Since the June Sprints,

he's run the Milwaukee Region's Pirate Cat Nationals at Road America and a Regional weekend at Blackhawk Farms.

"It was not my best race of the season," Hammann says about his latest Blackhawk outing. "It was the first SCCA race I ran off track. I made a lot of mistakes in the race, but I did drop my lap times by almost two seconds over last year."

Even though he was unhappy with himself, he "learned a ton about racing in general," Hammann says. "Hopefully, I can apply the information, so I don't make the mistakes again."

In high school, Hammann maintains a 4.0 grade average and stands at the head of his class. Also, he has lettered in soccer and track and field and been honored for his dedication, sportsmanship and versatility. When we last talked with him shortly before Thanksgiving, he apologized for his tardy reply to our latest queries, adding, "We started basketball this week, and I have been very busy."


Busy, of course, also includes spending time with family; watching sports car, Formula 1 and NASCAR racing on TV; hanging out with friends, snowmobiling and attending weekly mass at his church.

He has also logged "hundreds of hours" with his Logitech Racing Wheel and Playseat Evolution racing simulator, Hammann adds.

Post high school, Hammann intends to pursue a career in mechanical engineering, beginning with studies at the University of North Carolina – Charlotte or the University of Michigan. Long term, he hopes an engineering career will allow him to stay close to motorsports.

"I would really love to be a professional racecar driver," he says, "but in that field today it's hard to compete unless you're like 12 and you have a lot of money behind you. If not, you're probably not going to be able to race full time. I've been very lucky to do the stuff I've done already. I think a career combining engineering and motorsports would be a dream job."

Until that day, Hammann will continue to study, work, play sports and race whenever he can.

Oh, yes, the tire, which had a large, ugly gash in its tread: It's still holding steady. Thanks, Nicolas. 

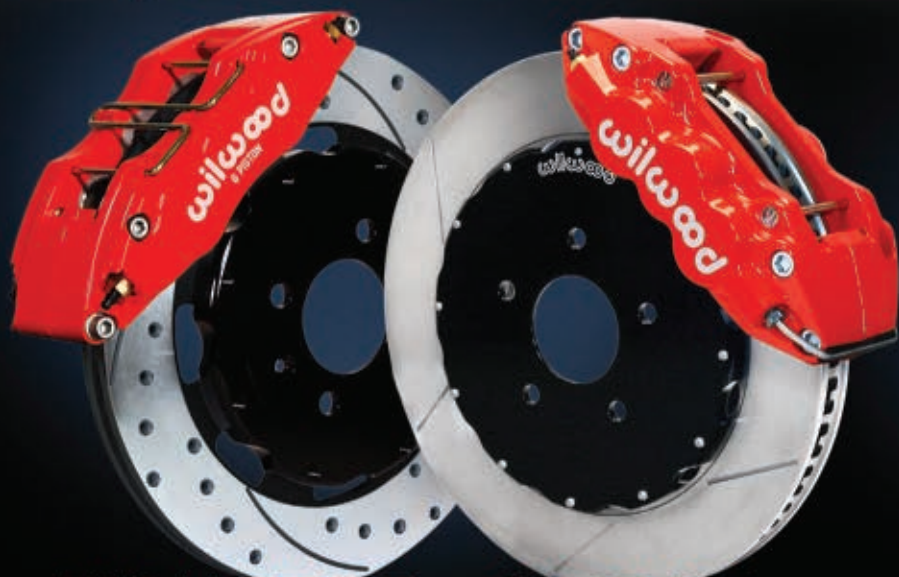
presented by
SAFERACER

wilwood



RACE PERFORMANCE

Wilwood Disc Brakes have won more races on more race tracks than any other brake. Period!



**DYNAPRO 6
BRAKE KIT**

**W6AR
BRAKE KIT**

Disc Brake Accessories & COMPONENTS

Wilwood offers complete disc brake solutions, including the necessary high-performance components for building complete disc brake systems.

- Master Cylinders
- Proportioning Valves
- Line Kits
- Brake Pads
- Parking Brake Cables
- Performance Fluids

Remote & Compact MASTER CYLINDERS & VALVES



805-388-1188

www.wilwood.com

Braking Solutions for a World in Motion

Visit Our Website for Detailed Street Performance and Racing Disc Brake Information

One of the many benefits associated with SCCA's Club Racing is multi-class groups racing together. When the quality of drivers and equipment is high – such as at the annual American Road Race of Champions presented by Grassroots Motorsports – the seasoned fan knows to keep an eye out for hot battles, as there are always many leaders in the pack.

Heavy rain on the Thursday night scrubbed the track clean, but the weekend was dry and sunny, although rather cold early in the day. That chill would bite several high-dollar rides – engines made great power but the painted curbing would be very slick. As group after group set blistering qualifying times, it was obvious spectators were in for a good show.

The first race of the 2012 Pro-IT Series season kicked off the weekend's racing Friday afternoon with an impressive field of 52 cars. Brian Price managed to put his ITA Mazda on pole ahead of the ITS contingent of Trevor Degioanni, Matt Reppert and Mauricio Montana. At the green, Degioanni and Montana split Price heading into Turn 1 but couldn't make a pass stick until lap two. The Turn 1 kitty litter had eaten three cars on lap one bringing out a local yellow, which didn't seem to slow the field much. Meanwhile, Degioanni was checking out on Montana as Reppert assumed third with Price in fourth. Reppert and Montana swapped positions several times over the next couple of laps before Reppert passed for good on lap five and began to pull away to his second-place finish. Price moved to third on lap 12 with Montana now in fourth where they ran until the checkered flag.



THE AMERICAN ROAD RACE OF CHAMPIONS

Road Atlanta | Braselton, Ga. | Nov. 4-6, 2011

BY PAUL BREWER PHOTOS DENNIS MURRAY



The ISM group, with 32 entries, was putting on quite a show of its own. Cliff Brown led lap one, Todd Buras lap two through 23, and then Brown took over for the win. In the meantime, Alexander Bolanos and Danny Steyn were always only a whisker behind.

Kirk Knestis took the ITB win and Alan Faver the IT7 win.

Friday's dinner, which was sponsored by the Atlanta Region SCCA, Road Atlanta and SCCA Enterprises, featured the awarding of the Pro-IT 2011 championship checks and trophies provided by Trackside Tim's.

Saturday opened with weather just like Friday's, very cool but sunny. Temperature would prove to be a factor.

GROUP 1: SPU, STL, SRF, SSB, BS, EP, FP, HP

Group 1 was going to be interesting for several reasons, the major one being the spread from fastest qualifier, Jim Kellogg at 1:38.288, to the slowest qualifier, Evelyn Vlasak at 2:47.612. Another reason was perennial front-runner Fletcher Williams had problems in qualifying and was gridded 10th, and smart money bet he wouldn't stay there for long. A split start was granted with the SRF class starting behind the others to give them an opportunity to spread out prior to catching any of the racecars with fenders. All of Group 1 must have slept in, as it seemed everyone was late to the grid. Von Charbonneau missed the call and had to start last

behind the SRF field in his SSB Mustang. At the green, Kellogg began to check out early on Jim Coman's SPU Miata. As expected, Williams roared through the field to take third on lap two. The question of whether he would catch Kellogg was answered on lap three when Williams broke a shock and parked his Nissan.

As Kellogg stretched his lead there was great racing in the pack. The Miatas of Ryan Pilla and Brian Laughlin had a spirited battle with lead swaps until mid-race when traffic separated them. Laughlin took the STL win over Pilla with Willie Phee a distant third. Laughlin also set a new STL lap record.

The SRF group put on what was one of the best races of the weekend. Chris

The ITC race was a great one, with Jinx Jordan (89) battling William Perry (86). While Jordan turned a faster race lap, Perry squeezed out the victory.



Danny Steyn led the Group 5 field to the checker, picking up the SM win over 37 other competitors.

Current was fast SRF qualifier but due to second qualifier Thomas Anspach's DNS, Dan McBreen started second. Third starter Clay Sylvester was to be in the mix much of the race, too. Current led McBreen in a nose-to-tail battle as they steadily moved through the field and began lapping the fendered cars by lap three. McBreen made an aggressive move and passed at Turn 10 on lap 16. Two laps later, Current returned the favor at Turn 10, though aided by traffic. On the last lap, McBreen was ready to move forward, even going for a three-wide pass into Turn 6. Current closed at Turn 10 and McBreen and Current were side by side at the bridge with Current squeezing out the win by a hundredth of a second! Andrew von Charbonneau carved his way through traffic to capture 10th overall and set a lap record for SSB in the process. Voytek Burdzy took first in BS with Evelyn Vlasak capturing the HP win.

GROUP 2: GT1, GTA, SPO

The big noise ground-pounders were the next group and, with 22 starters, it was a fun group to watch. When the pace car didn't pull off, the initial assumption was that they were getting two parade laps to get some heat into their massive

“IT TURNS OUT THE WEATHER HAD ALREADY STRUCK”



(ABOVE) In a field of six, Jim Kellogg put his BMW Mini-Cup in the SPU lead and took the checker. (BELOW) In GTA, Randy Walker led his field at the checker in his Chevrolet Monte Carlo.



tires on a cold morning – it turns out the weather had already struck. On the out lap, Robert Monette spun and hit the wall just past pit exit while trying to warm his tires and was collected by Mike Kelly's Corvette, putting them both out on the spot. The field was black flagged for track clean up.

The field was working lap two at the green flag and all was good until Turn 7 where Paige Alexander looped her Corvette and collected Kurt Roehrig's GTA pole-setting Monte Carlo, putting them both out of the race and bringing out a full course yellow.

Kerry Alexander, second fastest qualifier, hit the pits during the yellow and didn't return. This left Simon Gregg, son of the late Peter Gregg, and Zachary Monette, Bob's son, to fight for the GT1 win. They ran a hard-fought race with Simon taking the win by less than a second, but Zach took fastest lap of the race.

The GTA class had a spirited dice between Gene Felton in his Chevy Nova and Grant Leadbetter in his Dodge Charger. Leadbetter took the point on lap 11 and brought it home in third overall, first in SPO.

With fastest GTA qualifier Roehrig out on lap two, Randy Walker kept his Monte Carlo ahead of Cameron



INSPIRED DESIGN

GP TECH SUIT | TECH I-Z GLOVE
TECH I-T SHOE



ALPINESTARS.COM

Lawrence's Impala SS for the GTA win. Due to the yellow flag laps, the event was shortened to 16 laps.

GROUP 3: FC, CFC, F6, FFX, FST, FF, FV

Robert La Rocca took the pole in his FC by more than a second, so the excitement in Group 3 wasn't going to be at the front of the field, but, as it turned out, there were spirited battles in the pack for a couple of class wins. At the green, La Rocca motored away to a lead that he stretched to a full lap over second FC finisher Sean O'Connell by the end of the race.

In CFC, fastest qualifier Mike Eakin had his hands full with David Klutsenbaker jumping from eighth on the split start grid to chomping at Eakin's gearbox by the end of lap one. Klutsenbaker managed to pass Eakin on lap four and led for a couple of laps before Eakin took the point again and the CFC win, third overall. Klutsenbaker dropped out on lap 10.



Another strong battle was for the FFX gold medal. Sam Lockwood and Russ McBride qualified next to each other – both know Road Atlanta well. McBride got the jump at the green and they ran nose to tail pretty much every lap until Lockwood pulled off at Turn 7 with problems on lap 11. Not to be outdone by the other classes, Robert Clark, Dave Dawson and Reece Everard had a bang-up battle for the FST gold! The lap charts will show Clark led every lap for the win – what the lap chart won't indicate is the hammer and tong racing that occurred, such as the lap 17 pass at Turn 10 by Everard, only to have Clark retake the lead at the bridge before the downhill. They finished Clark, Everard and then Dawson to complete the podium. Other class winners were Wayne Nicolette CF, Adrian Aveni FF, Anthony Henderson FV. Lynn Sweatte claimed second in FV at her very first ARRC.

GROUP 4: ITS, IT7, ITB

Group 4 had a split grid in order to allow the ITB entrants to get sorted out before hitting traffic. As it turns out, the ITB race was a dandy even though Tristan Herbert officially led every lap for the class win. At the green, polesitter Matt Reppert and Mauricio Montana checked out. Montana led lap one before Reppert assumed the lead and pulled away to an easy win of 13sec over Montana and Dave Volante. Volante had his hands full with Tom Donnelly as they went side by side under the bridge on the last lap with Volante taking third by the narrowest of margins.

The ITB race was a fun one. Herbert led from the green but was having a spirited battle with Kevin Ruck. Ruck made a dive-bomb move at Turn 10 on

(LEFT) Brian Laughlin claimed the win in STL. (CENTER) In SSM, Lee York enjoyed the victory lap. (RIGHT) Grant Leadbetter took a commanding win in SPO. (BOTTOM) In ITO, it was Rob Bodle over the other two competitors.

“THEY RAN NOSE TO TAIL PRETTY MUCH EVERY LAP”



lap five that took him off track and probably was the source of the puncture that took him off at Turn 3 on the following lap. This left Herbert with a huge lead, which he held until the checkered flag. Meanwhile, there was a serious duel for second between Tom Martin and Derek Lugar until Lugar dropped out on lap 17. Kirk Knestis was the second fastest ITB qualifier but was involved in a lap two four-car spin. Knestis began sawing his way back through the field and was a factor again by lap 10, taking third on lap 17 to complete his strong comeback with a podium finish. The IT7 class winner was Ben Wolf who led flag to flag. Alan Faver and Steve Tynor had a tight battle for much of the race for second and finished in that order.

GROUP 5: SM, SM2, SSM, SM5

The good news was this all-Miata group made it through Turn 1 without major damage. The bad news was they only delayed the inevitable until Turn 10.



better than direct!

motovicity distribution

low shipping rates
no drop-ship fees
140+ brands from one source
no minimum purchase
competitive pricing
same day shipping
we don't compete against you



There is no reason to buy from your competition or direct from the manufacturer when you can source all of your needs from one place, Motovicity. We have been a 'wholesale only' distributor for over 10 years, and in that time we have helped many of our customers grow beyond their expectations. In today's market it's difficult to tie up your budget on parts that may sit on your shelf for months. To remedy that, many business owners have turned to Motovicity to fill their parts pipeline. Motovicity has strong relationships with the manufacturers, so we can offer you better service at better prices than you might expect.

call us today to open your account!

888.speed.16
www.motovicity.com



ACT
ADVANCED CLUTCH TECHNOLOGY



10 Motovicity
DISTRIBUTION
10 YEARS STRONG



(ABOVE) In IT7, Ben Wolf (07) took the win over Alan Favor (74).

(LEFT) With a field of seven, it was Robert Clark taking the FST victory lap.

Michael Collins qualified fourth as the only SM5 in the field. At the green, he pushed second-qualifier Blake Clement to the lead at Turn 1 only to have Clement lose fifth gear heading into the braking zone for Turn 10A. Danny Steyn claimed the lead but Collins dove inside Steyn at the Turn 10A apex for the lead. The move put him well off line for 10B, where Steyn, with the momentum of being on the fast line into the corner, tapped Collins on the right rear sending him into a spin at the exit of 10B with the full field steaming toward them. The resulting unsuccessful avoidance maneuvers

created several damaged cars with Chris Haldeman and Skip Brock out on the spot. The race then went to a full course yellow until lap eight.

At the restart, Steyn was well back in the pack and out of the top 10, but he didn't stay there long. In perhaps the drive of the weekend, Steyn was back in the lead by lap 13. Clement stayed on track without fifth gear during the caution laps, but was passed by Cliff Brown at Turn 1 on the restart with Todd Buras claiming second. As Steyn was steamrolling through the pack, Brown was off at Turn 6 and suddenly Steyn was the leader again with Buras

RACE OF CHAMPIONS ATLANTA REGION / ROAD ATLANTA / NOV. 4-6, 2011

ITA: (14 starters) 1. Brian Price (Mazda); 1:41.433; 2. Kevin Ruck (Acura); 3. Robert Moser (Honda); **ITB:** (8 starters) 1. Tristan Herbert (Volkswagen); 1:47.100; 2. Tom Martin (Volkswagen); 3. Kirk Kneslis (Volkswagen); **ITC:** (3 starters) 1. William Perry (Honda); 1:52.837; 2. Jinx Jordan (Honda); 3. Charles Fullgraf (Honda); **ITS:** (9 starters) 1. Matt Reppert (BMW); 1:43.055; 2. Mauricio Montana (BMW); 3. Dave Volante (BMW); **IT7:** (4 starters) 1. Ben Wolf; 1:48.570; 2. Alan Favor; 3. Steve Tynor; **ITT:** (1 starter) 1. Paul Brewer (Nissan); 1:51.877; **ITO:** (3 starters) 1. Robert Bodle (Ford); 2. Vandiver Joel (Dodge); no other finishers;

SPO: (6 starters) 1. Grant Leadbetter (Dodge); 1:27.789; 2. Gene Felton (Chevrolet); 3. Kyle Shields (Chevrolet); **SPU:** (6 starters) 1. Jim Kellogg (BMW); 1:38.161; 2. Jim Coman (Mazda); 3. Mark Mangialico (MT Special);

GTT: (7 starters) 1. Simon Gregg (Chevrolet); 1:23.889; 2. Zachary Monette (Ford); 3. David Machavern (Ford);

and Alexander Bolanos following. They stayed in this order until Kevin Kopp and Mark Pombo squeezed Bolanos back to fifth on the final lap.

GROUP 6: ITA, ITC, ITT

The ITA race is usually epic, and this year was no exception. Brian Price led Joe Moser for the first eight laps; Moser then led a lap but was re-passed by Price who kept the point until running wide in Turn 1, handing Moser the lead on lap 13. Moser then returned the favor with an off at Turn 1 on lap 19, giving the lead back to Price who held on for a 10-second win

GT2: (2 starters) 1. Jeff Dernehl (Mazda) 1:29.169; 2. Chris Krebs (Porsche); **GTA:** (9 starters) 1. Randy Walker (Chevrolet) 1:31.709; 2. Cameron Lawrence (Chevrolet); 3. Ricky Sanders (Chevrolet);

AS: (1 starter) 1. Dainton Brooks (Ford) 1:39.495; **HP:** (1 starter) 1. Evelyn Vlasak (Austin) 2:33.740.

STO: (4 starters) 1. Bob Mayer (Chevrolet) 1:29.419; 2. Chris Ingle (Chevrolet); 3. Edward Lewis (Chevrolet); **STU:** (5 starters) 1. John De Barros (Mazda) 1:40.003; 2. Robert Mazza (Toyota); 3. John Pickle (Lotus); **STL:** (5 starters) 1. Brian Laughlin (Mazda) 1:43.710; 2. Ryan Pilla (Mazda); 3. Willie Phee (Acura); **T2:** (2 starters) 1. Wayne Pressley (Lotus) 1:42.414; 2. L. Clark Crawford (Nissan); **SSB:** (1 starter) 1. Andrew von Charbonneau (Ford) 1:44.016; **BS:** (1 starter) 1. Voytek Burdzy (Mazda) 1:51.917; **SM:** (38 starters) 1. Danny Steyn 1:43.926; 2. Todd Buras; 3. Kevin Kopp; **SM2:** (10 starters) 1. Ben Rooke 1:46.102; 2. Jacob Sellers; 3. Richard Martin; **SSM:** (5 starters) 1. Lee York 1:45.390; 2. Chris Windsor; 3. James Thill; **SMS:** (1 starter) no finishers;

ASR: (1 starter) 1. Jacek Mucha (Swift) 1:18.215; **CSR:** (3 starters) 1. Jim Downing (Peach) 1:19.914; 2. Jean-Luc Liverato (Swift); 3. Peter Strasser (Radical); **SRF:** (8 starters) 1. Chris Current 1:42.695; 2. Dan McGreen; 3. Clay Sylvestre;

FA: (1 starter) 1. Theodoros Zorbas (Swift) 1:28.110; **FC:** (3 starters) 1. Robert La Rocca (Ralph Firman) 1:26.032; 2. Sean O'Connell (Mugale); 3. Robert Corliss (Van Diemen); **CFC:** (2 starters) 1. Mike Eakin (Reynard) 1:32.312; 2. David Klutsenbaker (Reynard); **CF:** (1 starter) 1. Wayne Nicolette (Lola) 1:37.050; **FF:** (1 starter) 1. Adrian Aveni (Swift) 1:40.804; **FFX:** (2 starters) 1. Russ McBride (Swift) 1:35.986; **FM:** (6 starters) Beau Borders 1:29.208; 2. Robert Noell; 3. Bruce Crockett; **FE:** (8 starters) 1. Paul Schneider 1:27.746; 2. Eric Cruz; 3. Tilden Kinlaw; **FB:** (5 starters) 1. Glenn Cooper (RFR) 1:23.593; 2. Russ Werner (Phoenix); 3. Jason Slahor (Van Diemen); **FV:** (3 starters) 1. Anthony Henderson (Caracal) 1:50.983; 2. Lynn Sweatle (Racer's Wage); no other finishers; **FST:** (7 starters) 1. Robert Clark (Evolution) 1:41.521; 2. Reece Everard (Jacer); 3. Dave Dawson; **FS:** (6 starters) 1. J.R. Osborne (Stohr) 1:20.682; 2. Rob Sherwood (Swift); 3. R. Bruce Hamilton (Swift).

PRO-IT

ITA: (6 starters) 1. Brian Price (Mazda) 1:42.796; 2. Willie Phee (Acura); 3. Ted Thorp (Honda); **ITB:** (5 starters) 1. Kirk Knestis (Volkswagen) 1:48.162; 2. Brian Gay (Volkswagen); 3. Paul Gray (Volkswagen); **ITS:** (4 starters) 1. Trever Degioanni (Acura) 1:41.468; 2. Matt Reppert (BMW); 3. Mauricio Montana (BMW); **IT7:** (3 starters) 1. Alan Faver 1:50.290; 2. Sean Dernehl; 3. Steve Tynor; **ISM:** (28 starters) 1. Cliff Brown 1:43.928; 2. Danny Steyn; 3. Kevin Kopp; **ISM2:** (1 starter) 1. Tom Rogers 1:49.577.

ECR SERIES

ITA: (4 starters) 1. Ricky Downton/Ryan Downton (Mazda) 1:45.726; 2. Tyler Raatz/Ron Sattelle (Mazda); 3. Ray Wilson/Oren Tucker (Mazda); **ITB:** (4 starters) 1. Derek Lugar/Paul Gray (Volkswagen) 1:48.757; 2. Brian Gay/Brad Sellars (Volkswagen); no other finishers; **ITC:** (1 starter) 1. John Fine/Trever Degioanni/Ken Steagall (Honda) 1:55.072; **ITX:** (1 starter) no finishers; **SM:** (12 starters) 1. Daniel Bender/Voytek Burdzy 1:44.976; 2. Roger Burdette/Randy Pobst; 3. Chris Topping; **STL:** (1 starter) 1. Brian Laughlin/Oren Tucker (Mazda) 1:42.984.

over Kevin Ruck. The ITC race was a dandy between William Perry and Jinx Jordan finishing in that order. Paul Brewer took the ITT win.

GROUP 7: STO, GT2, AS, STU, ITO, T2

When is the last time you saw a GT-2 RX-7 out-qualify a Corvette STO? Jeff Dernehl did just that over Bob Mayer in this group. At the green, Dernehl kept the lead over the high-torque Vette until lap three but still harried Mayer all the way to the end, trailing by only two-tenths of a second! The ITO trio of Daniel Schlickemeyer, Vandiver Joel, and Rob Bodle ran with each other until first Schlickemeyer dropped out at lap nine, and then Joel left on lap 13. Bodle cruised to the win. Wayne Pressley passed L. Clark Crawford on lap seventeen for the T2 win. Other class winners were Dainton Brooks AS, and John De Barros STU.

GROUP 8: CSR, ASR, FS, FB, FE, FM, FA

At the green, FS polesitter Michael Mallinen put a big jump on the field with Jacek Mucha's ASR second and Jean-Luc Liverato's CSR third.

(BELOW) The ITA win went to Brian Price.

(BOTTOM) In FS,

J.R. Osborne clinched the win over five other competitors.



A full-course yellow on lap three for the FA of Theodoros Zorbas, which was high-sided at Turn 5, bunched the field again. Then Brandon Dixon was off at Turn 3 with a possible fire in his FB.

When the track went green again, Mallinen opened up a big gap but Mucha and Liverato had a grand dice with multiple passes and re-passes. As Mallinen entered Turn 10 on lap 16 his engine let go in a huge fashion. Liverato and Mucha arrived and spun in the oil with Liverato unable to restart. Willy vet Jim Downing had been running in fourth and inherited the lead. Mucha restarted and set off to catch Downing, but the race was flagged at lap 17 because of the oiling at Turn 10. As a consequence, Downing got the overall win over Mucha.

Three new track records were set in this race: Michael Mallinen in FS, Jacek Mucha in ASR and Jean-Luc Liverato in CSR. Class winners in addition to Downing and Mucha were J.R. Osborne (FS), Glenn Cooper (FB), Paul Schneider (FE), Beau Borders (FM) and Theodoros Zorbas (FA).

Saturday's racing had been more than memorable. It was now time for more fun to begin with the Saturday dinner and social presented by CarboTech Brakes, and awarding the ARRC by Grassroots Motorsports trophies. No untruths were spoken during the evening.

Sunday featured the final two rounds of the season for SCCA Pro Racing FE and Pro SRF, and the increasingly infamous enduro. Once again, cold temps would make it tough to get heat up in the tires.

The Pro FE and SRF races offered plenty of nail-biting excitement, and to find out more, check out the previous issue of *SportsCar*. Following those races, came the ECR Series enduro, which is traditionally the final race of the ARRC weekend. The enduro supplied plenty of excitement both on track and off, as Ryan Pilla in the winning Miata was disqualified in tech, giving the win to team of Daniel Bender and Voytek Burdzy, with Roger Burdette and Randy Pobst (on a busman's holiday) picking up second.

The 2011 ARRC was another stellar race weekend that featured everything Club and Pro Racing fans could desire. Great racing, good weather, some bent metal and frayed nerves by racers and officials. Make plans to be at Road Atlanta for the 2012 ARRC, which is slated for Nov. 2-4, once again at Road Atlanta. You won't want to miss it. 📍





A GOOD CAUSE

Inside Milwaukee Region's Drive for Babies PDX
Road America | Elkhart Lake, Wis. | Oct. 14, 2011



racing. And one very notable PDX is the one hosted by Milwaukee Region each October at Road America in Elkhart Lake, Wis.

The October PDX is held annually as a benefit for the March of Dimes. This came about a few years ago when Tony Machi, long-time member of Milwaukee Region and a member of the local March of Dimes Board of Directors for over 30 years, was casting about for a fundraising idea for the March. It was only natural that he thought of combining his desire to raise funds for this very worthwhile cause with his virtually lifelong involvement with the SCCA, as an official, an executive and a driver.

"As a motorsports enthusiast and a supporter of the March of Dimes, I long had tried to put my two passions together," says Machi. "This Drive for Babies PDX is like a dream come true. Each year, 460,000 babies are born in the U.S. prematurely. This is the number one cause of birth defects. The mission of the March of Dimes is to find the causes of premature birth and to find ways to prevent birth defects. I wanted to combine my love of motorsports and the SCCA with the mission of the March of Dimes.

"The concept of this Drive for Babies PDX is very similar to that of all the charity golf outings every summer. The principal difference is that we leave the [golf] clubs in the pits and drive cars on the course instead of golf balls."

Machi pitched the idea to the local March of Dimes officials, who immediately came on board, not only with their enthusiastic participation, but also with the full force of their staff to help administer the event. Once that was accomplished, Machi went to the Board of the Milwaukee Region. Machi has been on the Board for years, has served as Regional Executive and had little difficulty in convincing the board that the combination of a PDX and a charity fundraiser would be a winning situation for both.

Where to have the event? There was almost no question: Road America. Milwaukee Region is blessed to have this marvelous facility virtually in its backyard. The operating committee of the region and the March of Dimes created a business plan and met with George Bruggenthies, President of Road America. Bruggenthies was immediately receptive to the idea and not only gave it his quick approval, but

joined in the charitable objective by waiving the track rental and safety equipment fees.

The next objective was to obtain an event sponsor and to staff the event. Bill Karl Wuesthoff, owner of Concours Motors, a Milwaukee VW, Porsche, Saab, Mazda, Mercedes-Benz and Audi dealer, stepped up with sponsorship. Dick Eisenmann, long-time SCCA Steward, has been the Chief Steward since the start and has run the on-track activities with a firm but understanding hand. Toby Schuster has been a prime player in the operation, as has Safety Steward Rob Bidelis. Katie Farchman, the Marketing Director for Concours, also came on board with a ton of intangible help from Concours. Andrea Patnode of the March of Dimes enthusiastically jumped into the mix and has been a whirlwind of help over the years as the March of Dimes event coordinator. The pieces now were in place.

The first Drive for Babies PDX took place in 2006 – and it was a success. Since then the event has continued to grow, not only in participation, but in peripheral events all geared to not only raise funds, but also to add to the overall enjoyment of sports cars.

Road America is situated in the Kettle Moraine area of Wisconsin, and in mid-October the air is crisp and the fall foliage is in full display of reds, yellows and other autumn colors. The track runs through the woods and up and down hills, giving a visual thrill as participants whip past. But the colors are to be enjoyed only while at rest, as while one is downshifting into Turn 5 or accelerating through Thunder Valley is not the time or place to be sightseeing.

The entry fee to run the PDX is \$250 including track time, instruction, lunch and a post-event dinner. The admission fee for guests is \$50. Of course, since this is a charitable event, a portion of the fee may be tax deductible, depending on the advice received from one's accountant. Snell approved helmets are required, as well as acceptable safety equipment in the cars.

The 2011 event was the best yet in terms of a total experience for participants as well as revenue. 171 drivers entered, plus 70 guests. As with all PDX events, the drivers were given copious amounts of instruction before being turned loose on their own. The chief instructor for the past few years has been

BY TOM SCHULTZ PHOTO RUSS LAKE

Over the past decade, SCCA's Performance Driving Experience (PDX) events have sprung up across the land as another way for Club members – and prospective members – to get together and enjoy their cars. These events have grown, both in number and in importance – and why should they not? After all, a PDX enables anyone to push their street car to the limit on a racetrack without the dangers intrinsic with wheel-to-wheel



JOHN WIEDEMAN

Peter Cunningham, multi-time SCCA Pro Racing Champion and owner/driver of the Real Time Racing Acuras in the Pirelli World Challenge Series. Cunningham gave freely of his time and knowledge in order to have the participants well prepared to safely drive the four-mile course. In 2010, the inimitable Boris Said donated his time to be a co-chief instructor with Cunningham, but couldn't this year due to a scheduling conflict.

Clearly, the event does not lack for qualified instructors.

This year, Cunningham gave a lengthy and thorough briefing to all participants before they took to the track, then turned them over to 50 assistant instructors, all either race license holders or PDX veterans, for

“CLEARLY, THE EVENT DOES NOT LACK FOR QUALIFIED INSTRUCTORS”

more individualized coaching.

The event is much more than just PDX lapping, though. Porsche Cars North America sponsored an autocross on the Briggs & Stratton Motorplex located just inside the famous Carousel at the back of the course. For a small \$20 donation, participants got behind the wheel of a new Porsche for three laps around the course at about 80-percent intensity with a Porsche instructor riding

The turnout for Milwaukee Region's charity PDX is amazing, with a full grid (ABOVE) and a packed driver's meeting (BELOW).

alongside. Then they switched places for a lap as the instructor opened it up to show what the Porsche could really do.

Another blast came in the downtime between PDX sessions. For a \$75 donation a brave individual could have a lap around Road America at speed in a racecar driven by either Peter Cunningham or Tony Gaples, both very experienced World Challenge racers, or David Venthaus, fresh off a third-place finish at the Runoffs in American Sedan. These top drivers held little back as they flew around the track at near racing speeds as their well-cosseted passengers held on for the ride of their lives. Some 35 very brave individuals donated a total of \$1,750 to the March of Dimes for the opportunity to scream non-stop for four miles while their eyeballs were well out on stalks. Far more than one had to be led from the World Challenge Acura or Corvettes to a seat as their legs were far too wobbly to support them.

Videos were made of the day's activities, and an additional \$2,350 was raised from the sale of these. One imagines that with each playing of the video in years to come that the lap times will continue to decrease.

A post event dinner at the famed Siebkin's Resort in Elkhart Lake was accompanied by a silent auction. Many items were up for auction, topped by a Porsche Driving Experience school at Barber Motorsports Park next spring. This item – valued at \$5,000 – was donated by Porsche.



JOHN IWATA

Our CDL3 Track Kits will give you the professional edge.



also works with OBDII for your street car



Also Available:
CDL3 Track Display Kit
\$2438* (Non Logging)

PLUG & PLAY

NEW



*MSRP plus taxes where applicable.
Prices and specs subject to change.
Items may differ slightly to images.

CDL3 Track Logging Kit **\$2990***

includes 8mb logging memory
for data analysis

KITS INCLUDE: • New CDL3 Club Dash Logger • New SLM-C Club Shift Light Module • Two buttons, pre-wired
• Professional quality, ready to install plug-in loom with power socket adaptor • 10 Hz GPS • Ethernet cable

MoTeC's **NEW CDL3 Track Kits** deliver the technology and quality of our top of the line systems without the need for professional installation. Plug in each component and you can have a race-ready display up

and running in minutes, with access to your factory or aftermarket ECU using our accessory looms. For more than a display, choose the CDL3 Track Logging Kit which captures data that you can use to review

your driving, lap times and engine health in our **i2** analysis program, and when you're ready to know more, simply expand the system with extra sensors using our I/O upgrade.

OPTIONAL ACCESSORIES



\$45*

OBD-II ECU Loom

Quickly and easily connects the CDL3 to factory ECUs in many modern road vehicles. Enables display and logging of numerous engine parameters.



\$45*

CAN ECU Loom

Hassle-free connection to MoTeC's M84 and 'Hundred Series' ECUs: M400, M600, M800, M880. Provides access to 70+ data channels.



\$45*

RS232 ECU Loom

Fast connection to MoTeC's earlier model M4, M48 and M8 ECUs. Provides access to 40+ data channels. May also be used with ECUs from other manufacturers.



\$225*

I/O Loom

A pre-wired solution for adding extra inputs and outputs to a CDL3 for logging and display. A simple password upgrade is required to enable CDL3 I/O functionality.



\$45*

Curly Cord

Quickly and easily attach buttons to the steering wheel with this flexible plug-in cord. Extra pins allow for additional buttons if required.



For a full list of Dealers or
FREE webinar training visit:
www.motec.com

MoTeC Systems USA
West: +1 714 897 6804
East: +1 704 799 3800



Race smart.



At evening's end, the silent auction raised a total of \$9,697.63.

Sponsorship was raised from 13 companies and individuals. Four-figure sponsorship donations were received from Concours Motors, Direct Supply Company, Porsche Cars North America and Paul van de Sand. In total, \$14,350 was donated by the 13 sponsors, not counting Porsche's donation of silent auction items.

There were other donations to the cause that were not as visible. Each participant had to use a transponder during his runs. Originally, these were to be rented by each participant, but Datatoys, the supplier of the transponders, graciously donated the use of the transponders. The rental cost of the transponders was also waived by Plymouth Ambulance, saving the event even more money.

All in all, the day's activity realized a net profit of more than \$60,000, which all goes to the March of Dimes. Beyond the monetary aspect, there is more benefit that accrues to both the March of Dimes and the SCCA – non-SCCA members who participate have to purchase weekend memberships in the SCCA.

"The partnership has been very productive," reports Machi.

"[Milwaukee Region] membership has increased since we started doing this event. Absolutely, some of the weekend members have continued their membership in SCCA and are now full-fledged members. In addition, the March of Dimes has gained not only donations but also volunteers for their other activities. The partnership has been very productive."

Road America's George Bruggenthies is a committed backer of the event. "We are proud to have this event at Road America," says Bruggenthies. "Right from the start I realized that this is something that we wanted to do. We now have it on the track schedule as a regular event, and information about it goes out in all our mailings about upcoming track events. It is also on our Website. If anything, we want the track to get even more involved in this event as it is such a wonderful event."


"Drive for Babies is one of our favorite events," says Andrea Patnode of the March of Dimes. "We have an amazing committee which puts this event together and continues to improve it year after year. After six years, over \$300,000 has been raised to fund research and programs that help us in the fight for healthy babies.

**The Drive for Babies
PDX attracts
enthusiasts from all
over, with cars ranging
from performance
Mustangs to
Club Racing legal
Miatas and more.**

**“ALL IN ALL,
THE DAY'S
ACTIVITY REALIZED
A NET PROFIT OF...
\$60,000”**

We can't thank our volunteers and participants enough, and look forward to another successful event in 2012."

SCCA has recognized the event in a number of ways. At the start of this 2011, Drive for Babies was named the 2010 Time Trial Event of the Year. Machi, as event chairman, accepted the award on behalf of Milwaukee Region at the SCCA National Convention in Las Vegas this past February. In addition, Rob Bidelis, who participated in the event as well as being the event's Safety Steward since the start, was named the 2010 Participant of the Year.

The success of this event has been such that Machi believes there are lessons here that can be utilized by SCCA regions everywhere that wish to combine an SCCA event, PDX or otherwise, with a deserving charity. Milwaukee Region has done so, and everyone involved has benefited immensely. 

Is Your Life Insurance Company Charging You Extra for Speeding?

Stop Paying Rated or Inflated Premiums for your
Personal or Corporate Life Insurance Coverage

Sample Rates

Male Age 40 - Non-Smoker
10 Year Level Term

Coverage	Annual Premium
\$ 250,000	\$ 297
\$ 500,000	\$ 495
\$ 750,000	\$ 781
\$ 1,000,000	\$ 1,023

Final rates may vary due to
underwriting status and state of residence



Racers Protecting Racers for over 40 Years

Call us Today for a Competitive Quote

Steven E. Goldin

Phone: 305.790.7600 • Email: race962@yahoo.com

Capture The Action-



Camera and
tripod adapter
shown for
display only,
not included
with the SV Tek
Mount Kit

With the SV Tek Mini Ball Mount Camera Mount System!

Billet Camera Mount for Today's Smaller Cameras -

- Clamps onto any roll cage tube 1.25" - 2" in diameter
- "Mini Ball Mount" can be located in four different places on the billet mount
- Your Camera installs on to the ball mount
- Black/Red anodized finish
- CNC machined from 6061-T6 aluminum
- All hardware is zinc plated for long life

SV Technologies, LLC

Order 24/7 Online at SVTek.com



Mechanic/Racing Training Programs

NEW, AFFORDABLE SHORTER
3.5 & 7 MONTH PROGRAMS!

race2000.com

BRIDGESTONE
RACING ACADEMY

racing schools • corporate events • mechanic training



B-SPEC

Could these tiny cars be the big answer for entry-level production car racing?

BY JEFF LUCKRITZ PHOTOS COURTESY MANUFACTURERS

It's a tough reality, but the days of over a dozen Showroom Stock C cars at National races and 40-plus cars at the National Championship Runoffs are a fond, but distant memory. The National participation numbers have been dropping for years. For 2011, there was only an average of 1.9 SSC cars per race – last of all National classes. Despite this, affordable sedan racing needs to continue at the National level. Something has to be done.

SSC has been under observation by the Club Racing

Board for years. No new sedans are being built that would be competitive in SSC, and currently eligible cars are timing out of the class. The CRB has been developing a plan to move Showroom Stock C cars into Touring and SSB should SSC disappear, but while that plan is still in development, it's also known that the Club needs an affordable production-based racing class.

Enter B-Spec.

Honda, Mazda and the Club Racing Board's Tom Start have combined to form their vision of B-Spec racing in SCCA. Honda and Mazda introduced

the concept of B-Spec at the 2010 PRI show in Orlando, Fla., having run two near-B-Spec cars at an endurance race the month prior.

Lee Niffenegger, a senior engineer for Honda Performance Development (HPD), was there at the birth of B-Spec. Honda and Mazda were the “founding fathers” of the B-Spec concept. HPD saw it as a chance to support its mission in grassroots racing. It's an opportunity to show that, much like the Civics and CRXs of the mid- to late-1980s, these types of cars are fun to race. They can be a destination by themselves – you will



be able to race them in many venues. On the other hand, B-Spec can also be an accessible steppingstone up to a Civic touring car and beyond.

“B” segment cars are subcompact cars that cost about \$15,000 off the showroom floor. B segment cars include the Chevrolet Sonic, Fiat 500, Ford Fiesta, Honda Fit, Kia Rio, Mini Cooper, Nissan Versa and Toyota Yaris.

To turn a B segment street car into a B-Spec racecar, the Club Racing Board had come up with a set of rules that would make the cars fun to drive while maintaining their reliability. The

decision was made that B-Spec “kits” needed to be designated by the vehicle manufacturers by mid-December 2011.

As an example of a B-Spec kit, according to the Ford Racing Parts Website, the B-Spec suspension kit for the Ford Fiesta retails at \$993 and includes Bilstein front coilovers, rear monotube shocks and progressive rate coil springs. The ride height can be lowered from 30-50mm.

B-Spec cars have slightly more prep work involved than a Showroom Stock car. There’s a short list of allowable modifications: roll cage, race seat, fire extinguisher, 15x7 wheels that weigh

at least 13lbs, 205/50-15 race tires, open exhaust from the catalytic converter back, stainless steel brake lines and camber bolts to attain a maximum of -2.5 degrees of camber. For suspension, competitors must use the OEM suspension or the manufacturer’s B-Spec suspension kit in its entirety. Manufacturer kits may use any non-adjustable shocks and may include threaded shock bodies or adjusters. Stiffer springs may be used with a maximum spring rate of 500lbs.

Steve Sanders from Mazda Motorsports is excited about B-Spec. “We believe in grassroots racing, and

B-Spec cars are all small displacement, lightweight economy cars. For 2012, B-Spec cars will run within SSC in Club Racing, but a couple professional racing series have plans to create B-Spec classes.



low-cost racing,” he says. Mazda’s suspension kit is currently being fine tuned, but Sanders expects the cost of the shock and spring package to be comparable to Ford’s kit. Mazda’s all-inclusive kit, which includes everything short of the seat and fire extinguisher, will run around \$2,600.

How involved will it be to build a B-Spec racecar? According to Dave Wheeler, owner of Advanced Autosports, a major Spec Miata prep shop in Wisconsin, “The B-Spec Mazda2 racecar is easier to build than a Spec Miata in many ways,” Wheeler says. “This is due to the fact that you are starting out with a brand-new car. The biggest advantage a professionally built car would have over a driver built car would be taking lessons learned on the first car and incorporating it into the second, third and fourth car. But, I see no reason a great build could not be done by a driver/builder with moderate mechanical abilities in their own garage.”

Chris Childs, owner of Angry Sheep Motorsports in Metro Detroit, Mich., is very impressed with all the research done behind the scenes creating B-Spec. “The CRB has done a good job. You should be able to race any of the cars and be competitive right out of the box,” he says. Childs assisted in building the Fiat 500 for Dodge Motorsports and estimates that it would cost in the neighborhood of \$6,000-\$9,000 to prep a car for racing. Drop off the car, and Childs would build and install everything from the roll cage, driver’s seat and window net to the suspension and exhaust. An owner is looking at around a \$25,000 total investment for

“A B-SPEC FIT OFFERS A REASONABLE ENTRY LEVEL”

Lee Niffenegger

(ABOVE) Honda was one of the first manufacturers to build a B-Spec car, using their Fit. (BELOW) Inside, B-Spec cars are all function.



a brand-new, professionally prepped, top-notch B-Spec racecar.

Niffenegger believes building a B-Spec Honda Fit will have an investment similar to the other cars. Honda’s B-Spec kit will cost in the neighborhood of \$3,000 and will include suspension, stainless steel brake lines, brake pads, camber bolts, air filter and cat-back exhaust – similar to Mazda’s full kit. The total cost for getting a Honda Fit on track will depend on the price of a street Fit. However, even buying a brand-new car, the cost should be under \$25,000 including cage, safety equipment, data system, etc.

So, why is Honda so interested in B-Spec? According to Niffenegger, “A B-Spec Fit offers a reasonable entry level package for the aspiring touring car driver. It is very durable, requires low maintenance and is fun to drive. The lower powered nature of the cars will teach drivers to maintain momentum in the corners to be successful.”

“We at Ford think the B-Spec concept is great,” says Mickey Matus, Ford Racing’s Marketing Manager. “We’re all for anything the industry can do to lower the cost of entry to fun, exciting racing – especially racing that features our production vehicles.”

An exciting new brand has entered the U.S. market. Laura Soave, head of Fiat North America explains, “The new 2012 Fiat 500 has led the Fiat brand’s return to the North American market, and it’s winning new fans every day. The Fiat 500 B-Spec racer is our way to

AN ASSIGNMENT FROM THE TOP

HERE AT MAZDA, WE HAVE an executive committee that is extremely supportive of our motorsport strategy and the individual motorsport activities we are involved with across the U.S. So, it was no surprise when Mazda leadership asked our small Mazdaspeed Motorsports Development team to develop a racing plan for when the Mazda 2 came to market. With the reach and success of Spec Miata and the newest generation Miata series – The SCCA Pro Racing Playboy Mazda MX-5 Cup – it would have been logical (and relatively easy) to think another spec series was the answer. But at Mazda, we pride ourselves in thinking out of the box.

We all sat in a meeting during the spring of 2010 and talked about how we might be able to race the Mazda2 and bring some friends (check that, fierce competitors on track; good friends off the track) along with us. It was in that very meeting that the name “B-Spec” came to be. We immediately contacted our friends at Honda Performance Development (HPD), the team at Ford Racing, and several other makes to

run the idea by them, gauge interest, gain support and talk about next steps.

The end result? In just over 18 months, a group of manufacturers (now including Fiat, Ford, Honda, Kia, Mazda, Mini, and a number of others to be named soon) have come together with the primary goal of giving grassroots customers (current racers and the next generation) an opportunity to compete in B segment cars at a very inexpensive cost of entry. It would do all of us proud to see six different makes coming out of the final corner – on the last lap – three and four cars wide fighting their way to the finish line.

John Doonan, Director of Motorsports, Mazda North American Operations



#0236

G-FORCE[®]
RACING GEAR

**THE NEW
STANDARD**



#4105

STARTING AT
\$89.99

GF PRO SERIES

STARTING AT
\$89.99

FROM MOST RACING DEALERS

For a complete list of dealers, visit us online at www.gforce.com

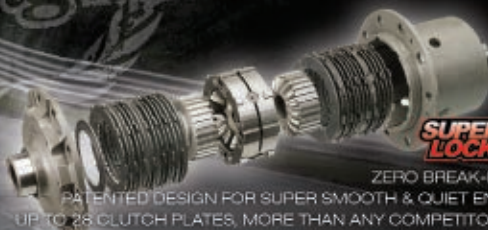
WINNING RACES SINCE 1975, OS GIKEN IS THE FIRST CHOICE FOR SERIOUS DRIVERS ALL OVER THE WORLD. KNOWN FOR UNSURPASSED DURABILITY AND PERFORMANCE, OUR DIVERSE LINE-UP IS PERFECT FOR STREET-DRIVEN VEHICLES TO PROFESSIONAL RACE TEAMS.

Winning Run



**GRAND
TOURING CLUTCH**

NEW DESIGN VIRTUALLY ELIMINATES CLUTCH CHATTER
SMOOTHER ENGAGEMENT CHARACTERISTICS
WORLD-RENOWNED RELIABILITY AND BUILD QUALITY
AVAILABLE IN SINGLE AND TWIN PLATE VERSIONS
AVAILABLE IN SOFT OR HARD COVER TYPES



**SUPER
LOCK LSD**

ZERO BREAK-IN REQUIRED
PATENTED DESIGN FOR SUPER SMOOTH & QUIET ENGAGEMENT
UP TO 28 CLUTCH PLATES, MORE THAN ANY COMPETITOR'S VERSION
TRUE 100% PROGRESSIVE LOCKING CAPABILITY
FULLY TUNABLE CLUTCH TYPE LSD

*RACERS WANTED! INQUIRE ABOUT OUR 2012 RACER SUPPORT SPONSORSHIP PROGRAM
GRAND-AM, WORLD CHALLENGE, SCCA, NASA, PORSCHE CUP, RALLY CROSS, FORMULA D, AND MORE!*



OSGIKEN
www.osgiken.net

PH: 310.243.1349 FX: 310.516.0858 WWW.OSGIKEN.NET

DISTRIBUTED EXCLUSIVELY BY TOYOTA TSUSHO AMERICA, INC. FOR THE FOLLOWING MARKETS: NORTH AMERICA, CENTRAL AMERICA, SOUTH AMERICA AND THE CARIBBEAN ISLANDS.




inspire our fans and investigate how to further expand the lineup and tap into a segment that plays an important role in many Fiat brand enthusiasts' lives."

To get an idea how the B-Spec formula would work, SCCA held a test at Grattan Raceway in Michigan on Oct. 18, 2011. B-Spec cars on hand for the test were a Fiat 500, Ford Fiesta, Honda Fit and a Mazda2. Lap times were recorded, AIM data was collected, dyno tests performed, ballast was adjusted and restrictor plates were added, and professional drivers swapped seats. Amazingly enough, all four cars ran within about a second of each other and about two seconds slower than a Nationally prepped SSC 2000 Honda Civic Si. Not bad right out of the box. The plan is to run another test in early 2012 with all the manufacturers present to help fine tune the rules package.

For the 2012 season, B-spec cars will be allowed to run in SSC – which was also true for most of 2011, although there is talk of recognizing B-Spec winners as a sub class of SSC at the Runoffs. In the future, if enough B-Spec cars are being raced, B-Spec might warrant its own class.

While official details haven't been released, the Mazda contingency program will probably be the model that all the manufacturers use. Want even more fun? SCCA Pro Racing's Pirelli World Challenge as well as the likes of Grand-Am have expressed interest in B-Spec and have promised to follow the SCCA rules package. All

a racer would need to do is run the appropriate decals and possibly change tires if a spec tire is used in the professional series.

With strong manufacturer support, relatively inexpensive cars and close racing, look for B-Spec fields to grow in the next few years. Think Neon Challenge in the late 1990s but with more than one car brand. Could this be the next Spec Miata in terms of popularity? A lot of people are hoping so. 

B-Spec races should offer close racing, no matter which car you choose.

The Mazda2 might be one of the lowest powered B-Spec cars, but it's also one of the lightest.



B-SPEC IN SOLO

IT'S NOT JUST CLUB RACING and Pro Racing that's welcoming B-Spec to their ranks. The Solo Events Board recently approved B-Spec cars to compete in their GCR-legal form in their respective Street Prepared classes. The allowance also allows B-Spec cars to use their GCR legal tires, even if they aren't legal for Street Prepared.

B-SPEC GOES PRO

IN THE TAIL END OF 2011, SCCA Pro Racing's Pirelli World Challenge announced that a fourth class would join the series in 2012: Touring Car B-Spec. According to the initial announcement, Touring Car B-Spec will run at three of World Challenge's event weekends (Miller Motorsports Park on April 27-29, Detroit Belle Isle Grand Prix on June 1-3 and Mosport Int'l Raceway on June 22-24).

"The Touring Car B-Spec class is designed as a way for Club level racers to get exposure to professional racing and be involved in the Pirelli World Challenge," says T.C. Kline, Pirelli World Challenge Competition Director. "These cars will compete in the exact configuration as they do in SCCA Club Racing, but will race in Pirelli World Challenge on Pirelli 15-inch racing slicks."

Each Touring Car B-Spec race weekend will consist of three individual races for the class. According to World Challenge, on the Saturday, a 30-minute race will run, followed by a five-minute staging on pit road, which will be followed by another 30-minute race. The grid for the first race on Saturday will be set by a qualifying session, while the grid for the second race will be set by the finishing position in race one. On Sunday, a 40-minute combined Touring Car/Touring Car B-Spec race will run. Sunday's race grid will be set by the points accumulated by each driver from the weekend's qualifying session and Saturday's races.

**PERFORMANCE[®]
FRICTION
BRAKES**

Presents...

ENTER TO WIN
HAUL-AWAY GIVEAWAY

**WIN A
2012
F-150**



TO REGISTER SCAN QR CODE WITH ANY SMARTPHONE OR VISIT
www.performancefriction.com/SCCA/EnterToWin
AND YOU COULD HAUL-AWAY AN ALL NEW 2012 F-150!

NO PURCHASE NECESSARY. A PURCHASE WILL NOT INCREASE YOUR CHANCES OF WINNING. Participants must be legal residents of the 50 United States, D.C., who has the age of majority in his or her state of residence at the time of entry. Sweepstakes ends March 31, 2012. For entry and official rules with complete eligibility, prize descriptions, odds disclosure and other details, visit www.performancefriction.com. Sponsored: Performance Friction Corporation Inc. Void where prohibited.

Finally - Affordable Racing Communications!

Quality Customer Service along with Professional Communication Products have made SRC the Industry Leader in racing communications.

From Intro Start Systems through ALMS/Grand Am completely scrambled and digital racing radio communications... Here at Sampson Racing Communications. *We've Got You Covered!*

"We look forward to working with you and your racing team"

Shawn Sampson

SAME DAY SHIPPING...
With thousands of dollars of products on our shelves, it's never a problem.

Dealer Inquires Wanted



SRC Sampson Racing Communications
Order Toll Free (866) 396 7231 • www.SampsonRacing.com



BIGGER CAMS NEED BETTER OIL



*Loaded with ZDDP, Joe Gibbs Driven delivers camshaft protection.
Learn more at JoeGibbsDriven.com or call 866-611-1820*

It wasn't a difficult decision. After all, which self-respecting SCCA member wouldn't jump at the chance to drive a 911 Porsche GT3 Cup Car – especially at the incredible Barber Motorsports Park facility in Birmingham, Ala. But before I could say yes to what sounds like a perfect couple of days driving a racecar around the track, there was something I had to do first – swallow my pride.

There are multiple ways you can go about driving one of Porsche's factory-built racecars. You could always rent a ride in someone's GT-2 Club Racing car. There are also many professional racing teams that will consider renting you a weekend in one of their cars, like those found in the SCCA Pro Racing Pirelli World Challenge's GT or the American Le Mans Series. The route I took in order to pilot one of these factory-built racecars, however, was signing up for the Porsche Sport Driving School's 911 GT3 Cup Car Experience.

The GT3 Cup Experience is the pinnacle of the Porsche Sport Driving School (PSDS) structure. Those who take the course receive two days of one-on-one instruction at Barber Motorsports Park piloting, among other Porsche vehicles, the coveted GT3 Cup Car. But the first hurdle was being accepted to the school, and this part can be humbling.

There are two ways into the GT3 Cup Experience. The route PSDS operators and instructors would prefer is that everyone takes the three other classes PSDS offers. This route sees students beginning with the two-day Performance Driving Course, followed by the two-day Masters advanced driving course and the three-day Masters-Plus competition course – those completing the Masters-Plus program are then able to apply for their SCCA Regional competition license. All of these classes are held at Barber Motorsports Park, so all students signed up for the GT3 Cup Experience advanced driving course are very familiar with the road course and should only need some familiarization laps to get up to speed before being strapped into the racecar.

Another way in is to hold an SCCA Regional or National competition license – but if you haven't taken any of the other PSDS courses, as I hadn't, you can inquire about the GT3 Cup Experience, but you're no shoo-in.

My competition resume is nothing spectacular. I've been competing in Solo events for well over a decade, with about five years of Club Racing on top of that. Arguably, the only reason I was allowed into the course was because I was writing this very story. Once on the premises, I could see why.

The GT3 Cup Experience is like no performance school I've taken. It's not even like the four other courses PSDS offers. The first two levels of PSDS schools each accept 30 students, with the Masters-Plus program dropping that number to 24. The GT3 Cup Experience hits capacity at six students. With the same number of instructors as students on hand, this is a very specialized course and, at this level, the instructors (many of whom have raced professionally) expect the students to be at least proficient at getting around Barber. Considering I'd never been at this racetrack before, I had to get up to speed fast.

The other five students in my class had all taken the other PSDS schools – some multiple times. When we started our familiarization laps, there was a lot of nodding in agreement from the other students as to what the instructors were talking about. They obviously remembered the course. I had to learn all 16 turns from scratch and, on top of that, the

COURTESY PORSCHE CARS NORTH AMERICA, INC.

Getting behind the wheel of Porsche's factory racecar isn't as difficult as you may think

BY PHILIP ROYLE

THE GT3 CUP

other students had driven Porsche vehicles at this very track. My Porsche experience was lacking, to say the least.

However, the beauty of having one-on-one instruction is that everyone can progress at his or her own level – it impossible to fall behind. For those who knew the track, the instructors immediately went to work improving their lines and braking zones in the street cars, preparing them for the GT3 Cup Car. In my case, one instructor used a Porsche Turbo to familiarize me with the course layout. Within a session, I had the gist of the track and we

started to work on getting the feel for a rear-engine car, my shifting points and fine-tuning my line.

It wasn't long before I was lapping Barber at a decent clip in a 911 Carrera S and GT3, and was ready to try my hand at the GT3 Cup racecar.

Having donned my Club Racing Nomex, complete with head and neck restraint, I strapped into the passenger side of a GT3 Cup Car, nervous about the familiarization laps the instructor was about to take me on. The driver? PSDS chief instructor, pro racer and Motorsports Hall of Fame member Hurley



EXPERIENCE

Haywood, who, with five wins, is currently the most successful driver at the 24 Hours of Daytona. He's very fast.

The grip the car could sustain was amazing, and the ease with which Haywood handled the car was inspiring. For those laps, all I could think about was how embarrassing it was going to be when he became my passenger.

With Haywood's laps in the books, I got behind the wheel of the 450hp rear-drive monster. The first step was selecting first gear from the 6-speed sequential gearbox. Then rev the car,

release the clutch – and stall.

At the end of the two-day school, I would only leave pit lane twice without stalling that car.

On track, the GT3 Cup racecar is a beast – but the kind that only bites when provoked. Consequently, I tried my hardest not to. By the end of day one, I felt great about myself. I had yet to spin a car, and I was probably on par with the speed of the other students. I had learned the track and the cars quickly, and was looking forward to what lay ahead.

The second day of the GT3 Cup Experience was intense. While the first

day involved almost no classroom time, the only downtime on day two was spent with an instructor evaluating the data acquisition from your GT3 Cup session, overlaying that with data from one of the professional racers/instructors. That is immediately followed by a track session in a GT3 street car, and then it's back to the GT3 Cup racecar and another data evaluation. The process repeats all day – I probably spent more time on track the second day than I would during an entire Club Racing weekend. I could have gone home after lunch and been happy.

I never spun the GT3 Cup racecar. Not once. But it was not from a lack of trying. A major issue I had was that while most of my racing experience has been with rear-wheel-drive cars, 450hp is triple what I'm used to. Most of my time has been spent piloting an ITA Mazda Miata so, to me, throttle modulation means instantly flooring the pedal. This doesn't work so hot with a lot of power. Suddenly, my right foot had to learn new tricks – it had to play nice, or the car would look like a drift machine exiting Barber's technical tight sections.

During my time on course, the instructors all noticed this, and they pounded throttle application into my head. It wasn't long before I was carefully tipping into the throttle rather than the ham-fisted Miata approach.

Trail braking was also vital for all the Porsches driven on this course. With all that weight sitting on the rear bumper, the cars were not forgiving should you neglect to brake correctly – another thing I was not used to. I only over rotated the GT3 Cup Car twice, but it was a wakeup call when I did.



“ I HAD PROFESSIONAL RACECAR DRIVERS GIVING...INSTRUCTION ”

While the GT3 Cup Experience is a blast, there's no hiding it: this is expensive. This particular course runs \$10,000. At the time of this writing, the Performance school is \$3,200, the Masters course is \$3,800 and the Masters-Plus course is \$5,700. Even assuming PSDS waives some of the other course requirements, you're still spending a lot of money. So, is it worth it?

(ABOVE) Inside, the Porsche GT3 Cup racecar is all business – especially with the sequential shifter. (BELOW) Straight from the factory, the GT3 Cup Porsche racecar is a force to be reckoned with.

Over the course of two days, I received more track time than I would during a standard Club Racing weekend. I also had no fuel or tire costs, nor did I have any maintenance costs for the two days. On top of that, I had professional racecar drivers giving personal, one-on-one instruction catered specifically to my skill level. And I did all of that while piloting the latest in Porsche technology, from the Turbo to the GT3 to the GT3 Cup racecar – a racecar used in both Club Racing and professional racing. So, while this is an expensive school, I can't argue it's not worth every penny, especially considering the price tag is probably in the same ballpark for renting a professional racecar from an SCCA Pro Racing team for a couple of test days.

Several students in my course agreed. Dollar for dollar, this is a tough deal to beat. One student, who didn't even own a Porsche, was very happy with the school – he had taken every school PSDS offered and had no regrets. Another student was considering returning to take the GT3 Cup Experience once more, bringing





Fuel Cell Options for Mustangs and Porsches

1: FUEL CELLS DESIGNED BY FUEL SAFE

Special Application Fuel Cells like Part No. SA100 for a Porsche 911...



...or Part No. SA110A, designed for a late model Mustang.



2: MODIFIED SPECIAL APPLICATION

Customize a fuel cell from our catalog



SA112A-R
Early Model Mustang



SA102
Porsche 911/964

3: CUSTOM FUEL CELLS

Built to your design exactly the way you want it



Porsche 917 Cell Shelby Cobra Cell

4: STANDARD FUEL CELLS IN STOCK

Priced right and ready to ship!



www.fuelsafe.com
800-433-6524

sales@fuelsafe.com / 541-923-6005
1550 NE Kingwood Ave, Redmond OR 97756

STOPPING POWER



Get the Winning Combination DTC Brake Pads and DTC Rotors

Stop trying to find the ideal brake pad and rotor combination, Hawk Performance has done the work for you! Our DTC brake pads and rotors provide a perfect "Match Set" brake system that optimizes stopping power and durability. Hawk also offers an extensive line of brake products for street cars, trucks & SUV's.



HAWK

PERFORMANCE

BRAKE PAD TECHNOLOGY OF CHAMPIONS™

1-800-542-0972 • HawkPerformance.com



his son, who races a Porsche 944, along with him. Several of the students also owned their own GT3 Cup racecar and were using this school to sharpen their skills without the wear on their own cars.

I have no doubt that nearly every SCCA member would enjoy the PSDS GT3 Cup Experience. Equally so, I believe the price will be prohibitive for many. But if you're on the bubble, consider this: The Porsche Sport Driving School has an offer exclusive to SCCA members. Visit www.porschedriving.com and enter the promo code "SCCA2012" to receive a 10-percent discount on qualifying course offerings.

PORSCHE'S PROGRAMS

Several auto manufacturers offer performance schools, but with the Porsche Sport Driving School, Porsche offers a multi-tier performance ladder which leads students from off-roading to obtaining their SCCA Competition license to strapping behind the wheel of Porsche's factory racecar. So why does Porsche offer all of these courses?



“EVERY SCCA MEMBER WOULD ENJOY THE PSDS GT3 CUP EXPERIENCE”

“We want to help people understand how to drive a car not just quickly, but safely and correctly,” explains Trevor Bleedorn, Experimental Driving Event Manager for Porsche Cars North America. “At the end of the day, we want people to understand the true capabilities of our cars and have a blast doing it.”


While PSDS has been around for about 10 years, it moved to Barber

(ABOVE) Data acquisition analysis lets students see how their laps stack up against the school's instructors.

(BELOW) The incredible Barber Motorsports Park plays host to the Porsche schools.

Motorsports Park in 2003 when the facility opened. Currently, PSDS operates about 130 days at Barber, a track PSDS calls “a rollercoaster.”

PSDS offers a total of five courses, from one-day Precision and two-day Performance courses to its pinnacle offering, the two-day 911 GT3 Cup Experience. Anyone can register for the Precision or Performance courses online at www.porschedriving.com, but once you step up to the more advanced Masters and Masters-Plus programs, you'll find you need to call.

“With the Masters, Masters-Plus and 911 GT3 Cup Experience, you have to call to register,” explains Bleedorn, “so there is an application process because you're dealing with such powerful machines. We want to make sure we can vet people. The prerequisite for the 911 GT3 Cup Experience is the successful completion of the Masters-Plus course or an SCCA Regional race license – but even then you need to call and give some sort of background. Our instructors and operations team will then make the decision.” 



BRAKE

DEEPER.HARDER.LONGER™

- › 683° F (361° C) Dry Boiling Point
- › 439° F (226° C) Wet Boiling Point
- › Virtually NO Compression for Superior Control
- › High Temperature Stability of 1° F (.5° C)



\$39.95
/500 ml Bottle

Made in
the USA

3ZERO3 MOTORSPORTS
3zero3motorsports.com
303.456.8383

TRUECHOICE
truechoice.com
800.388.8783

PEGASUS AUTO RACING
pegasusautoracing.com
800.688.6949

WRIGHT MOTORSPORTS
wrighttuning.com
513.735.2300

I/O PORT RACING SUPPLIES
ioportracing.com
800.949.5712

RACINGLIFESTYLE.COM
racinglifestyle.com
714.656.8793

BIMMERWORLD
bimmerworld.com
877.639.9648

APEXPERFORMANCE.NET
apexperformance.net
866.505.2739

UUC MOTORWERKS
uucmotorwerks.com
678.679.5360

TRUSPEED MOTORCARS
truspeedmotorcars.com
800.498.1710

HMS MOTORSPORT
hmsmotorsport.com
888.467.3269

OG RACING
ogracing.com
800.934.9112

STABLE ENERGIES
stableenergies.com
973.773.3177

NAPLETONE PORSCHE MTRSPT
napletonemotorsports.com
630.725.0911

IMGT3 PERFORMANCE
imgt3performance.com
800.404.9614

ZOTZ RACING
zotzracing.com
407.294.0024

Dealer Inquiries Invited

PRE-SEASON SPECIAL

Feb 15 – Mar 31, 2012

**BUY 3 & GET THE
4TH FREE**

Order Today
www.RS683.com

© 2012 Prospeed, Inc. **PROSPEED**



Introducing Italy's Finest Helmet
Integrated Electronics, Air and Water
FIA 8860 and Snell Homologation
Rally Intercom Systems

www.stilo-usa.com

TF: 877.MY.STILO • V: 978-406-4111

US Importer: HMS Motorsport

9A Electronics Ave Danvers MA 01923

Stilo®



OUT OF YOUR ELEMENT

Contingency programs come in all shapes and sizes, but one may take you farther than you ever dreamed

BY JASON ISLEY

For Club racers, contingency programs have become a great perk, and can often elevate your race season to something spectacular. These programs may be as simple as a gift certificate toward a case of oil, or a fully funded ride in one of SCCA Pro Racing's series. Often they have a small monetary value, but when you are trying to stretch your racing dollars, your favorite manufacturer's program could make the difference

between the end of your season and being able to squeeze in one more race. No matter the size or the prize, they are all appreciated and highly valued by all competitors.

In 2010, BFGoodrich Tires was reinventing its Club Racing program after a few years off, and the company decided to take its contingency program in a new direction – one that really had nothing to do with Club Racing – by offering eligible National Championship Runoffs winners a seat in the SCORE Baja 1000 behind the wheel of a Wide Open Excursions Baja Challenge (BC) class buggy. This

allowed BFGoodrich Tires a unique way of separating themselves from the pack as far as contingency programs go, and also gave the company an opportunity to showcase its dominant off-road racing program that had been thriving for years.

Winning the 2010 Touring 3 National Championship in his BFGoodrich Tires-shod Honda S2000 gave Chad Gilsinger one of those seats. Prior to Baja, Gilsinger had no off-road experience – talk about jumping in to the deep end of the pool.

“I have to admit that I was a little nervous because I had never done any



Thanks to the BFGoodrich Tires contingency program, 2011 STU National Champion Joel Weinberger (LEFT) and 2010 T3 National Champ Chad Gilsinger (BOTTOM) got to experience the Baja 1000 up close.

off-roading before, and had never been to Mexico," says Gilsinger. "I got to go down a few weeks before the race to 'pre-run' and get used to the car. This was a huge help as there is a lot to learn about the dynamics of the car and the terrain."

Over the years, most racers start to know their favorite tracks like the back of their hand, and even unfamiliar tracks can be sorted out in short time thanks to practice sessions and test days. But heading into the desert of Mexico the unknown terrain and course itself are just a few of the variables rookies face, driving a piece of equipment unlike anything else they had before is another.

"Baja cars are completely different than sports cars," says Gilsinger. "They are very soft, have tons of roll, and the response is very delayed. There is no way a road racer would ever jump right into an off-road vehicle and push it to its limit. The reason is because it is not natural. In a sports car, your focus is to be smooth and take care of the car because things are much more delicate. In a Baja car, to go fast you literally have to beat the crap out of the car."

Just finishing the Baja 1000 is an incredible feat that eludes many entrants each year, but when the dust settled, Gilsinger and his team claimed second place in the BC class.

When asked if he would do it again, Gilsinger told us he had hoped that the 2011 Runoffs would give him that opportunity, but he came up one step short on the podium. "The BFG Baja Event was one of the coolest things I have ever done in my life," he says. "The scenery along the Baja peninsula is breathtaking and the atmosphere of the race itself is amazing. To sum it all up, the BFG Baja Experience was truly the best contingency prize I have ever won."

When BFGoodrich Tires brought the program back for the 2011 Runoffs, Joel Weinberger answered the call, winning the Super Touring Under class in his Audi on BFGoodrich g-Force R1 tires.

Like Gilsinger, Weinberger went to Baja with no previous off-road experience – less maybe a dipped wheel or two in the Kink behind the wheel of his Quattro Audi.

For the Weinberger team, Baja got off to a rough start as their buggy suffered an engine failure early on, necessitating a lengthy stop.

"Officially, we placed sixth in class by

completing the 693-mile course in a little over 27 hours," says Weinberger. "Disappointingly, our buggy suffered an engine failure after 169 miles, requiring a five-hour replacement. Had we not been sidelined for this long, I am confident that we would have finished second in class."

When you consider that more than half of the entries won't see the finish line before the event is officially concluded, it was still a successful outing by Baja standards, and certainly memorable. "My driving stint, which was the fourth of the six drivers, started at around 4:30 a.m. in the dark of night," Weinberger says. "As my 129-mile route unfolded, I witnessed the sun rising over the Matomi wash. After piloting for nearly five straight hours through the harshest terrain imaginable, I reached the next pit and handed over a solid vehicle to the next driver set."

And, like Gilsinger, who hoped to return to Baja in 2011, Weinberger would love another crack at this great event. "It is certainly a notch in my belt to have finished the Baja 1000, and most of my racer friends are extremely jealous," he says. "Would I return? Hell yes! While I wouldn't part with my pavement racer, the allure of this event would be too much to pass up if I were ever lucky enough to garner another invitation. Thank you to BFGoodrich for allowing me the opportunity and memory of a lifetime!"

In 2011, BFGoodrich Tires became the presenting sponsor of the SCCA Club Racing's Super Tour, and brought another great award with them, a Wide Open Excursions "Weekend Warrior" package. Each of the top points earners in the six categories for the BFGoodrich Tires Super Tour were entered into a drawing for the grand prize, which was held at the 2011 Runoffs. James Place earned his way into the drawing for racking up most points in the Touring/Showroom Stock category, and went on to win the Weekend Warrior package.

This contingency program was way outside the norm for what we typically see in Club Racing, but for BFGoodrich Tires it has undoubtedly scored them some lifelong fans and certainly opened the eyes of a lot of racers. And you can bet if the program returns for the 2012 Runoffs, those cars on BFGoodrich Tires will be pushing that much harder for the win. ●



COURTESY BFGOODRICH TIRES

CHAD GILSINGER

Series Reports

SPORTS CAR CLUB OF AMERICA FEBRUARY 2012
REPORTS FROM SCCA'S
NATIONAL COMPETITION SERIES

RACING ROOM

CLUB RACING BY JIM WHEELER

FROM THE CRB CHAIRMAN

When I was first asked to run for a position on the Kansas City Region Board of Directors, I had been a Club member for at least 20 years. My total participation was racing my car in Solo, Pro Rally and Club Racing. I also attended most of the social functions. I, however, had never worked an event and had really done nothing to help keep the Club running. My, how times have changed. After a couple of stints on the Kansas City Region Board and then one on the Board for the Kaw Valley Race Group (Kansas and Kansas City Region joining forces to put on the races at Heartland Park Topeka), several years on the American Sedan Advisory Committee and two years on the Club Racing Board, I now find myself as the new Chairman of the Club Racing Board.

While I was just racing, I knew some of the folks in my region and some of the folks in the Midwest Division, but no one else. I knew about my car and my class, but not other classes. I worked on the car, went to the races, attended the monthly region meetings and the monthly Race Group meetings, and that was it. Now, I know a lot of you involved in Club Racing from all across the country, and I know almost everyone at the SCCA National Office. But I only know about 1/100th of the people **Bob Dowie** knows. Bob just retired as Chairman of the CRB, after 10 years of service. When Bob started, there was no CRB or Advisory Committee; there were only the Comp Board and the various Ad Hoc committees.

Bob knows everyone – and, everyone knows Bob. He also knows a lot about every class and things about cylinder heads, cams, fuel injection systems and valve sizes for cars that I didn't know existed. Though I have been an understudy for a year, one thing is certain: I have a lot of learning to do. I'll be challenging my old brain to absorb massive amounts of information, realizing that there is no way I can absorb all that Bob has

throughout his racing career and tenure on the CRB.

As I write this, there are about 300 letters or items to be considered by the CRB and Advisory Committees. This is just one week after the latest *Fastrack* hit www.scca.com. There were many more items before last month's round of meetings. Every Advisory Committee meets at least once a month on conference calls to discuss new rules, clarifications, car classifications and other business related to their race classes. All CRB members attend at least two of those meetings as liaisons, plus the regular monthly CRB meeting.

This level of letters and items is something your CRB finds challenging every day. My goal is to handle my part of the challenge as best I can. My goal is also to maintain the quality of service provided throughout the history of the CRB. One thing is certain, whatever the CRB decides, some will applaud our decisions while others will think they were done in an effort to ruin Club Racing. Regardless of your opinion, you should know our intentions are pure.

By conservative estimates, Bob Dowie has considered about 36,000 letters or other member input in his 10 years. That is not counting the 10 SCCA National Conventions and the 10 National Championship Runoffs (where he participated in about 50 town hall meetings) and the 40 or more face-to-face meetings with the SCCA Board of Directors. How many BoD members have come and gone in those 10 years? I don't know, but I'm sure Bob does.

I estimate that of the 36,000 items considered, 18,000 were asking for changes to help speed up the poster's particular car, 18,000 asked for changes to slow down all the poster's main

competition – and the vast majority of the 36,000 wanted no rule changes as soon as we fixed their problem.

The CRB is also losing another valuable asset with the retirement of **David Gomberg**. As much information and as many people as Bob knows, I think David knows more. I consider Dave the Google of SCCA. Need to know why a rule was passed, when it was passed and what has resulted from the passing of the rule? Gomberg it. What year GCR carried the first reference to whatever? Gomberg it.

As I look at my future with the CRB, I will be relying on Dave and Bob to be at my phone and Internet elbow, with aid and comfort.

I am a firm believer in the Advisory Committee system because the CRB members cannot keep up with all of the issues in every class. The Advisory Committees, with some new members joining the experienced hands, will need to keep the CRB current on those items that fall within their expertise and knowledge. The CRB is also adding new members, who will be in place when you read this. **Mirl Swan** is joining as the Formula and Sports Racing liaison and **Peter Keane** is coming back as the liaison for Touring and Super Touring.

The BoD may also choose to increase the number of CRB members to handle the workload sent up from the increased number of Advisory Committees.

There are real issues currently facing Club Racing. It should be interesting for all concerned. We will work toward correct solutions to every issue, every day. As Bob is fond of saying, "There ya go, baby."

Jim Wheeler

American Sedan competitor Jim Wheeler is taking over the reigns as the Chairman of the Club Racing Board.





PERRY BENNETT

LEAVING THE LINE

NATIONAL SOLO BY PAUL BROWN

THE 2012 SOLO SCHEDULES

2012 promises to be an interesting year, and since the world isn't supposed to end until December, we should be able to look forward to a good season of Solo competition. To start, the Rally and Solo department is going through a major reorganization, as Vice President of Competition Programs Development **Howard Duncan** says, "To better address the needs of the regions in building their local programs." More news will be forthcoming, with some major announcements and presentations at the SCCA National Convention in March. (In a note not related to the National Convention, the Tire Rack Street Survival program will be holding a summit the day after the convention ends, which will be yet another reason for regions to send a Solo rep to the convention.)

The 2012 Tire Rack Solo National Tour and Tire Rack ProSolo National Series schedules have been released, and since the programs have been pretty stable for years, it isn't dramatically different from what we've become accustomed to. That said, things do continue to evolve.

Last year's highly successful Spring Nationals in Lincoln, Neb., will return followed soon thereafter by what is being creatively titled the "Summer Nationals" in Blytheville, Ark. (the "creative" part being that summer will still be a few weeks away). Blytheville features a large expanse of concrete that is still in good condition, and the community always provides a wonderful welcome for our events.

The 2012 Tire Rack Solo National Tour kicks off on March 9-10 at the South Georgia Motorsports Park in Cecil, Ga.

How well this combination of events works on a non-holiday weekend (as it was in 2011) remains to be seen, though, as many have to carefully budget vacation days. But this approach does have advantages over trying to do the same two events in the traditional approach of successive weekends. July 4, 2012 will be on a Wednesday, but may be better suited for a "mega" event in 2013.

Other sites that have not been used for a few years but return in 2012 are the Grissom AeroPlex in Peru, Ind., (hosting a National Tour event in August) and McGee Park in Farmington, N.M., hosting a Tire Rack ProSolo in July. Grissom features an interestingly shaped concrete pad, while Farmington offers a large area of grippy but tire-friendly asphalt.

On the Farmington event, I would like to offer a personal invitation to anyone on the bubble about attending. Many drive upward of 200 miles to run Regional events at this location because the surface is so nice. Farmington also offers plenty of hospitality, and the city need offer no apologies for its Mexican food. Everyone hopes to have a better turnout than what is usually experienced at late-season, middle-of-the-country events. As this event is a week following the Solo National Tour in Colorado, those who can make a week of it certainly have plenty of touristy things to do between the two events.

For 2012, Peru will be the Northern States Championship, the Spring Nationals will be the Central States Championship, the Summer Nationals will be the Southern States Championship and Packwood will again host the Western States Championship.

A change in the Solo Triad will be that the award will no longer include a Divisional event – it will now include a States Championship event as well as a National Tour plus the Tire Rack Solo National Championship.

In what may be big news for some, both the Solo National Tour and the ProSolo National Series will now be offering Street Tire Stock Indexed classes this year: SF (Front Drive), SR (Rear Drive) and SA (All Wheel Drive). With five driver minimums, these will be bumped not only in ProSolo but also at National Tour events should participation not reach

the requirement. This will also introduce the Ladies 3 class – again, not only for ProSolo but for the National Tour series as well. Since this is already an Indexed class, "bumping" really isn't a radical concept even at a Championship event. No word yet on whether the SF, SR and SA classes will be offered at the Solo National Championships in Lincoln, Neb.

CONTACT PAUL BROWN
L8apexrs@q.com

2012 TIRE RACK SOLO NATIONAL TOUR

March 9-11, 2012 | Dixie National Tour | South Georgia Motorsports Park | Cecil, Ga.

March 16-18, 2012 | Sun Belt National Tour | Texas A&M | College Station, Texas

April 27-29, 2012 | Southern Pacific National Tour | Qualcomm Stadium | San Diego, Calif.

May 18-20, 2012 | Northeast National Tour at East Rutherford | MetLife Stadium | East Rutherford, N.J.

May 25-28, 2012 | Spring Nationals | Central States Championship | Lincoln Airpark | Lincoln, Neb.

June 8-11, 2012 | Summer Nationals | Southern States Championship | Arkansas Aeroplex | Blytheville, Ark.

June 29-July 1, 2012 | Western States Championship | Hampton Mills | Packwood, Wash.

July 13-15, 2012 | Colorado National Tour | Pikes Peak International Raceway | Fountain, Colo.

Aug. 3-5, 2012 | Northern States Championship at Grissom | Grissom AeroPlex | Peru, Ind.

Sept. 4-7, 2012 | Tire Rack SCCA Solo National Championships | Lincoln Air Park | Lincoln, Neb.

Oct. 26-28, 2012 | Tri-State Challenge National Tour | Arkansas Aeroplex | Blytheville, Ark.

2012 TIRE RACK PROSOLO NATIONAL SERIES

Round 1 | April 13-15, 2012 | Maryland ProSolo | TBA

Round 2 | April 20-22, 2012 | Mineral Wells Airport | Mineral Wells, Texas

Round 3 | May 4-6, 2012 | El Toro Airfield | Irvine, Calif.

Round 4 | May 25-28, 2012 | Spring Nationals | Lincoln Airpark | Lincoln, Neb.

Round 5 | June 8-11, 2012 | Summer Nationals | Arkansas Aeroplex | Blytheville, Ark.

Round 6 | July 6-8, 2012 | Hampton Mills | Packwood, Wash.

Round 7 | July 20-22, 2012 | McGee Park | Farmington, N.M.

Round 8 | July 27-29, 2012 | Toledo Express Airport | Toledo, Ohio

Round 9 | Aug. 30-Sept. 2, 2012 | ProSolo Finale | Lincoln Air Park | Lincoln, Neb.

ON RALLYING

ROADRALLY BY RICK BEATTIE

GETTING WET AND DIRTY

“Is there any water on the course,” asked **Jim Wakemen**. With his deadpan delivery you couldn’t tell if the chairman of the 2011 edition of Pine Barrens Express (PBX) was repeating the question, had never seen the course or was playing straight man for the contestants and the PBX committee.

PBX was the final event in South Jersey Region’s six-event 2011 RoadRally season. The dash plaque announced its “defying floods, hurricanes and earthquakes for one more year.” While the resulting waterholes were thoroughly distributed along the length of the Pine Barrens’ sand roads, looking at this year’s events alone won’t completely explain where it fits in the region’s program.

A half dozen years or so ago this region put on just a few RoadRallies a year. An SJR series had been dormant since the 1980s, explains **Mark Haas**. In 2006, Wakemen’s initial concept was to organize a monthly event for each of eight months. Other folks like **Clyde Heckler** and **Dave Teter** added in their ideas to form the series. Wakemen’s sons, **Jim Wakemen Jr.** and **Jeff Wakemen**, rounded out the initial core of the team.

Their efforts produced a series that, in the last six years, has had from six to 10 events a year. Some of those events have been run together on “double rally” weekends. Contestants can run almost all of the events as either a course event or a tour event.

There are series champions, with awards given out at the inaugural event of the following season.

With changes in Philadelphia Region, Teter has added his March Lamb rally to that schedule as the inaugural event. In addition to Teter’s event, two years ago Northern New Jersey Region could no longer continue organizing PBX, so Wakemen and the others included it in the SJR mix.

Those two events have retained some of their original characteristics. They are run to their own general instructions, not the region’s standard set. PBX is run as only a Tour rally.

“Tour” doesn’t do justice in describing this year’s 158-mile PBX event. The rains of Hurricane Irene

and the resulting flooding left most of the normally smooth Pine Barrens’ sand hard and irregular. Rallymasters **Pete Chezik** and **Frank Bochanski** found a way through it. They actually found more than one.

Use of these roads requires permits from the New Jersey Department of Parks and Forestry. The Department is most cooperative but they don’t always understand a committee’s needs. Officials found problems with the route two weeks before the event that required rewriting and re-measuring the course.

Rallymaster Chezik’s answer to the issue of water on the final course was as obtuse as the question. “There aren’t any water holes that are that deep.” What they lacked in depth they made up for in quantity.

In past years, entrants could count on a dozen or so waterholes. They were easily noted in the route instructions and the locations came and went. In better times, the Department of Parks and Forestry budget would allow much better maintenance. Historically, routine maintenance would get them filled or dry summers would leave them deep but empty.

The 49 cars in this year’s field found narrower roads, most rarely wider than a single lane. The hundreds of waterholes typically spread from berm to berm. However, previous road use tended to wear a path on each side. Chezik’s promise that “there is a path that will minimize the damage to your car” was hard to believe in practice. Without fail, halfway along your chosen path you realized the path he meant was the other one.

At one point, the route circled a particularly impressive crater. Although the water in the bottom looked shallow, the apparent 20-foot diameter and five-foot depth didn’t provide a good point of reference.

Even at the somewhat typical school zone speeds of 25 and 18mph, a few sections became challenging. Shallow water features every few hundred feet on a four-mile run at 25mph made you wish the five-minute break 20 miles back had allowed just a bit more time standing. Even contestant **Scott Beliveau**, who never asks for a speed to be reduced, admits he would not have complained about a CAST 22 instead of the CAST 25 through that stretch.

Nothing described here should in any way be interpreted to mean this is an event to avoid. The complete

opposite is true – no one should miss it. It is a fascinating terrain. The constant variety from sand and tall, thin pine trees is completely unexpected. Be ready for what’s there.

The course is very challenging. The driver has more than enough to do keeping the car on time while finding not only the course in the dark but also a route through the course. The navigator is occupied dealing with a constant variation in mileage from what the rallymasters measured.

I navigated for **Justin Connors**. Connors delayed the retirement of his late 1990s Subaru Legacy Outback a few months ago just for the event. A nearly endless list of needed fixes confirmed its 225,000-mile history. The recently mounted snow tires and firmly anchored mileage sensor were the only preparations needed for this run.

If he can still bear to part with it, the dealer will give him the \$500 promised when he took delivery of his new 2011 Subaru Impreza five-door. Retiring a vehicle with a PBX pedigree and some mud under the hood doesn’t seem fair.

Yeah, there was some water on the course.

CONTACT RICK BEATTIE
RLBArchitect@gmail.com

Equipped Class
competitors **Scott Beliveau**, driver, and **Chris Regan**, navigator, tackle the water on the Pine Barrens Express Tour RoadRally.

RICK BEATTIE



PINE BARREN EXPRESS TOUR RALLY

SOUTH JERSEY REGION / TOMS RIVER, N.J. / NOV. 19, 2011

Pos, driver/navigator, total. **1E.** Justin Connors/Rick Beattie 37; **2E.** Mike Friedman/Marc Goldfarb 38; **3E.** Mark Johnson/Frank Beyer 46; **1L.** Hugo Brunery/Ken Hargreaves 88; **2L.** Paul J. Batman/Matt Rhoads 166; **3L.** Robert Fini/Christine Friello-Fini 275; **1S.** Carl Lynn/DJ Hazlett 141; **2S.** Alvin Fong/William Buck 145; **3S.** Lawrence Friedman/Brett Friedman 703 **1N.** Michael Epp/Robert Goldman 637; **2N.** David A. Schenck/Mark Schenck 809; **3N.** John Berkley/Ian Cooper 819.



SALES AND SERVICE OF ALL RFR PRODUCTS



SOUTHEAST DISTRIBUTOR



TRACK SUPPORT RACE PREP

F2000
championship
S E R I E S



2011 CHAMPIONS

hptechmotorsport.com

(954) 455-2226

204 N.W. 3rd Ave.
Hallandale Beach
FL 33009

Be Safe. Keep Winning.



Stilo Helmets



HANS Devices



Interior Nets



Longacre Scales
and Setup Tools



Racing Suits,
Underwear & Gloves



Fixed-back &
Reclining Seats



Schroth
Racing Harnesses



Go Pro HD
Motorsport Camera



Driving Shoes



Brake Fluid
Rotors & Pads



Shock Doctor
Gear Bags



Cool Shirt Systems

HMS
motorsport

www.hmsmotorsport.com
888.467.3269 Toll Free
9A Electronics Ave Danvers, MA 01923

Divisional Reports

SPORTS CAR CLUB OF AMERICA FEBRUARY 2012
UPDATES, STORIES AND NEWS FROM
SCCA'S NINE COMPETITION DIVISIONS

KNEE DEEP IN NEDIV

NORTHEAST DIVISION BY G.W. HENDERSON

TIME TO REEVALUATE, RETHINK AND REMODEL

First things first – those of you who are regular readers of this modest column know that

I constantly blow up **Earl Hurlbut** and his “At the Track Steward’s Town Hall” meetings. I have always said they are one of the best tools any racer could add to his or her toolbox. But, in a previous issue, I violated one of my number one rules (assuming I’m allowed to have more than one “number one” rule): the P.T. Barnum corollary (assuming it was, indeed, he who actually said this): “I don’t care what you say about me, just spell my name right.” So, apologies to Mr. Hurlbut (not Hurlburt), the business card helps tremendously.

Speaking of Earl, and also SCCA Chairman of the Board of Directors **Jerry Wannarka**, we all had occasion to gather together on Nov. 4-6, 2011, at the NEDiv convention in Saratoga Springs, N.Y., hosted by the Mohawk-Hudson Region for the purpose of teaching and being taught. Besides the seminars on the new NEDiv Webpage, Timing and Scoring, Registration, Scrutineering and Flagging and Communications, there was the seed of a catalytic movement that is starting to germinate in the Club (dare I say not just here in NEDiv, but nationally). And it all started when someone stood up and asked the question, “What are we doing to propagate SCCA as a Club with the young people of this country?”

As fate would have it, two of the aforementioned target group happened to be in attendance at this meeting (it was the last meeting of the day – all of the other sessions were done and a large gathering of folks crowded into the standing-room-only session before hitting the road to dinner at the very impressive Saratoga Automobile Museum), and Earl had opened up the floor for discussion.

Both of these young folks had some very eye-opening things to say about just how the SCCA is viewed by those who are in a younger demographic than most of us. A lot centers on just how unappetizing the process of enjoying membership in the Club is. The acronyms (remember you’re the acronym primmer from earlier), the confusion of all the classes, the massive rulebooks and all the specialties can be overly confusing. What the heck *is* a specialty? To an outsider, all of this can appear like gobbledygook.

And even with all that *and* the fact that when they go to an SCCA Club race or Solo event there are 28 people who all won the race, set FTD or won PAX, it just doesn’t make any sense. Add in one single experience where some elitist looks down their nose and sneers at the inexperienced kid who just worked all weekend to install a suspension kit, a set of tires and a big exhaust because “that is not allowed in this class,” and it’s easy to understand why young members are not beating a path to our door.

Oh, they also said that there are “other” clubs that are more welcoming out there. If nothing else, *this* should ring the wake up bell.

I have a modest proposal (a few actually, but let’s start with this one). Let’s make *every* member a “membership chairperson.” Not that hard. When you become a member of the SCCA, you get a package with 25 or so youth-oriented membership tri-fold flyers with what the Club does, where it does it, who does it and how you can, too. It’s a self-addressed, postage-paid mail-in. The potential member fills it out and receives more information. Or, how about a member mentoring program? Are you a driver in NEDiv? Bring a young person (and their family) to your events over the season. Registration can establish something like a “mentor’s event membership,” and specialties (you know who you are) can bring out a young person to expose what the heck it is you do! Make it a contest! And so on and so forth. Let’s make 2012 the year that the young lovers of sports cars discover the SCCA.

CONTACT G.W. HENDERSON

(631) 491-4075

geedub@hendersononeast.com

REVVIN’ IN SEDIV

SOUTHEAST DIVISION
BY SUSAN H. YOUNG

CELEBRATING SEBRING

Over the last 60 years, Sebring has become one of America’s premier motorsports racing facilities. Nestled among the orange groves and scenic ranches of central Florida, it is the oldest permanent road-racing track in North America, evolving from a World War II air base. It is world famous for its annual 12 Hours of Sebring endurance race, part of the American Le Mans Series.

How many times have you watched a Sebring race on TV? Did you grow up sketching racecars on your notebooks, dreaming of the day when you’d be designing them? Maybe you were a racecar driver for Halloween, or were even in a soapbox derby. How many of you had colorful posters of racecars and drivers in your room, or models of those wonderful old cars? Were your favorite movies *Le Mans*, *Grand Prix*

and *Bullitt*? Perhaps you drove go-karts or helped your brother fix his hotrod. You went to sleep dreaming of racecars under palm trees.

And then one day, you heard about the SCCA...

“I joined the New York Region in 1957,” **Ted Glaser** tells us. “Also had a stint in Los Angeles [1960-’62] when I was in the USAF at Riverside, Calif. At Sebring, I worked [Flagging and Communications] in ’63 and ’64. In addition to F&C, I also raced a Mini in the New York Region in ’62 and won the under 1-liter class at the 1964 Bridgehampton Double 500 FIA race in an H production Bugeye Sprite. You can find me on pages 546 and 547 of Janos Wimpffen’s *Time and Two Seats: Five Decades of Long Distance Motor Racing*. For about 10 years I wrote a monthly column for CFR’s *Checker*. I ran race control for Central Florida Region from 1996-2004.”

“I went to Sebring on Spring Break as an Atlanta high school kid,” recalls **Geoff Churchill**. “Best I remember it was 1956. I also still have some photos of one of Atlanta Region’s first races – it was 1954 or 1955 at the Gainesville [Georgia] airport.”

Larry Dent simply says, “Yeah, I got pulled over for doing 120mph in the Trans-Am car going from tech [which was in downtown Sebring back then] out to the track.”

CHECKERED FLAG: DR. BILL BURROW

Dr. William Booker “Bill” Burrow Jr. passed away Oct. 31, 2011, at Baptist Memorial Hospital in Memphis, Tenn., at the age of 76. Dr. Burrow entered practice in Whitehaven in 1960, and was drafted into the U.S. Army Medical Corps and served as a captain for two years. Dr. Burrow returned to Whitehaven for family medical practice where he practiced and lived until his retirement in 1988. Along the way, he developed a love for scuba diving in the Caribbean and off Honduras and the Caymans, even studying underwater medicine with **Buzz Aldrin** in Aruba. He also had a love of motorsports, and competed in various SCCA classes throughout the years. In lieu of flowers, donations should be sent to the Germantown Animal Shelter.



GWHEEDUPHOTO

CHECKERED FLAG: DANA LONGAKER

On Oct. 30, 2011, Dana Bundy Longaker passed away at her home after a long struggle with cancer at the age of 54. Longaker worked for Citi Financial for more than 30 years before health reasons caused her to take a leave of absence in 2010. She enjoyed her time spent with her husband, **John Longaker**, in their various activities, which included Club Racing an ITB car with the SCCA. In lieu of flowers, donations can be made in memory of Dana to The V Foundation for Cancer Research, www.jimmyv.org.

CONTACT SUSAN H. YOUNG
386-956-6601
youngpv@earthlink.net

NORTH COAST NEWS

GREAT LAKES DIVISION
BY NANCY SCHILLACE

THE CELEBRATIONS CONTINUE

This month we are still celebrating the Great Lakes Division with its National Champions from the 2011 Runoffs. Sports 2000 Champ **John Fergus** shared his thoughts of the event. "The Fergus boys had a great 2011 Runoffs, resulting in both of us being on the podium after a wet and wild race. But for a last lap and a half engine issue, which had our whole team holding its breath, I had an uneventful week and was a bit

Retiring NEDiv
Administrator of
Timing and Scoring
Denise Patton (right)
and Timing and
Scoring Chief Linda
Louie (left) at the Club
Racing discussion on
youth involvement
during the NEDiv
Convention, held
Nov. 4-6, 2011.

surprised to end up with another win. **Corey [Fergus]** sat on the pole for the third year in a row, with his third successive qualifying record. Everyone in the field expected that he would trounce the field in the race, as he had in every qualifying session, but he had a car issue in the race and I ended up on the top step. What's that saying about age and treachery overcoming youth and enthusiasm?"

Also celebrating was Touring 1 winner **John Buttermore**, from Detroit Region. As John looked back on his season, he reflected, "With this being [my] fifth trip to the Runoffs...the team and car [were] well prepared and the week went flawlessly after getting the bugs out from the electrical compatibility of updating a 2005 car to a 2008 drivetrain. [The win] was a long time coming. We had been really close to winning a couple times before and it meant so much [to the team] to hear everyone say that we deserved it. The guys in our class are a great fraternity of which I am proud to be a member."

Congratulations to not only our champions but also all of the racers in our division!

SOLO RACING CELEBRATES 40 YEARS IN FOSTORIA, OHIO

John Souder, chairman of the Autolite Solo event in Fostoria, Ohio, reported how this event started 40 years ago. "This event got its start because of the hard work of longtime SCCA member **Earl Myers**. The size of the lot is a little smaller now, so we changed to a fixed course in 2003 – and it is the only place in the Northwest Ohio Region that has an event with a fixed course for track records.

"An event 40 years ago may have had only 30 cars, but we have had as many as 126 cars race here at Autolite at this historic site. With the help of co-chairman **Lee Franz** and the Northwest Ohio Region we had two events this year. During the summer event we presented a plaque to the Plant Manager, **Jeff Goldaker**, marking the 40-year anniversary. The second event at Autolite was held on Oct. 2 and the Mayor of Fostoria, **John Davoli**, read a proclamation announcing the 40th anniversary of Solo racing at this location. At both events, 40th anniversary engraved pens were presented to all racers and plant employees.

"This event annually is supported by the Fostoria Auto Dealers who bring new cars to display at the

events and by Mennel Milling Company who donate flour to line all the courses at Northwest Ohio Solo events. The Autolite plant has charged the region \$1 for each event, and that fee has never changed. The Northwest Ohio Region has given back to the Fostoria community for many years by donating to the Relay for Life cancer fund.

"The track records for Autolite and pictures of many of the past events are located in the Northwest Ohio Website at www.nworscca.com. Thanks again to all those that have made this event happen since 1971."

CHECKERED FLAG: SAM CARAMELLI

Neohio Region member **John Hinkle** also shared some sad news. "I'm sad to pass on that the Neohio rally community lost **Salvatore "Sam" Caramelli** [on Oct 31, 2011]. Sam had been fighting illness on and off for the last couple years and had seen good days and not so good days. He obviously hasn't been active in the rally community for a while, but if anyone was involved or was active in the Neohio rally program from the mid 1980s thru the 1990s, you would remember him for his cheerful attitude, his always entertaining stories and his participation as a rally competitor, worker and event organizer. Thank you Sam! You will be missed."

CHECKERED FLAG: JEN SLOE

Our heartfelt condolences extend to Neohio racer, steward and American Sedan National Champion **Tom Sloe** for the loss of his daughter, **Jen Sloe**, on Nov. 6, 2011. No parent should see the passing of their child – our thoughts and prayers are with you.

CONTACT NANCY SCHILLACE
nhschillace@wowway.com

THE FISH WRAP

CENTRAL DIVISION
BY SAM KARP

WE'RE NOT DONE YET

In years past, National level Solo in CENDiv was usually over after the Tire Rack Solo National Championships. But for the past few seasons there has been the emergence of a few post Nationals events on the schedule. While the Tri-State National Tour held at the Arkansas Aeroplex may not be within our geographical

territory, it still attracts a few of our fellow competitors. And, for 2011, the Nashville Tour held at Nashville Super Speedway was added as well. As a bonus, these two events can give competitors a sneak peak at what plans some competitors have for the 2012 season.

Central Illinois member **Adam Deffenbaugh** attended both of these events. He placed a very handsome second place in H Stock at Blytheville but slipped to sixth in Nashville (perhaps due to a change in tire brand). Fellow region member **Jeff Smucker** co-drive with Deffenbaugh in Arkansas and finished one spot out of the trophies in fourth.

Milwaukee Region member **Jeff Cashmore** made the trek down to Arkansas as well. He drove in E Modified, but not in his normal Lotus. He instead hopped into the radical Jeep engineered by the same people who built his Lotus. Cashmore drove to the class win and an impressive fourth overall spot on Index.

Chicago Region's **Alex Tziortzis** has not been the regular at local events he once was. He has been busy preparing his 2012 weapon, a Chevrolet Corvette prepped for ASP. Tziortzis showed up at a Chicago Region event in mid October to shake off the dust and cobwebs and managed to take top spot on Index. Two weeks later he made the journey down to Nashville and placed second in a class that included two past National Champions (which means he beat one!).

BACK TO THE FUTURE

While some of the Soloists were finishing up their year, the 2012 CENDiv Club Racing schedule was carefully being constructed. The year will again begin with a non-track event – the 2012 Spring Training. It will be held in Milwaukee again and will take place March 31-April 1. April will finish off with the CENDiv Driver's School and Regional race on April 27-29.

May will see a lot of action with two race weekends. Blackhawk Valley and Milwaukee Region's will co-host a National at Blackhawk Farms over the May 12-13 weekend. Two weeks later there will be a Rational race held at Brainerd over Memorial Day weekend. The first week of June calls for a Double Regional at the Milwaukee Mile. This will be the last opportunity to get dialed in before the Chicago Region June Sprints on June 15-17.

Milwaukee and BVR will once

again get together to co-host a Double Regional at Blackhawk Farms on July 7-8. Milwaukee will have a quick turnaround and host its annual National at Road America, July 20-22. The BFGoodrich Tires Super Tour comes to town on Aug. 4-5 at Blackhawk Farms.

Two Double Regionals will lead up to the National Championship Runoffs held Sept. 17-23 at Road America. Your last crack at Road America will be a Chicago Region event Aug. 25-26. The following weekend is Labor Day weekend and Land O' Lakes will be running at Brainerd. One event is planned after the Runoffs – the Fall Sprints hosted by Chicago Region at Blackhawk Farms on Oct. 13-14.

Although the actual number of races may be down – there are a lot of prime dates on the schedule. Land O' Lakes having a Rational and Double Regional over long holiday weekends should net a lot of competitors at those events. Chicago Region will obviously have the famed June Sprints and Milwaukee and Blackhawk Valley will be hosting Super Tours.

Workers will also be able to stay busy with several non-SCCA events being held within the division, like vintage races, Grand-Am, ALMS and more.

CHECKED FLAG: DEAN RHODE

Our division has lost another one of our celebrated members. **Dean Rhode** passed away Nov. 7, just days before the annual Milwaukee Region banquet. Rhode was previously active in the region as both a Solo driver and a Club racer. He drove a Lotus both for autocross and road racing and also raced a Formula F. The Milwaukee Region Solo Service Award is named in his honor. Rhode is survived by his wife and three children. He was 65 years old.

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

GATEWAY TO MIDIV

MIDWEST DIVISION
BY EILEEN WATERS

FAMILY TREE, CONTINUED

When last we left this column, the **Boutler Kelsey** Sprite had won its first race out of the box. In fact, the car hadn't even turned a wheel before it reached Mid-America Raceway. **Ralph Tremaine**

was concerned. Kelsey couldn't have cared less.

They were set to race in the Team Trophy 200. The concept involved teams of two cars competing against other two-car teams for 200 miles. "Only Production class cars were allowed [H through B]. Each class was assigned a numerical value – one through eight."

Each team could have a maximum value of nine, each car had to complete a minimum number of laps and, of course, only one team car was on the track at a time. The on-track team member had to have the proper credentials: a ladies garter worn on the sleeve of the driver's suit.

"Aside from the overall win, there was an Index of Performance within the competition," adds Tremaine. "That award went to the lowest value team who completed the greatest distance by the time the overall winner crossed the finish line. We decided to go for the Index of Performance award – two Bugeyes – total value, two," says Tremaine.

John Riehl was their teammate. "We had an unfair advantage," Tremaine notes. "Our car was left-hand drive. John's was right-hand drive – John enjoyed being different. More to the point, when one driver came in to pass the baton, a.k.a. garter, to the other, there was no need for the 'in driver' to get out, run around the car and pass the garter to the 'out driver' – just pull up along side, slam the garter on the teammate's arm, and watch him go – and there were no speed limits on pit lane!"

Riehl started the race, then came Tremaine's turn. He remembers a Porsche 911 flying by and getting a strong whiff of gasoline. Three corners later, the Bugeye stopped running. That had never happened. Tremaine

Ohio Valley Region's **John Fergus II** claimed his seventh Sports 2000 National Championship title at the 2011 Runoffs.



JEFF LOEWE



The BFGoodrich Tires SCCA Super Tour
Championship-level events
Championship-level competition
Championship-level experience

No champagne glass required.
Don't let an SCCA Club Racing life pass you by.

Jan. 8 - Sebring Int'l Raceway (SE)
March 11 - Texas World Speedway (SW)
April 16 - Hallett Motor Racing Circuit (MW)
April 29 - Buttonwillow Raceway (SP)
May 6 - Summit Point Raceway (NE)
June 3 - Mid-Ohio Sports Car Course (GL)
July 1 - High Plains Raceway (RM)
July 15 - Portland Int'l Raceway (NP)
Aug. 5 - Blackhawk Farms Raceway (CN)

www.SCCA.com
1-800-770-2055

BFGoodrich



HAWK

Mobil 1

SAFERACER



TIRE RACK



SCCA
Sports Car Club of America



GARY CURTIS/BRAINERD INTERNATIONAL RACEWAY

was both “flabbergasted and furious!” He ran back to the pits. Riehl’s car was soon on jack stands and getting the once over.

Tremaine handed Riehl the garter, “rattled off a string of my very best profanity, and hollered *go!* You never saw a car get put back together, down and gone so fast in your life! Then I had a few very unkind words with Boulter about racing an untested car, grabbed some tape, safety wire and pliers, and ran back to the car.”

Prior to the race they hadn’t worked on the bonnet – it was either on or off. Lifting it off by himself, he saw a hard fuel line that was no longer part of the float bowl lid. Tremaine put it back together, replaced the bonnet and ran back to the pits.

Riehl came back in; Tremaine grabbed the garter and ran back to his Bugeye. He drove off not knowing where his team was in the race except he hadn’t completed the requisite number of laps.

“That becomes the goal – run enough laps to be counted as a finisher. I made it – just barely. And we won the Index of Performance award after surviving a bevy of protests from our competitors to the effect that I couldn’t possibly have done all that [especially removing and replacing the bonnet] by myself. Their protestations didn’t stand up to the witnesses – two different sets of corner workers who said they didn’t believe it either, but they saw the whole thing!” recalls Tremaine.

Now not only has Tonellato, the

Boulter Kelsey Sprite’s new owner, learned a little about the history of his new restoration project, so have we. In the end, what binds us all together are the cars, the competition, the stories and, most importantly, the friendships. Here’s to a new lifetime of stories and friendships!

CONTACT EILEEN WATERS
Eileenwaters10@gmail.com

SOWDIV SUNSET

SOUTHWEST DIVISION
BY SYDNEY DAVIS

THE SIX-HOUR ENDURO IS BACK

After a multi-year hiatus – which seemed like forever – Houston Region brought back the six-hour enduro. The Revenge of the Turkey Enduro/Regional returned to Texas World Speedway’s 2.9-mile track, where it had been traditionally run in previous years.

For those of you who don’t know, in addition to penning this column, I also wear the Race Chairman hat for Houston Region. And from a Race Chair standpoint, this was an entirely new animal for me. I’m used to events at MSR Houston, where everything is within reach. If I need something, I just hop on a golf cart and take care of it.

Lone Star Region was gracious enough to let us borrow its equipment trailer, but we still had to bring all kinds of random things. Between my parents and **James Rogerson**, we

With Land O’ Lakes Region securing key holiday weekends for the 2012 Club Racing season, Brainerd International Raceway should attract higher entry counts for the region’s two scheduled events.

managed to bring everything we needed – that was a first for me, as I always forget something.

The event wasn’t as big as it had been in the past, which was both good and bad. It was good because the smaller car count allowed us to handle things without complication, but bad because we needed more entries to finish the weekend in the black.

As a region, we knew going into this event we would probably take a loss, since it was the first enduro in our division in several years. It also didn’t help that this event was supposed to happen a few other times, but had to be canceled due to a college game eating up all the hotel rooms.

We changed the event up a bit from previous years; including moving it to Saturday and doing a random draw for qualifying. The random drawing went over pretty well with all the drivers.

There were a few who drew good starting positions and elected to move to the back, but there weren’t any outbursts or fights, so we took that as a success. We heard mixed reviews about the Saturday versus Sunday for the enduro – both sides have their advantages and disadvantages, so it’s going to be interesting what the next one will be.

Overall, however, this year’s event was a great success. The participants and volunteers I spoke with were all excited to have the event back, and even more excited they got to be there. A lot of us are hoping this is the start of a yearly tradition.

After six hours of racing, Delta Region drivers

Harold Petit, Dave Baker and **Scott Baker** found themselves victorious in their ITE BMW M3. Finishing two laps behind in second was the Phillips Race Prep team of

John Phillips III, Chris Haldeman and **Blake Clements** in a Spec Miata.

Jesse Combs and **Taylor Ferranti** were only 20 seconds behind to take home third overall in their Spec Miata.

But a big congratulations goes out to all the drivers who just finished the race – sometimes that’s the biggest accomplishment of the weekend.

I’ve sent a survey to all the drivers, crewmembers and volunteers to get their opinions on the event. If you didn’t receive the e-mail invite and would like to participate, visit www.surveymonkey.com/s/enduro01survey or e-mail me you opinions at davis.sydney@gmail.com.

The Southwest Division is planning on hosting the 2012 enduro. The



**USE YOUR
MOTORHEAD**

GUMOUT

ONE AND DONE.

GUMOUT® HIGH MILEAGE OIL TREATMENT WITH STOP LEAK DOES EVERYTHING THE COMPETITION DOES AND MORE TO KEEP YOUR ENGINE CLEAN AND RUNNING LONGER—BUT IN ONE BOTTLE.



FIGHTS SMOKE



STOPS LEAKS



**PROTECTS
ENGINE PARTS**



**CLEANS SLUDGE
AND VARNISH**



**ALL IN
ONE BOTTLE**



USE YOUR MOTORHEAD. DRIVE SMARTER.

©2011 ITW GLOBAL BRANDS. ALL RIGHTS RESERVED.

GUMOUT®
CLEANING SINCE 1945



SYDNEY DAVIS

PUEBLO MOTORSPORTS PARK RENOVATION

Another big story for 2012 will be the track renovation at Pueblo Motorsports Park (PMP). PMP has long been one of the best driving challenges in RMDiv, with high-speed sweepers, dramatic elevation changes, linked turns and a long straight incorporating part of the dragstrip. But the high desert track had been slowly eroding away over the past decade, with rough pavement crying out for a full renovation.

The track improvements began in earnest when the resurfacing of the track jumped into action in the fall of 2011. It started with the concrete portion of the dragstrip, which makes up part of the front straight for the 2.2-mile road course. The launch pad, from the burnout box through to the 330-foot mark, was completely repaved with 208 cubic yards of concrete. Better yet, state-of-the-art laser technology was used to ensure the surface had less than an eighth-of-an-inch deviation. As anyone who has bounced over the wavy surface in this part of the circuit can attest, this will be a significant improvement.

Next, overlaying about 16,000 square yards of asphalt (nearly 1,300 tons) will finish the front straightaway and dragstrip. Next, the rest of the roadcourse will get nearly 2,000 tons of new asphalt, together with a new 30-inch drainage system (with grates) at Turn 9 (which used to regularly form a small lake after a rain storm). The track itself will be 40 feet wide at a minimum and get new curbing and triple high guard rails at sections. After re-leveling the track surface and run-off areas, the track will remain closed through the end of March 2012 to allow the pavement to cure.

None of this is cheap. The City of Pueblo, Colo., took over the operation of PMP and the city council voted unanimously to accept a \$491,574.99 contract with a \$50,000 contingency to complete the road course. Among the organizations contributing funds was the Continental Divide Region, with CDR members like **Doug Hunter, Doug Stout, Robert Cancellieri, Chuck Wingfield, Bob Neumeister** and **Ed Renck** working tirelessly to oversee the process as part of the PMP renovation committee.

Fittingly, CDR may be the first to benefit from PMP's rebirth. The region has scheduled a Double Regional, Driver's School, Time Trial and PDX event at PMP for March 31-April 1. It

will be the opener for the 2012 RMDiv racing schedule. I can't wait!

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

BLOWING SMOKE

NORTHERN PACIFIC DIVISION
BY SHERRI MASTERSON

THE NORPAC CONVENTION

I apologize for the lack of a *Blowing Smoke* column last month. Too many things invaded my schedule and I got lost in a pile of ballots, meetings and schedule searching. January was the first issue missed since *Blowing Smoke* started in July 2002 – hopefully this is the start of another nine-year run.

The NorPac Conference was held on Oct. 29 at the Atlantis Casino Resort and Spa in Reno, Nev. The four larger regions were represented, and although the gathering was small, the accomplishments were much larger.

The group gathered Friday evening for a social hour to catch up on the general well being of our fellow Club members. Saturday morning we met for coffee and refreshments and an introduction to what our Area Directors **R.J. Gordy** and **Todd Butler** have been doing over the past year.

The group divided into two areas with the Solo group gathering to discuss Solo Safety Steward training while **Gary Meeker**, NorPac's Executive Steward, took the floor with race business and a training session showing the evidence of a protest and the process. The Time Trials attendees also participated in the race discussions.

Jim Turley, Chair of the SCCA Foundation, spoke about the Tire Rack Street Survival Program (If your region hasn't done this program you are missing out!), and about the archiving project they are working on. The group also watched *Give 'em the pickle!* and discussed the video. The idea of giving away pickles gives you a starting point with your leadership. It's a tangible, fun concept. Coupled with the four key principles outlined in the video, you have a powerful approach to improving service. For those who haven't seen the video, the four key principles are: service, attitude, consistency and teamwork.

Remember, customers are the drivers, workers, crew, sponsors and other members. But don't ever forget the future member – our spectators!

specific date hasn't been set yet due to the fact that those Aggies decided to go play in the SEC. I've called the office just about every week waiting to hear what the schedule will be – I'm sure they probably think I'm crazy, but then again I've seen some of those SEC fans, so I don't think they have much room to talk.

As soon as we hear something, the date will be posted on the Southwest Division Website and Facebook page. It will also be updated on the SCCA Website.

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

PONY EXPRESS

ROCKY MOUNTAIN DIVISION BY DAVID MURAMOTO

FAST TIMES

Up in the northern climes of the Rocky Mountain Division, the weather may be chilly but the news from Yellowstone Region is warmer than expected. Yellowstone R.E. **Chris Brewer** used his entertaining column, *What's Brewing* (Nov. 2011 *Fast Times* regional newsletter) to discuss the Regional Solo series for the just-ended season. He noted an increase in participation over the past year. "The Chief of Registration and Secretary/Treasurer has tallied the numbers from 2011 and reports that entrants totaled 205 vs. 153 and 159 for 2009 and 2010, respectively," he reports. This can be nothing but good news, right?

Well, what sounds like a significant increase was better explained once Brewer put those numbers into context. "The downside to those numbers is that we had 12 events in 2011 and (only) eight events in both 2009 and 2010. On average, participation per event dropped by two cars. However, considering the economy and the late-arriving spring, I think we did a great job," he says.

That positive assessment is borne out by examining the last three Solo events on Yellowstone's schedule. Two were held at relatively new Solo sites, the Food Services of America II (on Sept. 25) and Rimrock Auto/Truck Center (on Aug. 28). These events sandwiched another Solo held at Skyview High School (on Sept. 4) – a longtime Yellowstone Region site. Adding more events at more locations is bound to attract more attention. Hopefully, that kind of attention attracts new members and builds the region from the ground up. Adding events in what was a decidedly down year was a bold move, and it'll be interesting to see if it pays off as 2012 progresses.

The meat of the afternoon was the open discussion town hall. Because of the limited attendance from our small regions (Arctic Alaska, Big Sky, Montana, Snake River and Southwest Montana) there was a discussion about how to get the smaller regions involved, and what the larger regions could offer the small regions?

Another big discussion was about a true Divisional championship in all venues. This has been discussed for years but with no real outcome. Now we have progress! A committee has been formed by several of the members who were present to come up with a plan to have Divisional champions. This plan will be fairly simple for Club Racing and Solo (there are enough events being held to choose from) but more difficult with RallyCross, RoadRally and maybe even drift. We are an incredibly large geographic division covering very large states and sometimes it is difficult to get things done. Contact a divisional official if you have ideas, and plan on attending next year.

CHANGING OF THE GUARD

Now that we are starting 2012, it is time to thank those who served in 2011. Besides all the regional officers, three divisional administrators have stepped down from their positions this year after many, many, many, years of service! **Vivian Stegall** has been our national Club Racing points keeper, and **Kathie Reisinger** is taking over the role. Scrutineering **DA Marcia Ulise** is handing the reigns over to **John Shetler**, and **Steve Danton**, known as the "scheduling troll," is off to find new experiences in his motor home since his wife retired, so I will be stepping into that role. We all have big shoes to fill, but more important we want to thank all the members in NorPac for the time and service they give the Club. Without you we couldn't exist.

CHECKERED FLAG: BOB MEAD

On Nov. 5 another checkered flag fell for longtime member **Robert (Bob) Mead**. His daughter reported that he was hospitalized after being found severely dehydrated and his heart gave out. No word on services at the time of this writing. Bob turned 80 in September and held a senior Stewards license and was a member of Oregon Region since 1964. Race in peace Bob.

CONTACT SHERRI MASTERSON
BlowingSmoke.SCCA@gmail.com

SKID MARKS

SOUTHERN PACIFIC DIVISION
BY JASON ISLEY

THE DIGITAL AGE

As many of you have seen by now, you can now get your *SportsCar* magazine fix on the Web in addition to your mailed print copy. Likewise, Southern Pacific Division's publication, *SoPac News* has also just jumped into the digital age, choosing to completely eliminate the print publication in favor of the online copy. If you have not seen it yet, visit www.calclub.com for the latest edition of the *SoPac News*.

The once large divisional newspaper has shrunk over the years, as regions simply could not afford to share the cost of producing and mailing the piece or, in some cases, they lacked a person to provide the region's content. In recent years, only Cal Club and San Diego Regions had been actively participating in the publication, leaving them to carry the cost.

According to **Craig Young**, *SoPac News* editor, the move to digital will save Cal Club Region \$1,600 a month – certainly a substantial figure over the course of a year. Hopefully the reduced cost will encourage other regions in the division to once again participate in the newsletter. Content can be submitted to the *SoPac News* by e-mailing sopaonline@yahoo.com.

AREA DIRECTOR

Running unopposed, **Michael Lewis**, of the San Diego Region, will return as our Area 11 Director in 2012. Lewis is completing his first three-year term on the Board of

(OPPOSITE) The Revenge of the Turkey winners pose with their ITE BMW M3 after the six-hour enduro at Texas World Speedway, hosted by Houston Region.

Directors, during which time he added a pair of Runoffs GT-1 and Super Sweep titles to his impressive racing resume – its always nice having someone sitting at the table who is an active participant.

MORE EVENTS

The SCCA National Convention is just around the corner, taking place March 1-3, in Las Vegas, Nev. The show kicks off on Thursday at the South Point Hotel, Casino & Spa with the Annual Meeting, and concludes Saturday evening with the Hall of Fame Induction Banquet.

The three-day event is packed with informative seminars, classes and award luncheons. Nobody needs an excuse to go to Vegas for the weekend, but if you do, the National Convention is a great time to visit with friends away from the track, support members from your region who may be receiving awards and meet new friends. You may even learn a thing or two about streamlining event operations or making your racecar faster.

Undoubtedly, the SCCA will be looking for volunteers to help with the event, so if you are interested you should contact the National Office and they will be able to help direct you to the various event coordinators.

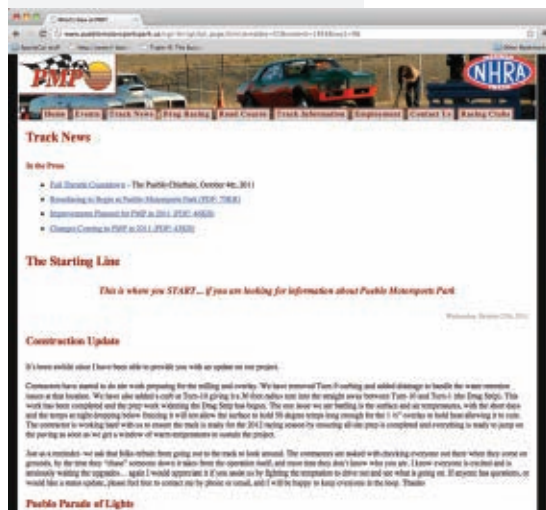
Shortly after finishing last month's column, the 2012 Tire Rack Solo National Tour schedule was unveiled, and now we have the dates for the SPD events. The National Tour will make its regular stop at Qualcomm Stadium in San Diego, Calif., on April 27-29. The following weekend, Round 3 of the Tire Rack ProSolo Championship Series visits the El Toro airfield near Irvine, Calif.

Both of these events have become two of the benchmark stops for the series, and the host Regions always put together a great pair of weekends. The later than normal date should only make for better weather.

And, by the time you read this, the 2012 Club Racing season will already be under way – and there should still be time to register for the Feb. 25-26 Double Rational at Willow Springs. If you don't have your competition license yet, you certainly have enough time to line everything up for the Super School on March 24-25 at Buttonwillow Raceway Park.

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

For updates on Pueblo Motorsports Park's renovation, keep an eye on the track's Website at PuebloMotorsportsPark.us, and we'll see you there for RMDiv's 2012 Club Racing season opener in March.



SportsCar MARKET PLACE

FEBRUARY 2012

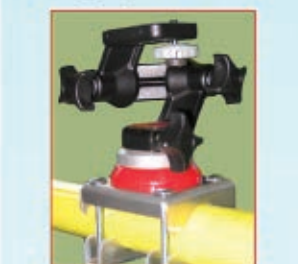
Deadlines for the April 2012 Issue: 01.18.12 for space;
01.25.12 for materials; and 02.10.12 issue mails.

10 Accessories/Apparel

- RACETECH, KIRKEY Seats
- LONGACRE Chassis Setup, Scales
- LONGACRE, SYTEC Battery Master Switches
- PROSPEED RS683 Brake Fluid
- RED LINE Oils and Additives
- ESS, SAFECRAFT Fire Systems
- SAFETY SOLUTIONS, HANS Head and Neck Restraints
- SCHROTH Harnesses
- TRAGMATE Data Acquisition
- CONTOUR, CHASE CAM Cameras



- AMB Transponders and in-car timing
- AUTOPOWER Cages, Restraints
- BELL, PYROTECT, SIMPSON Helmets, Driving Suits, Safety Gear
- BLINDAPEX In-car Timing Display
- CHATTERBOX Intercoms
- COOL SHIRT, I/O PORT, CHILL OUT Cool Suits
- FUEL SAFE, ATL Fuel Cells
- HOT LAP In-car Timing Systems
- I/O PORT Video Camera Mounts
- Seat Mounting, Safety Equipment



I/O PORT
Video Camera Mount
Starting at just \$44.95
(As shown \$124.95)



www.IOPortRacing.com



I/O PORT
SEAT BACK BRACE \$99.95
Bolt-on...No welding...Adjustable
Fits most race seats



www.IOPortRacing.com



I/O PORT TOW STRAPS
and WINDOW NETS

1-800-949-5712
See our Web site for our policy on
FREE SHIPPING
14 Juniper Drive
Lafayette, CA 94549



www.IOPortRacing.com

essex
Is the
Source
for
Brake Pads

FERODO

FIRST NAME IN BRAKES

Excellent Initial Bite
Instant Release
No Fade to 1,400°F

- DS1.11
- DS2.11
- DS3000

Siloxane Technology

CL BRAKES
HIGH PERFORMANCE
SINTERED
BRAKE PADS

Incredible new
Sintered Technology

- Huge Cold Bite
- No Bed-In
- No Judder/Vibration

HAWK
PERFORMANCE

We are the #1 Hawk
Distributor in the
U.S.A.

3000+ Boxes in Stock
Best Delivery

AP
RACING

NEW!
PRF RACING
BRAKE FLUID

608°F — highest
temperature
professional brake
fluid from the most
trusted name in
racing brake fluid.
New advanced
moisture resistant
properties. Low
viscosity level.
Lowest compressibility of any
fluid available.



essex
"The Race Parts For Your Car"

125 Hampton Court
Cramerton, NC 28032-1445

Phone: 704-824-6030
Fax: 704-478-1030

www.EssexParts.com
sales@EssexParts.com

**GROUND
CONTROL**

When
quality
counts...



Trusted...

...for over 30 years as the
leader in quality, design,
innovation, and customer
satisfaction.



Committed...

...as always, to bringing
you the best in street and
track suspension systems
and handling products for
your car.



**GROUND
CONTROL**

Suspension Systems
530-677-8600

Hours: 9-5 • M-F PST
groundcontrolstore.com

STABLE ENERGIES

RECARO
KIRKEY
RACING FABRICATION
sparco



AUTOPOWER

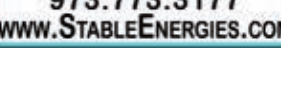
**Safety
Devices**
TECHNOLOGY OF PROTECTION



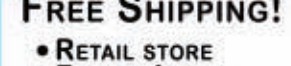
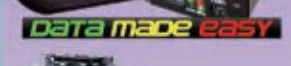
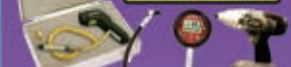
BELL
HELMETS

HJC
HELMETS

Now AVAILABLE!
SA2010
HELMETS



STABLE ENERGIES



FREE SHIPPING!

- RETAIL STORE
- EXPERT ADVICE
- HUGE INVENTORY

10 Accessories/Apparel



Exclusive US agents for Farrington data systems, makers of the industry's best steering wheel display. Solid, high performance equipment that you can afford, backed by committed customer support.



Factory authorized Ohlins sales and service. Rebuild and dyno service for other makes. Best quality fabricated suspension parts. CNC machine work.



www.snapdragonms.com
tel 413 256 0861 Amherst, MA, USA

Visit scca.com

SAFERACER



To order
contact us at
866.781.0997
or visit us at
SAFERACER.COM

WeatherTech®

FloorLiner™



All-Weather Floor Mats



Cargo Liner



Side Window Deflectors



They just
snap right in!

See and
Order Everything at
WeatherTech.com
800-441-6287



Canadian Customers;
www.WeatherTech.ca

MacNeil
AUTOMOTIVE
PRODUCTS LIMITED

©2009 MacNeil Automotive Products Limited

BRAKE PADS

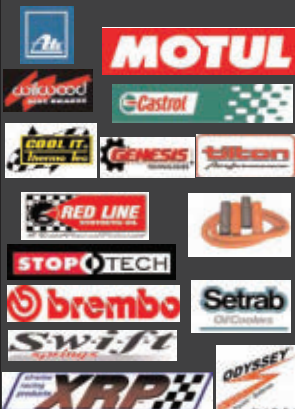


Available at
Porterfield Ent
www.racebrakes.com
949-548-4470
(800) 537-6842



NASA/SCCA Discounts

**MOST
ORDERS SHIP
SAME DAY.**



(949) 548-4470
Fax: (949) 548-7783
Outside Ca: (800) 537-6842
1767 Placentia Ave.
Costa Mesa, CA 92627
www.racebrakes.com
sales@porterfield-brakes.com

PEGASUS

Your IN-STOCK source for
Competition Plumbing
(and thousands of other items)



Our Competition Plumbing
Department has More Than:

- \$350,000 Inventory Value
- 110,000 In-Stock Items
- 1,200 Different Part Numbers



The 6AN size has a 0.8" bend radius!

Order on-line for a
chance to win \$5,000!
PegasusAutoRacing.com
Real-time stock status!

Pegasus Auto Racing Supplies
2475 South 179th Street
New Berlin, WI 53146
1-800-688-6946 order line
1-800-742-0484 fax
1-262-317-1200 tech line

RACECAMHD IN CAR VIDEO SYSTEM



- 1080P Full HD Recording
- Wide Angle Lens
- Rugged Aluminum Housing
- Optimized In-Cockpit Exposure
- Records Digitally to SDHC Card
- Color Display for Aiming & Playback
- Internal Mic w/ External Option
- Flexible Top or Bottom Mounting

AVAILABLE SOON
201-794-9766
WWW.RACECAMHD.COM

RACECAM and RACECAMHD are
Trademarks of Northeast Microelectronics

RACING LIFESTYLE
MAKE IT YOUR OWN
- SINCE 2005 -

SALE

hans
device

Starting at
\$535

FREE
shipping



RACINGLIFESTYLE.COM
714/656.8793

Find all your
Fastrack news on
scca.com/garage

REAL RACERS™
depend on

RACER PARTS WHOLESALE
Racing Parts & Safety Equipment

www.racerpartswholesale.com
1-800-397-7815

Your One Stop Source
for Racing Parts &
Safety Equipment

hans

G-FORCE
RACING GEAR

RED LINE
RACING OIL

Sabert

Longacre

RACING ATL
FUEL CELLS

MOGAL
oil control systems

Jiffy-lite

FUEL SAFE
Racing Cells

SPAL

ODYSSEY
THE EXTREME BATTERY

LUCAS
OIL PRODUCTS INC.

Aeroquip

CONION

FREE SHIPPING on
Orders over \$100

Racer Parts Wholesale
Guaranteed Lowest Prices!

411 Dorman, Indianapolis, IN 46202

1-800-397-7815
www.racerpartswholesale.com

MK TECHNOLOGIES

Motorsports' leading
manufacturer of scale
platforms since 1992

What's new for
2012
at
MK Technologies

- MKT1200 Scale Trays
- Hub-Mounted Set-Up Wheels



MKT1200 - \$1295
Set-Up Wheels
starting at \$1495

See the complete line of
MKT scale platforms at
www.mktechnologies.com

ZeD
ZERO-DEFLECTION SCALE PADS

MK Technologies wireless
zero deflection scale pads
available for all platforms

MK Technologies
supplies race products
to top-level professional
race teams.

Toll free: 1-888-764-7875
www.mktechnologies.com

Don't know your
NAS from a hole
in the ground?
We do.

AN Washer KIT \$37.17

1,000 AN960 airframe washers
Sizes #10 through 1/2 in unbreakable box

Ty-Rap KIT \$35.57

265 assorted T&B black, metal locking insert
cable ties. Used by every INDY car team.

AN960 Washers

Sold /100 pcs.

SIZE	THICK (.063)	THIN (.032)
#10	\$2.16	\$1.62
1/4	\$2.30	\$1.89
5/16	\$3.24	\$2.16
3/8	\$4.05	\$2.70

MS21042 Nuts

Jetnuts, Kaynuts

SIZE	Quantity 1-99	Per 100 pcs.
10-32	\$0.25 each	\$23.00
1/4-28	\$0.58 each	\$52.00
5/16-24	\$0.73 each	\$66.00
3/8-24	\$0.93 each	\$84.00

T&B Ty-Raps

Black, Metal Insert

Part No.	Size (inches)	Per 100 pcs.
TY23MX	.091 x 3.62	\$5.40
TY24MX	.140 x 5.50	\$9.45
TY25MX	.184 x 7.31	\$12.42
TY26MX	.140 x 11.08	\$15.93
TY28MX	.184 x 14.19	\$22.00

We've been the leading supplier
of AN, MS, and NAS Aerospace
Hardware and Fasteners to
Professional Racing for 25 Years!

AeroCatch ®

The perfect modern replacement for
hood pins and body latches.



**Ultra Lightweight
Racing Mufflers**



ITG Air Filters



COAST FABRICATION
We hold racing together.

Huntington Beach, CA
Ph: (714) 842-2603

www.COASTFAB.com

More Major Races &
Championships are
Won By Teams Using
Hypercoils!

- Available for all Applications
- More Travel
- Less Weight
- Accurate Rates



DYNO Tested

(800) 365-COIL
www.hypercoils.com

scca.com
visit often



24 Computers & Equip.



veracity**racing**data

**Nobody
can match our
selection.**

We offer the latest products and
upgrades from the brands shown
below -- plus more. Visit our
redesigned website featuring a
new online catalog, vendor news
and product support information.
Ask your fellow racers about our
fantastic service and fair prices.

GoS
COMPETITION
DATA SYSTEMS

MoTeC

**STACK
STACK
STACK**

PI
Research

AIM

Race Technology

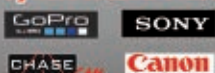
805.238.1699
paso robles, california
veracitydata.com

100% GPS RACE LOGGERS



100% GPS Lap, Split, And Predictive Timing, GPS Aerial Track Mapping, Accurate Data Logging And Plug-N-Play Expandability.

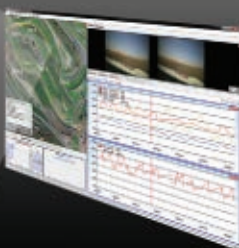
Synchronized Video



WORKS WITH ALL!

Wi-Fi Racing

While on track broadcast your GPS timing & sensor data to an iTouch, iPhone, or iPad.



ABSOLUTELY THE BEST
Pro Analysis Software & Track Mapping

(USA) Toll Free : 888.752.8324
www.RLCRacing.com

SportsCar CARS FOR SALE

Thinking about selling your car? Post it here in SportsCar's Marketplace and inform 55,000 members about it! Call Mark at (949) 417-6713, or e-mail at mark.carballo@racer.com and ask about the end-of-season discount.



All Cars for Sale ads also get posted on **racer.com**

Race Technology
www.race-technology.com

Powerful...
...affordable



- Most advanced GPS data system in its class
- 1000s of systems sold worldwide
- Autocross and road race modes
- Used by IMSA and SCCA

New!
VIDEO4
Video & Data Logger



- Fully synchronized data + video
- Realtime full function overlays
- Single click data/video integration
- Instant data availability in analysis



Complete Data Logger + Display Packages

\$1095 (DL1 + DASH3lite)

\$1195 (DL1 + DASH3)

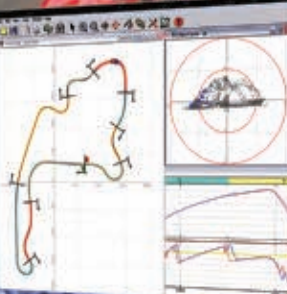
Race Technology USA
804 358 7289
ussales@race-technology.com

GoPro Camera
Data & HD SYNC



Camera On/Off - Start/Stop
Fully Synced HD Video
Controls Hero 1, 2 1080p
Crisp Color Touchscreen
Gauges and Shift Lights
In-Car Predictive Timing
Gauges and Shift Lights
Records to SD Card
Easy to Use Software
True 1080p HD Video

1080P HD



"Sets the Standard for Simplicity and Performance"

Peter Krause, Pro Driving Instructor



TRAQMATE
GPS data acquisition
DATA MADE EASY

1-877-289-0312
www.traqmate.com

*GOPOD HD is a registered trademark of Woodman Labs, Inc. in the United States and other countries.



84 89 National Championships. And counting.

- Data Systems & Displays
- Video Data Overlay
- GPS & Sensors
- Air-Fuel Systems

When you need
answers & results...
not just data



www.competitiondata.com
(716) 631-2880

26 Communications



HPDE Instructor/Student Intercom System

- ☑ Full duplex "live all the time"
- ☑ Microphone kit slides up under any helmet
- ☑ Fits under any helmet

2-Way Radio Helmet Kit to
HPDE System Adapter Kit
Plug a 2-Way Radio Helmet System
into HPDE System with our adapter.
\$99.00

\$750.00



"Starter" Two-Way Radio System

**Vertex Standard
VX-160 Radios**
16 channels • 5 watts
For the Car/Driver
2-way radio, Harness, helmet mic kit, PTT switch,
Foam earpieces, Radio holder, Car antenna,
For the Crewchief
2-way radio, Headset, System tote bag.

Intercoms - Headsets - Two-Way Radio Systems
Two-Way Radios - Helmet Kits - Accessories
800-990-9941
www.racingcommunications.com
2880 Moon Station Road - Marietta, GA 30144

49 Competition Cars



CATERHAM SUPER 7. Original E Prod Spec Racer upgraded to 2.0 liter, 200 hp Zetec. Many additional upgrades. Professionally maintained. Consistent podium finisher. First place under 2 liter, third overall at 25 hour of Thunderhill '09. Contact info: (425) 765-9693 or mmcclure@rmgassetmanagement.com [24505-02]



2009 ROSSION Q1. Sarthe gray metallic, mid-engine track/street super car. 4,800 miles. 450hp, 2480lbs 390 TQ. 0-60 3.1, 0-117.8, 11.3, quarter mile, 1.1gs on street tires. Nav, AC, rearview camera, forged wheels, harnesses, Pioneer sound with iPhone connect. Amazing car. Like a Lotus on steroids. Details and pictures available. \$20K under new. Contact: (512) 413-5359 or tumbaugh@yahoo.com [24554-02]



2004 GRAND-AM CONTINENTAL CHALLENGE/SCCA STU/NASA PORSCHE BOXTER. AIM MXL Pista dash, fresh 2.7-Ltr crate w/ceramic IMS bearing, X51 oil pan, 3-point fire suppression, 16-way Konis, Accusump, 6-Speed, three radiators, headers, three wheel sets, rains/race slicks, Momo wheel, Cobra seat, Schroth racing harness, three safety nets, Cool-Suit system, ballast box, \$43K, (920) 203-2559, Chris. [24522-03]



'74 PORSCHE 911 GT RACECAR. PCA/NASA, 3 liter, Webers, Dual Oil-Coolers, Bilstein coil overs, two sets of Fuchs, adjustable brake bias, fire suppression, cool suit system, Recaro race seat, wired for radio. Over \$65K invested in '09. Minimum race time. Price: \$25K OBO. Contact Bob at: bdunn46@comcast.net or (281) 299-8217. [24520-03]

50 Spec Racer

www.EliteFab.com

- expert fabrication -
suspension, exhaust, radiators

sports - formula - vintage cars

To view advertising
information online, visit
sportscarmag.com

Spec Racer Ford Rentals

Race Prep • Trackside Service
Arrive and Drive (your SRF or ours)
Schools • Test Days
Regional, National or Pro Races
Gift certificates available

SEI Motorsports
.com

(386) 295-5262 • FAX (386) 238-0139

SportsCar

**LINDELL
Motorsports**

2000, '02, '03, '04, '05,
'06, '08 and '11
CENDiv National Champ SRF
2007 and '08 CENDiv National
Champ GT2

June Sprints 2005 Champ
2006 CENDiv National Champ DSR
**Spec Racer Arrive 'n' Drive
Your Car or Ours**
Driver Schools • Reg's • Nat's
847.949.5115
www.lindellmotorsports.com

comprent motor sports, inc.
ROAD RACING PREPARATION & RENTALS

**NEWLY APPOINTED
CUSTOMER SERVICE
REPRESENTATIVE
IN THE
SOUTHEAST DIVISION
FOR SPEC RACER
FORD AND
FORMULA SCCA**

SCCA / ELITE
TRANSMISSION
U.S. DISTRIBUTOR

Parts and Service for
ELITE RACING

Transmissions

LIFE LINE FIRE
SYSTEM DEALER

See our list of cars for sale at
www.comprent.net

706.543.1797

52 Sports Racers



0220TI ADR3W SPORTS RACER. Two seats. 330 BHP, 210 TQ, CF Body, Honda K motor. 1080 pounds. Can run CSR, ASR, NASA SU, or crazy fast track day car. Ohlins, Motec, paddle shift. Top brand components. Price: \$115,000. Call or e-mail for full spec package. Contact: tumbaugh@yahoo.com or call (512) 413-5359 [24553-02]

53 Spec Miata



2005 SPEC MIATA. Perfect condition. Full race prep. Lots of spares, including two sets of rims and new tires. Original SCCA logbooks. Cool suit. Transponder. Can run ITA. Second seat extra. Trailer available with Mazda racing logo. \$17,500. Call: Jay (727) 514-2259 or e-mail: jaredsalinsky@yahoo.com [24516-02]

Download *Fastrack*
and stay up to date
scca.com



54 Improved Touring



MiataCage.com



Roll
Cage
Kits

1990-2005
Coming Soon 2006

Carbon Fiber Intake
3" & 4.5"



Adjustable
Drop Links

Hard Top
Mounts
1990-2005

Specializing in
parts & accessories...
SM, MX5 and RX8

54 Improved Touring



GROUND CONTROL

Suspension Systems

530-677-8600 M-F 9-5 PST
ground-control.com



ITB GTI. Well prepared, 40-over engine, Tri-Y exhaust, coilover/urethane suspension, fuel cell, 12 wheels/tires, spare heads/blocks/tranny, custom cage, class record holder, logbook. Price: \$4,900 OBO. Trailer available. Contact Doug: (770) 650-1135 or e-mail: haughdoug@comcast.net [24527-03]



2004 FORD FOCUS – ITA. Fresh from rebuild, Many usable spares, four mounted rain, 12 extra rims, adjustable Konis, Must see: \$5,500. Call for details. Bill: (440) 429-6280 [24526-02]

58 GT Cars



NISSAN 350Z SCCA GT3, GT2 – KA24DE. Motec M400 and Sport dash, no-lift Hewland SGT, custom 4130 chassis, 4-wheel double A-arm, billet 2024 uprights, Moton 4-way, Brembo brakes, magnesium wheels, carbon body, more at pfmenengineering.com. \$45,000. Contact: (770) 617-0222 or Jimmy@pfmenengineering.com [24552-04]



MAZDA RX-8 GT2/SP. Modified Grand-Am, fiberglass body, 13B-T, Electromotive, Weisman trans, Tilton, Griffin, Meziere, dry sump, full tubeframe, BBS wheels, Fox shocks. Contact: Frank (916) 919-5750 or Caseyshoes@comcast.net [24510-03]



MAZDA MIATA 1.8. Close ratio transmission, JIC coilovers, Cool Suit. Spares: new engine, transmission, E prod manifold, extra wheels and tires with rains. Can run in STU, E Prod, NASA PT class, running presently in GTL. 1:45 at MSR Houston with multiple first places. Asking \$18,250 OBO. Contact: Octavio (832) 455-8362 or octaviocalvillo@yahoo.com. [24514-03]



SCCA GT-1. Rocketsports chassis, Brembos, Penske shocks, Hewland Ford nine-inch rear end, driver cooling system, some spares, rebuilt spare motor available. Call Dennis (815) 347-0063. Price: \$65,000. [24534-03]



TONY AVE'S 2010 TRANS-AM CHAMPIONSHIP CORVETTE. Built and driven by Tony Ave, ready to run as a T/A or GT1 car. Currently maintained and stored by McGee Motorsports at Infineon Raceway. \$150,000 or best offer, contact John: jwatkins6374@charter.net or (530) 365-3766. [24537-01]

Find all your
Fastrack news on
scca.com/garage

60 Super Touring Cars



STO ACR/ACR-X VIPER. 2011 North Pacific SCCA Division Champion and third overall SCCA national points. Track records Portland, Seattle. Arrow motor. Belanger headers. Motons. Quaife. Trans, diff coolers. Three sets ForgeLine wheels. Turnkey. All stock ACR parts available. Price: \$98,500. Contact: Roger at (425) 881-0611 or e-mail: docstark@comcast.net [24507-03]



BMW E46 M3 WITH S62 V8. Fall-Line built and maintained. Motec, Brembos, PTG carbon doors, hood and fenders; custom ram air intake. Long list of other features. Fabulous car, first time offered. STO class; third in '11 Runoffs. Multiple other wins. Full description, www.bmw46m3v8.shutterfly.com. \$139,900 OBO. Contact: Gary@kachs55.com or (312) 501-0650. [24525-03]

70 Formula 500



FORMULA 500 1988 RAPTOR DE-2B. Chassis No. 005, car raced in the northeast, frame-up rebuild two years ago, fresh engine and clutches with one double national race. For a full list of spares please contact me at jmracing10@aol.com. Price for car with everything \$11,500 OBO. \$8,000 OBO with no engines and clutches. [24504-01]

113 FF1600



Two Dogg Inc.

Lightened Powertrain Development Custom Machining

Swift • Reynard • Lola Van Diemen

- Transmission work
- Blueprinting & Lightened
- Ring & Pinion
- Lightened and polished
- Lightened aluminum differential carrier for:
 - MK 8-9, LD 200, Staff

NEW Floating Rotor Ass'y



- Lightened brake rotors and Alum. Hat Ass'y
- Lightened and polished CV Bearings & CV Boots
- CV Axles Alloy Tube FF CF FC F2 S2
- Steering racks repaired

FORMULA "PIECES & PARTS"

5375 ROCKTON ROAD
ROSCOE, IL 61073
815-389-4599
FAX: 815-389-3993
www.twodogg.com

MasterCard VISA American Express

SportsCar
advertisers know
how to make
your car go **FAST!**



BeadSeat

"Get comfortable with speed"

Bead Seat Kits From \$149

Pennon

4245 Coys Road. • Jamesville, NY 13078
315.498.4401



PORTER RACING PACIFIC CROSSE

Warehouse distributor and dealer for the following products

panasport **PENSK** **HAWK BRAKE** **AURORA**

Parts for ALL Formula Fords – U.S. Importer for Crossle Cars and Parts

RENTALS: FC-FF-CF
Swift DB6, Crossle

Trackside Support
Engine and Transaxle Services
Complete fabrication and repair facilities

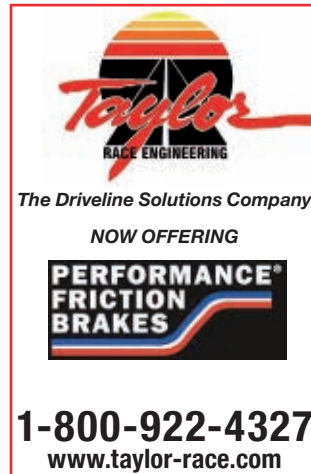
Phone **(209) 722-7373**
4814 E. Childs Ave. Merced, CA 95340
www.PorterRacing.com

ROYAL RP24 FORMULA FORD. Great Club or Vintage racer, frame-up rebuild, two hours on strong motor, gears, wheels, suspension jigs, body molds, many other spares. Price: \$14,500. Contact Joe at (386) 426-0374. [24544-02]

SportsCar

SportsCar is the official publication of the Sports Car Club of America. The SCCA's more than 55,000 members are doers, not watchers. They include the most powerful and influential people in motorsports, and each is involved in racing whether as a professional, amateur or rally driver, crew or race official. The SCCA's members and *SportsCar* readers are real racers, participating in professional and amateur road racing, autocrossing and rallying. *SportsCar* is the magazine for racers.

114 FF2000/Continental



Taylor
RACE ENGINEERING

The Driveline Solutions Company

NOW OFFERING

PERFORMANCE[®] FRICTION BRAKES

1-800-922-4327
www.taylor-race.com



**New Patented Collector Designs
Exhaust Development
and Manufacturing
All Types of Race Engines
Current to Vintage**

949.581.2181

www.hytechexhaust.com
12 Hammond Dr., Suite 203
Irvine, CA 92618

BRAKE ROTORS

Formula Ford

Swift DB-1\$105.00
Van Diemen\$105.00-\$115.00
Reynard 841/2 and earlier\$135.00

Club Ford

Lola 340-540 front\$135.00
Inboard rear-Lola, Van Diemen and
others\$125.00

—Check with us for others—

S2000/FC/SportsRacer

Swift DB-2 (solid)\$130.00
Swift DB-3\$105.00-\$130.00
Swift DB-6\$120.00
Swift, Lola (directionally vented for
maximum cooling)\$175.00
Reynard SF\$130.00
Reynard RF Conversions\$135.00

West/Stohr DSR

Replacement "Floating" disks\$200.00

Van Diemen FC and FF

LD19 or LD20
Replacement "Floating" disks\$155.00

Formula Atlantic

Ralt, Swift (directionally vented for
maximum cooling)\$175.00
Lightened rotors available—inquire



www.campbellmotorsport.com



For more information on
SportsCar Marketplace
advertising, contact
Mark Carballo
800.722.7140

**Formula
Ford 1600**

1971 BAT 2006
**Formula
Ford 2000**

call (941) 355-0005
fax (941) 355-4683

internet catalog available
www.batinc.net

Parts & Equipment



1988 CROSSLE 68F CFC. Three wheel sets, 12 gear sets, Elite Engine, \$11,900; also 1993 24ft. United Transporter with built-in booth, windows, diamond plate floors, tire rack, winch, \$4,500; also 1989 F-350 dually with 460 engine; all in Ohio, call (330) 418-2741 or v4vic@sbcglobal.net [24506-02]

2001 VAN DIEMEN FC. Nearly new, professionally prepared, available for Florida January nationals or any other S.E. races. Full season discount! Can also prep your car. Highly experienced trackside engineer, driver coach. Contact: Weldmotorsports@gmail.com or (352) 406/8724. [24536-04]

WELDMOTORSPORTS ARRIVE AND DRIVE.

Formula Continental. 2011 Sebring races, 2012 Florida January Nationals, nearly new 2001 Van Diemen. Well engineered, reliable, quick. Elite Pinto. Very reasonable. Contact: Weldmotorsports@gmail.com or (352) 406-8724. [24486-04]

116 Formula Mazda



The FM is an open wheel spec race car adaptable to both oval and road courses. The strong, simple design makes it the perfect race car for both novices and pros alike.

FORMULA CAR CHALLENGE
www.formulacarchallenge.com
Support your Authorized FM Supplier
We Support You

TEXAS Cresson, Texas
817.512.4752
texasautosports.com
WORLD SPEED Sonoma, CA
707.935.5761
worldspeed.com
SPEED CONNECTION Sanford, NC + Tampa, FL
919.795.4790
thespeedconnection.com
LAKE EFFECT MOTORSPORTS Spring Lake, MI
616.846.3947
lakeeffectmotorsports.com
MSE Cresson, TX
tel 817.512.4752
formulamazda.com
ONLINE CATALOG > formulamazdasparts.com

scca.com
visit often



117 Solo Cars & Equip.



2000 MIATA W/TRAILER. 2008 Solo National Champ in D Prep. Disassembled in 2002 for roll cage and weight reduction. 1.8L built motor. Fresh trans, Torsen diff and multi-disc clutch. Electric water pump and Haltech EMS. Accusump, 5 gallon cell, Delrin bushings, Kirkey seat, headers, twin adjust Konis, and 2 sets of 15x7 wheels with dry and rains. \$18,000 obo with spare parts. Contact: Charlie (801) 205-2114 or charlie@platipluscrossing.com. [24490-02]

120 Road Sports Cars



1971 CHEVROLET VEGA. Two-door coupe/hatchback, alarm, AM/FM radio, vintage air, roll cage, white fade gauges, Mazda 3rd gen Turbo Motor, 5-speed trans, 4-wheel disk brakes, Mazda 2nd gen GTU RX-7 seats, new seat upholstery w/fabric inserts. Contact: Frank (916) 919-5750 or caseyshoes@comcast.net [24556-04]

Download *Fastrack*
and stay up to date
scca.com



125 Tow Cars and Trailers



2012 SHOW HAULER 18X18. Garage coach with 4,000lb lift gate. Many others available. Fully customizable. Best prices in the country. Nationwide delivery and warranty. Dylans RV Center (856) 228-0090. [24482-04]



PACE 2006 30FT STACKER. Gunn 21,600lbs; 7,200lbs triple-axle workbench, full cabinets, storage loft, hydraulic lift. Call Dennis: (815) 347-0063. Price: \$27,500. [24535-03]

134 Safety Equipment



For all
advertising rates
in
SportsCar
magazine,
contact
Sophia Lopez at
sophialopez@racer.com

RACE & SAFETY EQUIPMENT



Street Roll Bars
Race Roll Bars
Drag Race Roll Bars
SCCA-IMSA Roll Cages
Roll Bar Padding
Video Camera Mounts
Pro-Cam Restraint Systems
Pro-Latch Restraint Systems
Window Net and Mounting Kit
Custom Race Fabrication
Harness Stabilizer and Pads
Fire Extinguishers

MANUFACTURED BY:

AUTOPOWER
3424 PICKETT STREET • SAN DIEGO, CA 92110
(619) 297-3300 • FAX (619) 297-5765

140 Parts/Tools/Shop Equip.



Bolt-in Roll Cages for
SCCA and Club Racing
Completely pre-fit
Weld-in cages

Options such as
NASCAR-style door bars,
X-bracing and
many others

Competition Roll Bars
for Solo I, and
time trials

Headers for many
makes
and models



Telephone:
(205) 608-1156

Fax:
(205) 608-1441

E-mail:
info@KirkRacing.com

RACING FUEL CELLS

- FIA • SCCA
- ALMS • IMSA
- Grand Am
- NASA

RACING ALL FUEL CELLS FIA Approved!

Standard and Custom Cells for
All Your Road Racing Needs!

www.atlfuelcells.com
Toll Free: 800-526-5330
e-Mail: atl@atline.com
Fax: 201-825-1962

For more information on
SportsCar Marketplace
advertising, contact
Mark Carballo
800.722.7140

We are the
KONI
Racing Source
For Over
20
Years

Contemporary,
Classic,
Engineering,
Custom design,
Track services,
Road racing,
Auto-x, Drag, Oval,
Restorations,
Suspension Solutions,
High Performance
Street, etc,

TRUECHOICE
Racing Services
KONI

4683 Northwest Pkwy
Hilliard, Ohio 43026 USA
1-888-566-4722 Fax: 614-876-9292
www.truechoicekoniracingservices.com
E-mail: info@truechoicekoniracingservices.com



310.373.0071 or visit
www.panasport.com

SportsCar MARKETPLACE

SportsCar is the official publication of
the Sports Car Club
of America. The
SCCA's more than
65,000 members
are doers, not
watchers. They
include the most
powerful and influential
people in motorsports, and each is
involved in racing whether as a
professional, amateur or rally driver,
crew or race official. The SCCA's
members and *SportsCar* readers are
real racers, participating
in professional and amateur road
racing, autocrossing and rallying.
SportsCar is the magazine for racers.

TO ORDER BACK ISSUES, CALL:

(800) 722-7140

50 Years of Serving SCCA Members!

Aluminum
Flywheels

Hi-Comp
O.S. Pistons

Weber
Parts

Copper
Gasket

Cams

Headers

Engines

Modified
Heads

Titanium
Racing Parts

Racing
Clutches

Stroker Kits

Cranks knife-edged

PAECO Industries
2400 Mountain Drive
B'ham, AL 35226
(205) 823-7278
www.paeco.com

150 Tires & Wheels

WWW.RACING-STUFF.COM

street
13" 14" 15" 16"

race/solo
ul 13" 14" 15"
c8 - 13", 15", 16", 17"

Averill Racing Stuff
Madison Hts, Mich

ph.248-585-9139
fax.248-585-9242

GOODYEAR
EAGLE RACING TIRES

- Trackside Sales & Service
- Daily UPS & FedEx Shipping
- VISA, MC, AMEX, Discover

Authorized Distributors

NORTHEAST
COMPETITION TIRE EAST
Reading, PA
(610) 375-6191
infoctc@competitiontire.com

MIDWEST
COMPETITION TIRE WEST
Brooklyn, MI
(517) 592-6681
infoctw@competitiontire.com

SOUTHEAST
COMPETITION TIRE SOUTH
Daytona Beach, FL
(386) 274-5332
infoctc@competitiontire.com

CANADA
COMPETITION TIRE CANADA
Niagara On The Lake, Ontario
(905) 684-7418
infoctc@competitiontire.com

For additional information please
call 1-800-GOODYEAR or visit
www.racegoodyear.com

Visit **scca.com**



TIRE WARMERS

- Go fast right away
- Set hot pressures in the pits
- Save heat cycles on race day
- Heat cycle tires at home



Adjustable/Folding Tire Rack

- Folds up flat against wall when not in use
- 48" and 64" long models available
- All hardware included in the kit
- Heavy Steel Tubing Powder Coated
- Adjustable in and out from 18" to 26"



\$199

866-HOT-TIRE
ChickenHawkRacing.com

The Industry's
Only Warranted
Race Wheel

GA3R



FORGELINE

17", 18", and 19" custom built race wheels. Centerlock wheels available.

800-886-0093  www.forgeline.com



TOYO TIRES
driven to perform

Thunderhill Park
Sonoma, CA.
800-578-2071
530-934-5588

AIM
Tires

www.AIMTIRE.com

Hoosier SM6 or H20
with

4 TR Motorsport 15x7 +30
\$1072

4 D-Force 15x7 +25 or +30
\$1156

plus shipping

PHILSTIRESERVICE.COM

Hoosier • Toyo • Hankook
949 Racing • D-Force • Enkei
845-647-7407

www.philstireservice.com

**USED GOODYEAR AND OTHER
MAJOR BRAND RACING TIRES**

ALL 10-, 13-, 14-, 15-, 16-, 17- and 18-inch sizes.
Latest compounds, half to full rubber.
Low prices, quick service. Phone any time.

(262) 740-0180

JBRacingtires@sbcglobal.net
www.JBRacingtires.net

160 Engines/Transmissions

**Engines by
BUTLER**

**30 Years Building
Championship Engines**

FV • FF • S2 • F2000 • Vintage
Complete Dyno, Flo Bench,
Machine Work Available

Contact Rollin Butler

CRICKET FARM MOTORS

31 Ohio Loop Road
Greenville, SC 29605
Tel/Fax: (864) 277-1268
e-mail: rollin44@msn.com
http://www.butlerengines.com



IVEY ENGINES, INC.

PREMIER ENGINE BUILDING
AND PARTS SALES.

FORD 1600, 2 LITER FORD

LOTUS T.C., VINTAGE

STOCK & PREPARED
PARTS AVAILABLE.

VISA & MC /UPS DAILY

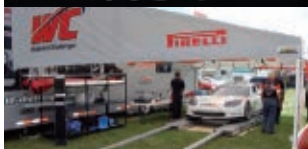
4722 N.E. 148TH AVE.
PORTLAND, OR 97230
(503) 255-1123

www.iveyengines.com

162 Canopies

**Holiday
Canopies**

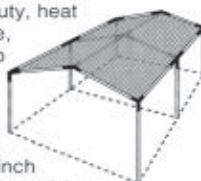
canopyguy.com



800-788-3969

Racer's Relief!

Heavy duty, heat
reflective,
silver top
canopy
system
kits for
racers.
Uses 1 inch
electrical conduit.



from \$74.95 - Call for Catalog

800-650-7004

SHELTER SYSTEMS

163 Graphics

iZOOM
GRAPHICS.COM

Your Best Source for
Professional, High Quality
Competition Graphics

Full Racecar Graphics
Autocross Number Sets
Track Day Numbers
Magnetic • Vinyl • Reusable
Easy Online Ordering

www.izoomgraphics.com
Phone 918.836.9666

165 Fuels/Oils/Lubricants



3R Automotive

Denver, CO 303-781-0774

7s Only

Buttonwillow, CA 661-764-5456

Autobahn

Wichita, KS 316-267-3001

Averill Racing

Madison Hts, MI 248-585-9139

Bavarian Autosport

Portsmouth, NH 603-427-2002

Bay Area Distributing

Belmont, CA 650-593-5040

Beherent s

Florida, NY 854-651-7389

BimmerWorld

Dublin, VA 540-674-3990

Competition Motorsports

Portland, OR 503-281-1579

Continental Motorsports

Mason, OH 513-459-8888

HRP World

Peoria, IL 866-851-RACE

Hutch BSR

Concord, NC 704-662-0901

Jegs

Delaware, OH 800-345-4545

Lane Automotive

Watervliet, MI 800-772-5266

Lybarger Racing Ent.

McHenry, IL 815-363-8560

Murray s Speed & Custom

N. Miami, FL 800-227-7099

OG Racing

Sterling, VA 703-430-3303

Pegasus

New Berlin, WI 800-688-6986

Pelican Parts

El Segundo, CA 888-280-7799

Porterfield Enterprises

Costa Mesa, CA 949-548-4470

Pro Am

Houston, TX 800-847-5712

Racer Parts Wholesale

Indianapolis, IN 317-639-0725

SAFERACER

Neosho, MO 866-781-0997

Speedway Motors

Omaha, NE 800-979-0122

Summit Racing Equipment

OH, NV, GA 800-230-3030

Tri-Point Engineering

Canoga Park, CA 818-348-5385

Truechoice

Powell, OH 800-388-8783

UPR

Tucson, AZ 877-438-5872

Wrights Distribution

Salt Lake City, UT 801-244-7455

REDLINEOIL.COM
(800) 624-7958

DESIGNED TO WIN



Shell Racing Solutions URT ADVANCED:

- Advanced technology makes a fuel as compatible with modern engines as historic ones.
- The only unleaded, non-oxygenated fuel with wear preventatives and power as good as lead.
- Ideal replacement for leaded fuel up to 115 research octane.

URT ADVANCED



Shell Racing Solutions

1-800-834-0202

www.shellracingsolutions.com

Check out Shell Racing Solutions on [facebook](#)

BRAKE DEEPER.HARDER.LONGER™

- 683° F (361° C) Dry Boiling Point
- 439° F (226° C) Wet Boiling Point
- Virtually NO Compression for Superior Control
- High Temperature Stability of 1° F (.5° C)



\$39.95
/500 ml Bottle

Made in
the USA

Technical Supplier for
Andretti Autosport



Dealer Inquiries Invited

Sign up on our website and receive
emails featuring our latest deals

Order Today
www.RS683.com

© 2011 Prospeed, Inc. **PROSPEED**

Race Fuel to Go
www.hyperfuels.com
 281-447-7200

Methanol
Race Fuel
Nitromethane

Discount code: SCCA2011

166 Services/Sponsorship

TRACK RENTAL AVAILABLE

Rent Roebling Road's 2.02 mile
nine-turn road course.

Located just 20 miles from
beautiful historic Savannah, Ga.

Facility offers privacy, covered
work area with scales.
Fire-Rescue with jaws of life,
ALS ambulance, race fuel and
hot showers, and lots of
Southern hospitality.

- Call Richard and Kaye McCloy for a
free brochure and track rental rates •

Toll-Free Phone (888) 398-7223

Local Phone (912) 748-4205

Fax (912) 748-8038

www.roeblingroad.com

168 Performance Driving Schools

Enroll Today!

Experience Driving At It's Best!

**16 PROGRAMS FOR
TEENS TO PROS!**

16 Mid-Ohio Sports Car Course

**VISIT MIDOHIOSCHOOL.COM OR CALL
(877) 793-8667 FOR MORE INFO**

HONDA The Official Vehicle of The Mid-Ohio School

Use one of our cars or bring your own!

THE OFFICIAL SCHOOL OF MID-OHIO SPORTS CAR COURSE • LEXINGTON, OHIO

When you
need parts or
services, call a
SportsCar
advertiser



**Buccaneer
Region's**

ALL-N-ONE DRIVER'S SCHOOL

**Historic Roebling
Road Raceway**

Feb. 2-5, 2012

Fulfill Your SCCA
Driver's School
requirements in
one weekend!

**Students!!
Thinking about
your SCCA Competition
Driver's License?**

Then complete ALL your
driver's school requirements
in ONE weekend at
Buccaneer's Region's
own Roebling Road
Raceway located just
minutes west of historic
Savannah, Ga.

Roebling Road Raceway
is an exciting and
challenging 2.02-mile road
course filled with history
and heritage.

**Instructors !!!
Mark your calendars!!!**

We need your experience
with our students!

Classroom,
Tech Inspection,
Track Familiarization
Sessions

On-Track Sessions
and Racing!!!

Come play with us!

**Ted Migchelbrink
(912) 897-1944**

or e-mail:
tmigchelbrink@rocketmail.com

**SEE:
www.buccaneerregion.org
www.motorsportreg.com
FOR UPDATED
INFORMATION!**



It's not an SUV. It's an SUVW.

The 2012 Touareg is available with your choice of three innovative engines: The powerful 280-hp V6. The 728-miles-to-a-tank Touareg TDI® Clean Diesel.* Or the world's first supercharged hybrid, with an autobahn-worthy 380 hp.** Inside the cabin, you'll find dozens of premium features standard, such as dual-zone climate control and a touchscreen sound system. We even put premium features under the hood, like a best-in-class 10-year/100,000-mile Powertrain Limited Warranty.† Suffice it to say, it's the most Volkswagen we've ever put into a Volkswagen. **That's the Power of German Engineering.**



Das Auto.



**Volkswagen
Carefree Maintenance®**

3 Years or 36,000 Miles of No-Charge Scheduled Maintenance.
Whichever occurs first. Some restrictions. See dealer or program for details.

*Range based on 28 highway mpg EPA estimate for a Touareg TDI Clean Diesel model equipped with an automatic transmission and a 26-gallon fuel tank. Your mileage will vary. **The Touareg Hybrid is available in limited quantities and only through participating Volkswagen dealers. †10-year/100,000-mile (whichever occurs first) Powertrain Limited Warranty. See dealer or warranty booklet for details; some restrictions apply. Best powertrain warranty in premium SUV class based on manufacturers' published data. ©2011 Volkswagen of America, Inc.

Calendar

SPORTS CAR CLUB OF AMERICA FEBRUARY 2012
FIND SCCA CLUB RACING, RALLY
AND SOLO EVENTS NEAR YOU

PRO RACING

WORLD CHALLENGE

www.world-challenge.com

Apr 13-15 Streets of Long Beach, Calif.
Apr 27-29 Miller Motorsports Park, Utah
May 10-12 Mazda Raceway Laguna Seca, Calif.
Jun 1-3 Detroit Belle Isle Grand Prix, Mich
Jun 22-24 Mosport Int'l Raceway, Ontario, Canada
Aug 3-5 Mid-Ohio Sports Car Course, Ohio
Aug 24-26 Infineon Raceway, Calif.

TRANS-AM SERIES

www.trans-amracing.com

May 18-20 Mosport Int'l Raceway, Ontario, Canada
May 25-26 Lime Rock Park, Lakeville, Conn.
Jun 29-Jul 1 New Jersey Motorsports Park, N.J.
Jul 6-8 Watkins Glen Int'l, N.Y.
Aug 17-19 Road America, Wis.
Aug 31-Sep 2 Brainerd Int'l Raceway, Minn.
Nov 2-4 Road Atlanta, Ga.

PLAYBOY MAZDA MX-5 CUP

www.mx-5cup.com

May 17-18 Sebring Int'l Raceway, Fla.
May 10-12 Mazda Raceway Laguna Seca, Calif.
Oct 18-19 Road Atlanta, Ga.
Complete schedule to be announced soon

F2000 CHAMPIONSHIP

www.f2000championshipseries.com

Apr 12-15 VIRginia Int'l Raceway, Va. (double)
May 10-12 Road Atlanta, Ga. (double)
May 25-26 Lime Rock Park, Conn. (double)
Jun 28-Jul 1 New Jersey Motorsports Park (Thunderbolt), N.J. (double)
Jul 26-29 Mid Ohio Sports Car Course, Ohio (dble)
Aug 24-26 Summit Point, W. Va. (double)
Oct 12-14 Watkins Glen Int'l, N.Y. (double)

F1600 CHAMPIONSHIP

www.f1600championshipseries.com

Apr 12-15 VIRginia Int'l Raceway, Va. (double)
May 10-12 Road Atlanta, Ga. (double)
May 25-26 Lime Rock Park, Conn. (double)
Jun 28-Jul 1 New Jersey Motorsports Park (Thunderbolt), N.J. (double)
Jul 26-29 Mid-Ohio Sports Car Course, Ohio (dble)
Aug 24-26 Summit Point, W. Va. (double)
Oct 12-14 Watkins Glen Int'l, N.Y. (double)

FORMULA 1000 CHAMPIONSHIP SERIES

www.f1000champ.com

May 18-20 Mosport, Ontario, Canada (double)
Jun 29-30 Watkins Glen, N.Y. (double)
Jul 6-8 VIRginia Int'l Raceway, Va. (double)
Aug 3-4 Mid-Ohio Sports Car Course, Ohio (dble)
Sep 14-16 Road Atlanta, Ga. (double)

CLUB RACING

Date Track/Region

Phone numbers are or region registrars

NATIONAL

www.nescca.com

Apr 21-22 New Hampshire Motor Speedway/
New England
May 5-6 Summit Point/Washington DC
May 26-27* Nelson Ledges/Mahoning Valley
Jun 2-3 NJMP/South Jersey
Jun 23-24 Lime Rock Park/Mohawk-Hudson
Jul 6-8 Watkins Glen/Glen
Jul 27-29 BeaveRun/Steel Cities
Aug 10-12 Pocono Raceway/Tri-Region Race Group
Finger Lakes (315) 597-9637
Glen (607) 739-2953
Mahoning Valley (330) 854-4889
Mohawk-Hudson (518) 885-0841
New England (508) 561-2188
New York (914) 674-2481

South Jersey (609) 926-4842
Steel Cities (412) 831-0361
Tri-Region Race Group (610) 282-3932
Washington DC (800) 879-4722

SOUTHEAST www.sedivrracing.org

Jan 6-8* Sebring-Long Course/Central Florida
Jan 13-15* Homestead/Florida
Feb 25-26 Roebing Road/Buccaneer
Mar 16-18* Road Atlanta/Atlanta, Alabama
Apr 20-22* VIR/North Carolina
May 19-20 Road Atlanta/Atlanta
May 31-Sep 2 Barber Mtrspts Prk/Atlanta, Alabama
Atlanta/Alabama (770) 455-7222
Buccaneer (912) 897-1944
Central Carolinas (828) 684-2696
Central Florida (863) 385-2855
Florida (561) 318-1383
North Carolina (800) 342-7390
South Carolina (704) 575-5960
Tennessee Valley (256) 325-0759

GREAT LAKES www.greatlakes-scca.org

Jun 1-3* Mid-Ohio Sports Car Course/OVR, Cincy
Jun 30-Jul 1 Nelson Ledges/Neohio
Jul 7-8* Gingerman/SBR, DET
Aug 11-12 Grattan/Western Michigan
Cincinnati (513) 528-9217
Neohio (440) 933-8420
Ohio Valley (614) 846-1228
OVR/Cincy (614) 735-7561
SBR/DET (574) 286-1321
Western Michigan (269) 217-2489

CENTRAL www.cendiv-scca.org

May 12-13 Blackhawk Raceway/Land O' Lakes
May 26-27* Brainerd/Land O' Lakes
May 15-17 Road America/Chicago Region
Jul 20-22 Road America/Milwaukeeke
Aug 4-5 Blackhawk Raceway/Blackhawk Valley,
Milwaukeeke
Blackhawk Valley (815) 772-4881
Chicago (847) 729-2211
Land O' Lakes (952) 479-7467
Milwaukeeke (262) 241-8371

SOUTHWEST www.sowdivscca.org

Feb 25-26* MSR Houston/Houston
Mar 9-11* Texas World Speedway/Lone Star
May 4-6* Texas Motor Speedway/Texas
May 26-27* Texas World Speedway/Lone Star
Jul 28-29* Eagles Canyon Raceway/Texas
Sep 1-2* MSR Houston/Houston

ROCKY MOUNTAIN www.coloradoscca.org

May 26-27* Pikes Peak Int'l Rcwg/Cont. Divide
Jun 16 Pueblo Mtrspts Prk/Continental Divide
Jun 30-Jul 1* High Plains Raceway/Colorado
Aug 4-5* Miller Motorsports Park/Utah
Sep 1-2* High Plains Raceway/Colorado
Utah (801) 835-3036

NORTHERN PACIFIC www.norpacscca.org

Nov 10-11* Thunderhill/San Francisco
May 18-20 Portland Int'l Raceway/Oregon
May 26-29* Pacific Raceways/Northwest
Jul 13-15* Portland Int'l Raceway/Oregon
Northwest (360) 6082
Oregon (503) 224-9469
San Francisco (530) 934-4455

SOUTHERN PACIFIC www.scca-sopac.org

Jan 20-22 Auto Club Speedway/Cal Club
Feb 25-26* Willow Springs/Cal Club
Apr 28-29* Buttonwillow/Cal Club
Jun 9-10* Auto Club Speedway/Cal Club
Sep 1-2* Buttonwillow/Cal Club
Cal Club (661) 304-9382

SCCA NATIONAL CHAMPIONSHIP RUNOFFS

Sep 17-23 Road America, Elkhart Lake, Wis.

REGIONAL

NORTHEAST www.nescca.com

Apr 21-22R New Hampshire Motor Speedway/
New England
Apr 21-22 Summit Point/Washington DC

Apr 27-28* NJMP/JRB-N. New Jersey/South Jersey
May 26-27 Watkins Glen/Glen

May 26-27* New Hampshire Motor Speedway/
New England

Jun 2-3R NJMP/South Jersey

Jun 9 Lime Rock Park/New England

Jun 9-10 Summit Point/Washington DC

Jun 23-24 Nelson Ledges/Finger Lakes

Jun 30-Jul 1 NJMP/JRB-N. New Jersey/South Jersey

Jul 14-15 Summit Point/Washington DC

Jul 21-22 Watkins Glen/Glen

Jun 22-23* Lime Rock Park/Mohawk-Hudson

Jul 27-29 BeaveRun/Steel Cities

Aug 4-5* New Hampshire Motor Speedway/
New England

Aug 18-19 NJMP/JRB-N. New Jersey/South Jersey

Sep 1-3* Summit Point/Washington DC

Sep 8-9* New Hampshire Motor Speedway/
New England

Sep 15-16 Watkins Glen/Finger Lakes

Sep 21-22 Lime Rock Park/New York

Sep 29-30* Nelson Ledges/Mahoning Valley

Oct 6-7* Watkins Glen/Glen

Oct 6-7 Summit Point/Washington DC

Oct 20-21 NJMP/JRB-N. New Jersey/South Jersey

Finger Lakes (315) 597-9637

Glen (607) 739-2953

Mahoning Valley (330) 854-4889

Mohawk-Hudson (518) 885-0841

New England (508) 561-2188

New York (914) 674-2481

South Jersey (609) 926-4842

Steel Cities (412) 831-0361

Tri-Region Race Group (610) 282-3932

Washington DC (800) 879-4722

SOUTHEAST www.sedivrracing.org

Jan 13-15* Homestead/Florida

Feb 11-12 Sebring-Long Course/Central Florida

Mar 10-11* VIR/North Carolina

Mar 16-18* Road Atlanta/Atlanta, Alabama

Mar 31-Apr 1* Palm Beach Int'l Raceway/Florida

Mar 31-Apr 1* Carolina Mtrspts Prk/South Carolina

Apr 18-29* Roebing Road/Buccaneer

May 5-6* Daytona/Central Florida

May 12-13* VIR/North Carolina

May 12-13* Palm Beach Int'l Raceway/Florida

May 19-20 Road Atlanta/Atlanta

May 25-26* Carolina Mtrspts Prk/Gen. Carolinas

Jun 2-3 Sebring-Short Course/Central Florida

Jun 9-10* Homestead/Florida

Jun 30-Jul 1* Roebing Road/Buccaneer

Jul 14-15* Road Atlanta/Atlanta

Jul 21-22 Sebring-Short Course/Central Florida

Aug 4-5* Daytona Int'l Speedway/Central Florida

Aug 18-19* Charlotte Motorspeedway/CCR, NCR

Aug 31-Sep 2* Barber Motorsports Park/
Atlanta, Alabama

Sep 1-2* Sebring-Long Course/Central Florida

Sep 1-2 Sebring-Long Course/Central Florida

Sep 15-16* Carolina Mtrspts Prk/South Carolina

Sep 15-16* Homestead/Florida

Sep 29-30 Daytona Int'l Speedway/Central Florida

Oct 6-7* Roebing Road/Buccaneer

Oct 6-7 Roebing Road/Buccaneer

Oct 20-21 Sebring-Short Course/Central Florida

Oct 20-21* VIR/North Carolina

Oct 26-27* VIR/North Carolina

Nov 2-4 Road Atlanta/Atlanta

Nov 4* Road Atlanta/Atlanta

Nov 10-11 Palm Beach Int'l Raceway/Florida

Nov 24-25 Sebring-Long Course/Central Florida

Atlanta/Alabama (770) 455-7222

Buccaneer (912) 897-1944

Central Carolinas (828) 684-2696

Central Florida (863) 385-2855

Florida (561) 318-1383

North Carolina (800) 342-7390

South Carolina (704) 575-5960

Tennessee Valley (256) 325-0759

GREAT LAKES www.greatlakes-scca.org

May 26-28* Grattan/Western Michigan

Jun 8-10 Mid-Ohio Sports Car Course/Ohio Valley

Jun 30-Jul 1R Nelson Ledges/Neohio

Jul 28-29RMid-Ohio Sports Car Course/Cincinnati

Aug 11-12R Grattan/Western Michigan

Aug 18-19* Nelson Ledges/Neohio

All dates/events subject to change.

* = Double Event
= Enduro
+ = Addition/Change
HC = Hill Climb
CT = Club Trial
PDX = Performance Driving Experience
RR = Regional Rally
GTA = Game, Tour, Adventure Rally
GRC = Great Race Class
NC = National Course
CR = Course Rally
CH = Charity Rally
R = Restrictive
V = Vintage
T = Tentative
TT = Track Trial
D = Divisional
NT = National Tour
RT = Regional Tour
SR = Social Rally

E-mail addresses for registrars and event organizers are available at www.scca.com.

FOR CHANGES to the SCCA Club Racing Schedule, call (785) 232-7229. For changes to the Solo or RoadRally schedule, call (785) 232-7656. For changes to the Rally schedule, call (785) 357-7259.

Sep 1-2* Mid-Ohio Sports Car Course/Ohio Valley

Oct 6-7* Mid-Ohio Sports Car Course/Ohio Valley

Oct 20-21* Nelson Ledges/Neohio

Neohio (440) 933-8420

Cincinnati (513) 528-9217

Ohio Valley (614) 846-1228

OVR/Cincy (614) 735-7561

SBR/DET (574) 286-1321

Western Michigan (269) 217-2489

CENTRAL www.cendiv-scca.org

Apr 29 Blackhawk Raceway/Blackhawk,

Chicago/Land O' Lakes, Milwaukeeke

May 26-27* Brainerd/Land O' Lakes

Jun 2-3* Milwaukeeke Mile/Milwaukeeke Region

Jul 7-8* Blackhawk Farms Raceway/Blackhawk

Valley, Milwaukeeke

Aug 25-26* Road America/Chicago

Sep 1-2* Brainerd Int'l Raceway/Land O' Lakes

Oct 13-14 Blackhawk Farms Raceway/Chicago

Blackhawk Valley (815) 772-4881

Chicago (847) 729-2211

Land O' Lakes (952) 479-7467

Milwaukeeke (262) 241-8371

SOUTHWEST www.sowdivscca.org

Feb 25-26* MSR Houston/Houston

May 4-6* Texas Motor Speedway/Texas

May 26-27* Texas World Speedway/Lone Star

Jul 28-29* Eagles Canyon Raceway/Texas

Sep 1-2* MSR Houston/Houston

Oct 13-14* Eagles Canyon Raceway/Texas

Dec 8-9* MSR Houston/Houston

ROCKY MOUNTAIN www.coloradoscca.org

Mar 31-Apr 1* Pueblo Motorsports Park/
Continental Divide

Apr 28-29* High Plains Raceway/Colorado

May 26-27* Pikes Peak Int'l Rcwg/Cont. Divide

Jun 16 Pueblo Mtrspts Prk/Continental Divide

Jul 21-22* Pikes Peak International Raceway/
Continental Divide

Aug 4-5* Miller Motorsports Park/Utah

Aug 18-19* High Plains Raceway/Colorado

Sep 1-2* High Plains Raceway/Colorado

Oct 13-14* Pueblo Mtrspts Prk/Continental Divide

Utah (801) 835-3036

NORTHERN PACIFIC www.norpacscca.org

Mar 16-18 Portland Int'l Raceway/Oregon

Mar 30-Apr 1* Thunderhill/San Francisco

Apr 27-29* Laguna Seca/San Francisco

May 19-20* Buttonwillow/Cal Club
Jun 9-10* Auto Club Speedway/Cal Club
Sep 1-2* Buttonwillow/Cal Club
Oct 6-7* Buttonwillow/Cal Club
Cal Club (661) 304-9382

DRIVERS SCHOOLS

NORTHEAST www.nescca.com
Mar 23-25* Summit Point/Washington DC
Mar 31-Apr 1* NJMP/JRB-Northern New Jersey/
South Jersey
May 25 New Hampshire Motor Speedway/
New England
Jun 8 Lime Rock Park/New England
Oct 4-5 Watkins Glen/Glen
Finger Lakes (315) 597-9637
Glen (607) 739-2953
New England (508) 561-2188
South Jersey (609) 926-4842
Washington DC (800) 879-4722

SOUTHEAST www.sedivacing.org
Feb 2-5* Roebeling Road/Buccaneer
Apr 14-15 Daytona Int'l Speedway/Central Florida
Jul 21-22 Sebring-Short Course/Central Florida
Atlanta/Alabama (770) 455-7222
Buccaneer (912) 897-1944
Central Florida (863) 385-2855

GREAT LAKES www.greatlakes-scca.org
May 11-13 Gingersman/Western Michigan
Western Michigan (269) 217-2489

CENTRAL www.cendiv-scca.org
Apr 27-28 Blackhawk Raceway/Blackhawk,
Chicago/Land O' Lakes, Milwaukee
Chicago (847) 729-2211

ROCKY MOUNTAIN www.coloradoscca.org
Apr 1 Pueblo Motorsports Park/Continental Divide
Apr 28 High Plains Raceway/Colorado

NORTHERN PACIFIC www.norpacscca.org
Feb 24-26 Thunderhill/San Francisco
Mar 16-18 Portland Int'l Raceway/Oregon
Oregon (503) 224-9469
San Francisco (530) 934-4455

SOUTHERN PACIFIC www.scca-sopac.org
Mar 24-25* Buttonwillow/Cal Club
Cal Club (661) 304-9382

SCCA ACCREDITED SCHOOLS

REGIONAL AND NATIONAL

Bertil Roos Racing School
(800) 722-3669 www.racenow.com
Bob Bondurant School
(800) 842-7223 www.bondurant.com
Bridgestone Racing Academy
(905) 983-1114 www.race2000.com
The Jim Russell Racing Schools
(707) 939-7600 www.jimrussellusa.com
Pettiford's Go 4 It Racing Schools
(303) 666-4113 www.go4it-services.com
Skip Barber Racing School
(860) 435-1300 www.skipbarber.com

REGIONAL ONLY

MSR Houston
(281) 369-0677 www.msrhouston.com
Porsche Sport Driving School
(888) 204-7474 www.porschedriving.com
Spring Mountain Advanced Driving School
(888) VET-4FUN
www.springmountainmotorsports.com
DRIVERS SCHOOLS

BIR Performance Driving School
(866) 511-7606 www.birperformance.com
FAASST Performance Driving School
EAST: (877) 266-4429, WEST: (719) 761-1372
www.faasst.com

Danny McKeever's Fast Lane Racing School
(888) 948-4888
www.raceschool.com

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

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

Sports Car Driving Experience
(800) 453-5506 www.corvetteracingschool.com

Waterford Hills Road Racing Inc.
(248) 623-0070 www.waterfordhills.com

TIME TRIALS

NORTHEAST www.nescca.com
Mar 10-11 PDX Summit Point/Washington DC
Jun 23 PDX Summit Point/Washington DC
Jun 30 PDX Summit Point/Washington DC
Jul 27-29 TT BeaverRun/Steel Cities
Aug 11-12 PDX TT Summit Point/Washington DC
Sep 22-23 PDX TT Summit Point/Washington DC
Sep 29-30 PDX TT Summit Point/Washington DC
Sep 29-30 PDX Nelson Ledges/Mahoning Valley
Mahoning Valley (330) 854-4889
Steel Cities (412) 831-0361
Washington DC (800) 879-4722

SOUTHEAST www.sedivacing.org
Mar 10-11 PDX VIR/North Carolina
Mar 18 PDX Road Atlanta/Atlanta/Alabama
Mar 31-Apr 1 HC TBD/Central Carolinas
Mar 31-Apr 1 TT Little Talladega Gran Prix Raceway/
Alabama, Tennessee Valley
Apr 14-15 PDX Daytona Int'l Speedway/Cen. Florida
May 19-20 PDX TT Road Atlanta/Atlanta
Jun 23-24 HC Robbinsville, N.C./Central Carolinas
Jul 15 PDX Road Atlanta/Atlanta
Jul 21-22 PDX Sebring-Short Course/Cen. Florida
Sep 15-16 CT Carolina Mtrspts Prk/South Carolina
Sep 15-16 PDX Carolina Mtrspts Prk/South Carolina
Sep 29-30 HC Scottsboro, Ala./Tennessee Valley
Nov 4 PDX Road Atlanta/Atlanta
Nov 10-11 TT Roebeling Road/Buccaneer
Atlanta/Alabama (770) 455-7222
Buccaneer (912) 897-1944
Central Carolinas (828) 684-2696
Central Florida (863) 385-2855
Florida (561) 318-1383
North Carolina (800) 342-7390
South Carolina (704) 575-5960
Tennessee Valley (256) 325-0759

GREAT LAKES www.greatlakes-scca.org
Jul 27 PDX Mid-Ohio Sports Car Course/Cincinnati
Aug 31 PDX Mid-Ohio Sports Car Course/Ohio Valley
Cincinnati (513) 528-9217
Ohio Valley (614) 846-1228

ROCKY MOUNTAIN www.coloradoscca.org
Mar 31-Apr 1* PDX CT Pueblo Motorsports Park/
Continental Divide
Apr 28-29* PDX CT High Plains Raceway/Colorado
Jul 21-22* PDX CT Pikes Peak International
Raceway/Continental Divide
Aug 18-19* PDX CT High Plains Raceway/Colorado
Oct 13-14* PDX CT Pueblo Motorsports Park/
Continental Divide
Utah (801) 835-3036

NORTHERN PACIFIC www.norpacscca.org
Apr 21 PDX CT TT Bremerton/Northwest
Jun 23 PDX CT TT Bremerton/Northwest
Sep 9 PDX CT TT Portland Int'l Raceway/Oregon
Northwest (360) 6082
Oregon (503) 224-9469

SOUTHERN PACIFIC www.scca-sopac.org
Mar 24-25 TT Buttonwillow/Cal Club
May 19-20 TT Buttonwillow/Cal Club
Oct 6-7 TT Buttonwillow/Cal Club
Cal Club (661) 304-9382

SOLO

TIRE RACK® SCCA ProSolo

Apr 13-15 Maryland, TBA
Apr 20-22 Mineral Wells Arpt, Mineral Wells, Texas
May 4-6 El Toro Airfield, Irvine, Calif.
May 25-28 Lincoln Airpark, Lincoln, Neb.
Jun 8-11 Arkansas Aeroplex, Blytheville, Ark.
Jul 6-8 Hampton Mills, Packwood, Wash.
Jul 20-22 McGee Park, Farmington, N.M.
Jul 27-29 Toledo Express Airport, Toledo, Ohio

TIRE RACK® SCCA ProSolo FINALE

Aug 30-Sept 2 Lincoln Air Park, Lincoln, Neb.

TIRE RACK® SCCA SOLO NATIONAL TOUR

Mar 9-11 South Georgia Mtrspts Park, Cecil, Ga.
Mar 16-18 Texas A&M, College Station, Texas
Apr 27-29 Qualcomm Stadium, San Diego, Calif.
May 18-20 MetLife Stadium, East Rutherford, N.J.
May 25-28 Central States Championship, Lincoln
Airpark, Lincoln, Neb.
Jun 8-11 Southern States Championship, Arkansas
Aeroplex, Blytheville, Ark.
Jun 29-Jul 1 Western States Championship,
Hampton Mills, Packwood, Wash.
Jul 13-15 Pikes Peak Int'l Raceway, Fountain, Colo.
Aug 3-5 Northern States Championship, Grissom
AeroPlex, Peru, Ind.
Oct 27-28 Arkansas Aeroplex, Blytheville, Ark.

TIRE RACK® SCCA SOLO NATIONAL CHAMPIONSHIPS

Sep 4-7, Tire Rack SCCA Solo National
Championships, Lincoln Air Park, Lincoln, Neb.

REGIONAL

Date Track/Region
Phone numbers are for Region registrars

NORTHEAST www.nescca.com
Apr 15 Central Pa. Institute/Central Pennsylvania
Apr 21 Central Pa. Institute/Central Pennsylvania
May 6 Central Pa. Institute/Central Pennsylvania
May 27 Mid State Airport/Central Pennsylvania
Jun 10 Central Pa. Institute/Central Pennsylvania
Jun 23-24 Mid State Airport/Central Pennsylvania
Jul 8 Mid State Airport/Central Pennsylvania
Jul 21-22 Mid State Airport/Central Pennsylvania
Aug 5 Central Pa. Institute/Central Pennsylvania
Aug 25 Central Pa. Institute/Central Pennsylvania
Sep 16 Central Pa. Institute/Central Pennsylvania
Sep 30 Central Pa. Institute/Central Pennsylvania
Oct 13-14 Mid State Airport/Central Pennsylvania
Central Pennsylvania (614) 933-9428

SOUTHEAST www.sedivacing.org
Jan 8 Hunt Army Stage Field/Wiregrass
Wiregrass (334) 313-5769

ROCKY MOUNTAIN www.coloradoscca.org
Jan 14 Front Range Airport/Colorado
Feb 18 Front Range Airport/Colorado
Mar 24 Front Range Airport/Colorado
Apr 29 Front Range Airport/Colorado
Jun 9 Front Range Airport/Colorado
Jul 29 Front Range Airport/Colorado
Aug 19 Front Range Airport/Colorado
Sep 29 Front Range Airport/Colorado
Nov 4 Front Range Airport/Colorado
Colorado (970) 568-9671

SOUTHERN PACIFIC www.scca-sopac.org
Jan 7 Aloha Stadium/Hawaii
Jan 22 Aloha Stadium/Hawaii
Feb 5 Aloha Stadium/Hawaii
Mar 4 Aloha Stadium/Hawaii
Mar 18 Aloha Stadium/Hawaii
Apr 15 Aloha Stadium/Hawaii
Hawaii (808) 349-8813

RALLYCROSS

RALLYCROSS NATIONAL CHAMPIONSHIP

Oct. 5-7 Tulsa Raceway Park, Tulsa, Okla.

REGIONAL

NORTHEAST www.nescca.com
Jan 15 4538 Caledonia Rd./Finger Lakes
Jan 19 4538 Caledonia Rd./Finger Lakes
Feb 18 Summit Point/Washington DC
Apr 14-15 Summit Point/Washington DC
May 20 Summit Point/Washington DC
Jun 10 Summit Point/Washington DC
Sep 8-9 Summit Point/Washington DC
Oct 21 Summit Point/Washington DC
Nov 11 Summit Point/Washington DC
Finger Lakes (585) 281-2510
Washington DC (800) 879-4722

SPORTS CAR CLUB OF AMERICA

OFFICERS

CHAIRMAN JERRY WANNARKA
VICE CHAIRMAN LISA NOBLE
SECRETARY TODD BUTLER
TREASURER MICHAEL LEWIS

NATIONAL STAFF

President JEFF DAHNERT
VP Member Services COLAN ARNOLD
VP Program Development HOWARD DUNCAN
VP Finance RICHARD EHRET
VP Club Racing TERRY OZMENT
VP Marketing/Communications ERIC PRILL

PRO RACING STAFF

President TOM CAMPBELL

SCCA ENTERPRISES STAFF

President ERIK SKIRMANTS

NATIONAL OFFICE

Sports Car Club of America, Inc.
P.O. Box 19400, Topeka, KS 66619-0400

NATIONAL OFFICE INFORMATION HOURS

Monday-Friday, 8 a.m. to 5 p.m. Central time

NATIONAL PHONE NUMBERS

Toll-Free (800) 770-2055
Main (785) 357-SCCA [7222]
Pro Racing (785) 357-7223
Club Racing (785) 232-7229
Solo (785) 232-7658
Rally (785) 357-7259
Licensing (800) 770-2055 or (785) 357-7222, x357
Club Racing Technical Assistance (785) 379-8324
SCCA Enterprises (303) 693-2111

COMMUNICATION ACCESS

FAX: (785) 232-7228; Web site: www.scca.com
Pro Racing info and results: www.sccapro.com

SCCA DIRECTORS

Area 1: Dick Patullo
370 Chapin Road, Hampden, MA 01038
(413) 566-3643; dpatullo@scca.com

Area 2: Jerry Wannarka
3284 Danmark Drive, Glenwood, MD 21738
(443) 266-7170; jwannarka@scca.com

Area 3: Robin Langlotz
3116 Indian Drive, Orlando, FL 32812
(407) 851-2232; rlanglotz@scca.com

Area 4: Marcus Merideth
33707 Glen Street, West Hill, MI 48186
(734) 722-5158; mmmeridith@scca.com

Area 5: Bob Lybarger
4929 Abbington Drive, McHenry, IL 60050
(815) 344-2447; blybarger@scca.com

Area 6: Lisa Noble
11975 Blue River Hills Road, Manhattan, KS 66503
(785) 539-8604; lnoble@scca.com

Area 7: R. David Jones
600 W. 6th Street, Suite 300, Fort Worth, TX 76102
(817) 877-2837; rdjones@scca.com

Area 8: Bill Kephart
4735 Centennial Blvd., Colorado Springs, CO 80919
(719) 632-8000; bkephart@scca.com

Area 9: R.J. Gordy
395 Sunnyslopes Drive, Martinez, CA 94553
(925) 372-6954; rgordy@scca.com

Area 10: John Walsh
244 Mendon Center Rd., Honeoye Falls, NY
(585) 624-9289 (h); jwalsh@scca.com

Area 11: Michael Lewis
18781 Heritage Drive, Poway, CA 92064
(760) 291-1261; mlewis@scca.com

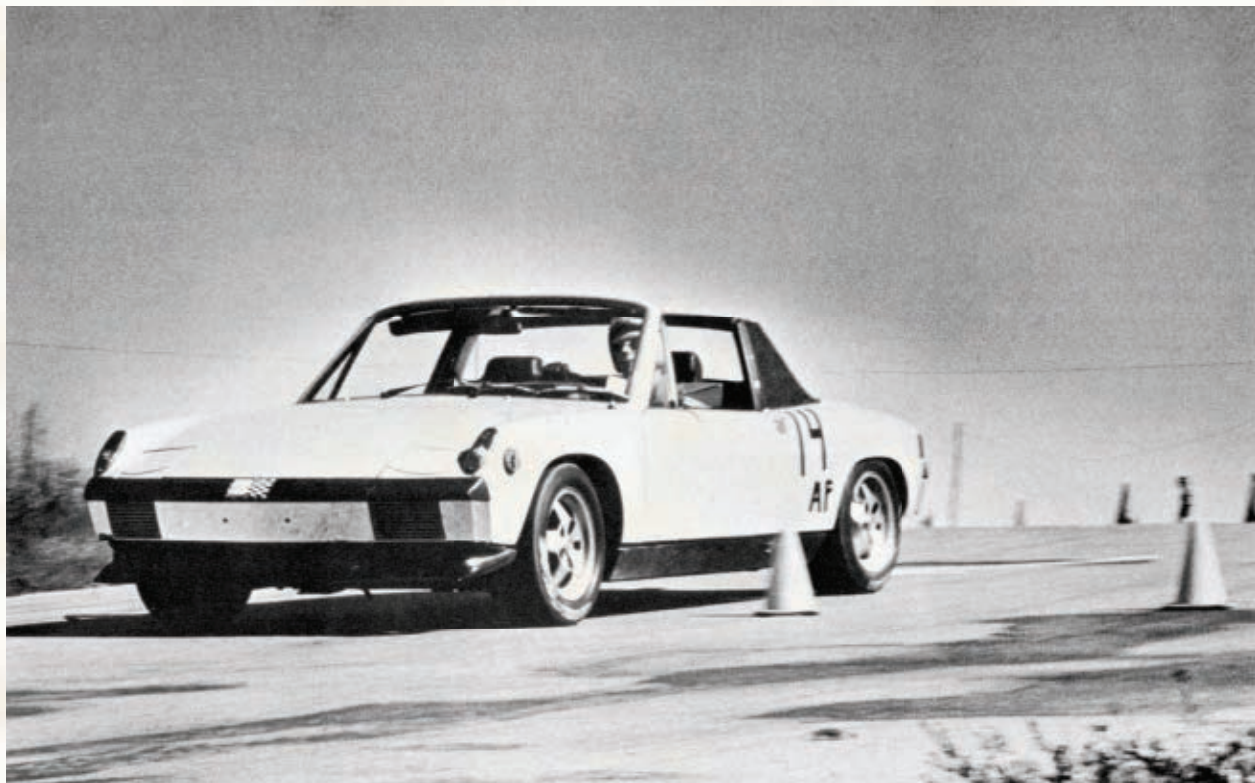
Area 12: Philip Creighton
3109 Trotter Parkway, Alpharetta, GA 30004
(678) 366-2100; pcreighton@scca.com

Area 13: Todd Butler
P.O. Box 607, Yamhill, OR 97148
(503) 754-0988; tbutler@scca.com



Roots

SPORTS CAR CLUB OF AMERICA FEBRUARY 2012
A LOOK BACK WITH SCCA CLUB HISTORIAN PETER HYLTON
PHOTO DAVE HUSTON



While Porsche has always been a contender in Club and Pro Racing (and now with its GT3 Cup Car that can seemingly do it all), Porsche has also been a force in Solo competition. In 1973, at the first Solo National Championships, Porsche claimed several crowns, including the A Prepared title won by Harry Gompf in a Porsche 914-6.

10 years ago in *SportsCar*...



Perhaps the best-known off-track motorsports event in the world, the Pikes Peak Hillclimb has been a fixture on the American racing calendar since 1916, and in the February 2002 issue, the big news within SCCA's rally community was the addition of the Pikes

Peak Hillclimb to the SCCA Pro Rally schedule. This was only one piece of news in what appeared to be a huge year for performance rally in the USA for the SCCA. Few would have guessed that within two years the entire SCCA Pro Rally program as it existed at that time would be canceled over liability and risk management concerns.

In the February 1987 issue of *SportsCar*, a story featured several members who might have what it takes to make it in racing. In the list were Dorsey Schroeder, Scott Sharp and Jim Vasser Jr.



25 years ago in *SportsCar*...



There was a feature article proclaiming that this was the year that "SCCA Vintage Racing got off the ground." Indeed, 1986 and 1987 did see a significant increase in regions within SCCA that participated in vintage racing by adding those categories to their Regional racing programs. Many,

both within and without the Club, thought that SCCA, as the organization that had originally been home to most of the cars competing in vintage road racing, should lead the way in providing venues for these cars to continue to compete. Time eventually proved that vintage-specific racing organizations were far better equipped to provide the environment desired by those who collect and race vintage sports cars. While it seemed a good idea at the time, vintage racing was simply not made to be a strong point in SCCA's Club Racing programs.

"Read It At Work"

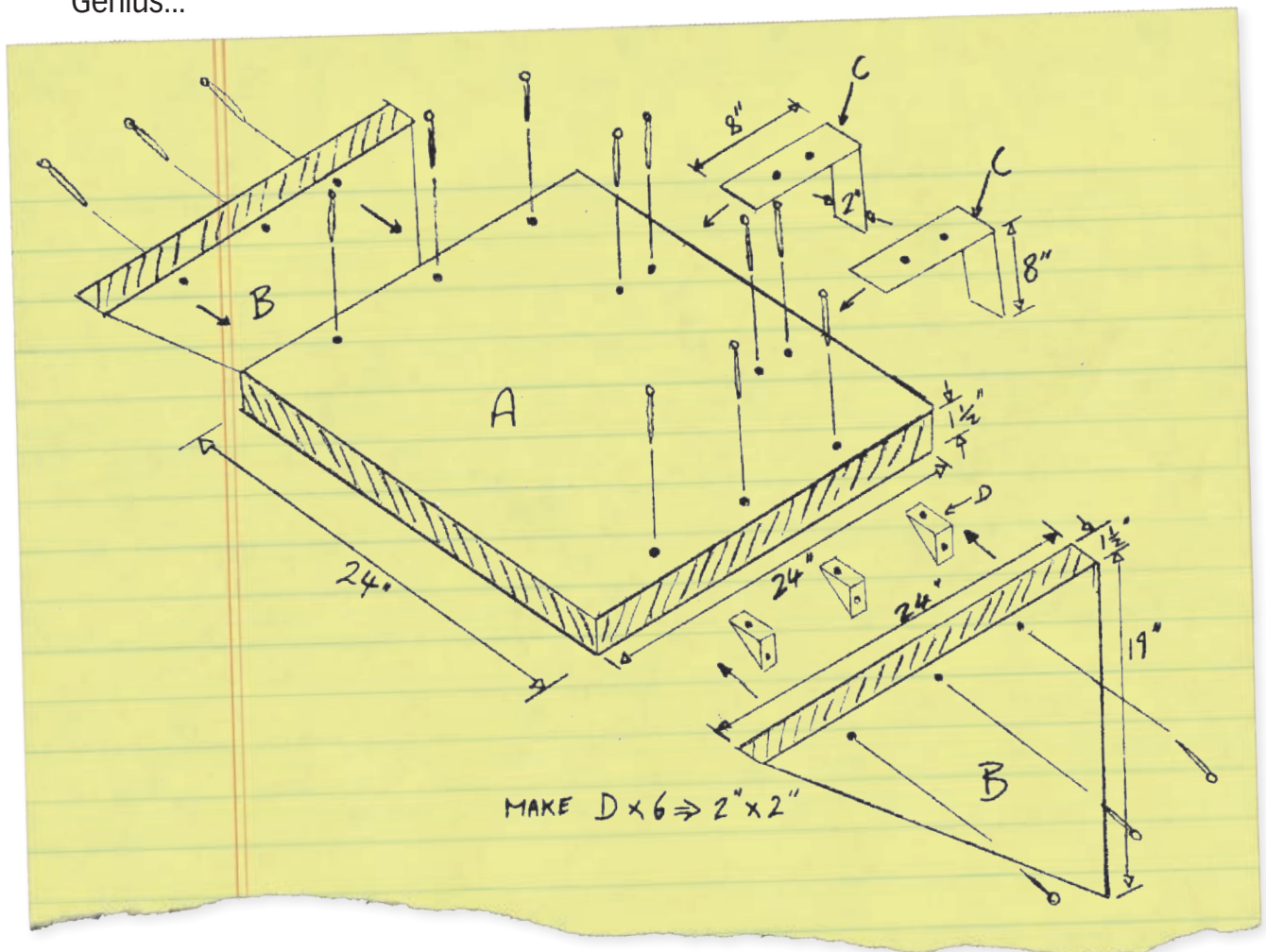
Concealment Device V1.0

With so much breaking news, plus features, blogs, galleries and videos going up every day, we know you'll be reading **RACER.com** at work. It's the must-see site for all the latest from the U.S. and international motorsports scene.

Of course, we can't condone such unproductive behavior. But we don't want you getting fired either, so we've had a bit of a brainstorming session and come up with an idea.

Build it, hang it over your computer screen and your boss won't suspect a thing.

Genius...



RACER.com

BRINGING YOU GLOBAL RACING NEWS. *FAST.*

PLUS SUBSCRIBE TO OUR *FREE* DAILY E-MAIL NEWSLETTER

Connect with us on [facebook.com/racermagazine](https://www.facebook.com/racermagazine) and twitter.com/racermag

© 2011 Haymarket Media Inc.

haymarket

BOARD OF DIRECTORS

BOARD OF DIRECTORS MINUTES | Dec. 2-3, 2011

The SCCA National Board of Directors met in Topeka, Kan., Friday, December 2 and Saturday, December 3, 2011. The following directors 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, Marcus Merideth and the two incoming directors Steve Harris and Brian McCarthy.

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; Aimee Thoennes, Executive Assistant, Peter Lyon, Risk Management.

Jim Wheeler, Member of the CRB and John Bauer, Technical Manager, Club Racing, participated in the meeting on Saturday, December 3, 2011.

The secretary acknowledges that these minutes may not appear in chronological order and that all participants were not present for the entire meeting.

A presentation was given on Brand Marketing by Pasquale and Angelo Trozzolo of Trozzolo Communications Group. An interactive session followed the presentation.

MOTION: to approve the minutes of the October meeting. Lybarger-Gordy. PASSED unanimously.

Note the following ammendment to the minutes in the Club Racing Rules section, first published in December 2011 Fastrack, on page 29:

CORRECTION:

In 9.3.29, add a new section D as follows:

"Except for classes in which there is only 1 required minimum weight (i.e., ASR, FB, FC, FE, FF, FM, FS, FST, FV, SM5, SRF), all cars shall display the correct minimum weight specified in the current GCR in a manner that is clearly legible to the scrutineers at the scales. Cars that are run in more than one class must display the correct minimum weight for each class so that it is clear which weight applies to each class."

PRESIDENT'S REPORT

Staff worked closely with BoD Treasurer and Budget and Finance Committee to prepare 2012 budget draft for later review in BoD meeting. Overview presented of SCCA involvement in ACCUS (FIA liaison to US racing) related to presenting Formula 1 events. Dahnert provided a summary of the recently conducted staff Needs Assessment study. Results reflected many positive staff observations but also identified several areas that could be improved. SCCA has a presence at PRI sharing booth with SCCA Pro Racing. Dahnert and Prill will be attending IMIS show in Indianapolis for SCCA.

LEGAL REPORT

Pete Lyon provided an update on current and pending litigation. No action required by BoD.

RISK MANAGEMENT REPORT

2012 Insurance renewal included in the budget. There are active trademark infringement actions in several areas to protect SCCA interest.

FINANCE REPORT

Presented overview of proposed 2012 budget. Minor increases in insurance to fully recover cost of insurance. Club Racing \$29.50 to \$30.50; Solo \$5.50 to \$6.00; Rally \$4.00 remains; \$5 increase in race license fees and Runoffs fee increases \$450 to

CONTENTS

BOARD OF DIRECTORS	1
CLUB RACING	14
CRB Minutes	14
Technical Bulletin	20
Court of Appeals	27
Time Trials Admin. Council	NONE
SOLO	30
SEB Minutes	30
RALLY	37
RallyCross	37
RoadRally	39
LINKS	41

\$500 and Solo Nationals fee increases \$94 to \$102. Discussion about large line items. BoD expressed their intention for staff to continue to take advantage of low interest rates.

MOTION: to approve 2012 budget as presented. Lewis/Jones. PASSED: 12-1 Opposed Merideth.

MARKETING/REGION SERVICES REPORT

Membership was 40,989 end of October. Discussion on membership and participation decreases and potential solutions: increase value to member, provide value at less cost, provide other membership options, lower cost tiers or premium tiered memberships.

Proposal presented by Dick Patullo on behalf of the Planning Committee for updating the Operations Manual to reflect current accepted practices by the regions for organizing a new region. The acceptance of these changes is intended to make it easier to form chapters with specific areas of interest.

MOTION to approve changes as presented on 1.2 Organizing a New Region. Patullo/Merideth. PASSED Unanimously.

1.2 Organizing a New Region

1.2.1 Following are the steps for organizing a new Region:

Organize a group of a minimum of 25 SCCA members in a geographical area. If the group is new to SCCA, representatives should join the Club through an existing Region. (After the proposed Region receives its Provisional Charter, the Regional Executive may approve membership applications).

Following the Guidelines for establishing a Regional Chapter (1.3 of Operations Manual), work with the Region Officers to establish a Chapter in the geographic area the proposed Region would operate within. The Chapter must operate for a minimum of one year prior to making a request to organize as a Region.

Organize *four to six* local events and *establish and maintain an active website and/or a newsletter* to inform members of meeting dates, activities, event results, officers, National office mailing address, and so on.

Elect officers who will serve as the first Regional officers.

Name the proposed Region. Names should identify the location of proposed Region, such as Atlanta, Ohio Valley, South Jersey.

Decide on the geographical limits of the proposed Region in county units. In no case shall Regional boundaries follow rivers, highways, and so on, unless the county line follows these boundaries.

Obtain approval in writing for the annexation of specific counties from the Regional Executive(s) whose Region(s) will be affected by the proposed Region.

Agree individually and collectively to abide by and obey the SCCA Bylaws and National policies of the SCCA.

Obtain a 501(c)(4) Exemption.

1.2.2 Obtaining a Provisional Charter

Upon completion of the eight steps above, apply for a Provisional Regional Charter on the form developed by the National Office. If approved by the Board of Directors, a Provisional Charter will be granted.

1.2.3 Obtaining a Full Charter

The new Region shall take immediate steps to incorporate in the state of its domicile and to adopt Regional Bylaws. The Articles of Association (Incorporation) must include affiliation with the Sports Car Club of America, Inc. and must be consistent in purpose with those of SCCA. The governing rules of the Region shall not conflict with the SCCA Bylaws or these operating procedures. The Regional Bylaws must specify that membership in the Region shall be limited to members of the SCCA. Photostats or true copies of both the Articles of Incorporation and the Bylaws must be forwarded to the National office. Upon approval by the Board of Directors, a full Charter will be granted.

1.2.4 Transfer of Regional Territory

The President may transfer counties routinely, with the approval of all Regions concerned and with the full disclosure of reasons. However, if a transfer affects a Division line or Area boundary, it must have Board of Directors approval.

1.3 Guidelines for Establishing a Regional Chapter

1.3.1 Reasons for a Chapter

A group of SCCA members residing in one general area who are more than a reasonable distance from the city where regular Regional meetings are held *or are interested in activities not currently offered by the Region.*

1.3.2 Number of members

A minimum of ~~15~~ 10 members are needed to form a Chapter.

1.3.3 Bylaws

The Chapter must abide by the SCCA Bylaws and the Bylaws of the Region.

1.3.4 Officers

A minimum of ~~four~~ one member to coordinate with the Regional officials: suggest Chapter president, secretary, treasurer or activities chairman. A representative from the Chapter is to be a member of the Region's Board of Directors, Executive Committee or *directly report to a designated Region Board member or committee* and must be willing to attend several regular meetings of the Region.

1.3.5 Memberships

All memberships solicited and received by the Chapter must be processed through the Region/National office. No membership will be unreasonably delayed or withheld.

1.3.6 Regional Dues & Chapter Financial Transactions

Regional dues of the Chapter members *will be remitted to the Region.* ~~must be maintained in the Region office with all expenses of the Chapter paid by the Region.~~ *SCCA related expenses are the responsibility of the Chapter; however the Region shall have access to any SCCA related transactions.*

1.3.7 Chapter Members

Chapter members are, at all times, considered members of the Region and extended the same courtesies, including receipt of the Region's publication, to which the Chapter is encouraged to contribute.

1.3.8 Chapter Sanction Requests

All Requests for Sanction, Calendar Listings, licensing of competitors and officials, and so on, are handled through the Region *or through individuals designated by the Regional Executive.*

1.3.9 Permission for Chapter Events

The Chapter may hold, without permission from the Region, non-sanctioned events which are of a local nature, providing they do not conflict with the Region events, sanctioned or non-sanctioned.

1.3.10 Regular Meetings

The Chapter is encouraged to hold regular meetings and to participate and support Region events. Officers of the Chapter ~~must~~ are encouraged to be in continuous, regular communication with the Region's officers, and vice versa.

1.3.11 Annual Chapter Renewal

Each Chapter must update its officer information annually. The deadline for submitting documentation shall be February 15 of each year.

1.4 Guidelines for Special Purpose Chapters

1.4.1 Reasons for a Special Purpose Chapter

A group of SCCA members who are interested in specialized activities not normally offered by the SCCA Regions or who have a commonality of background or automotive interests outside the norm.

1.4.2 Number of members

A minimum of 10 members are needed to form a Special Purpose Chapter.

1.4.3 Bylaws

The Special Purpose Chapter must abide by the SCCA Bylaws.

1.4.4 Officers

A minimum of one member to coordinate with the National office.

1.4.5 Memberships

All memberships solicited and received by the Special Purpose Chapter must be processed through a Region or the/National office. No membership will be unreasonably delayed or withheld.

1.4.6 Regional Dues & Chapter Financial Transactions

Regional dues of the Special Purpose Chapter members will be remitted to the Region of each members choosing. Special Purpose Chapter members must be a member of some region however the Special Purpose Chapter has no affiliation with any particular Region. All expenses of the Special Purpose Chapter including SCCA related expenses are the responsibility of the Chapter

1.4.7 Chapter Members

Special Purpose Chapter members are, at all times, considered members of their home Region and extended the same courtesies, including receipt of the Region's publications.

1.4.8 Special Purpose Chapter Sanction Requests

All Requests for Sanction, Calendar Listings, licensing of competitors and officials, and so on for Special Purpose Chapters are to be submitted directly to the national office by the Chapter president or his designee. As a Special Purpose Chapter has no territory, Special Purpose Chapters must have in writing the permission to sanction events in affected regions territory. Such permission shall not be unreasonably withheld.

1.4.9 Permission for Special Purpose Chapter Events

The Chapter may hold, without permission from the Region, non-sanctioned events which are of a local nature, providing they do not conflict with the Region events, sanctioned or non-sanctioned.

1.4.10 Regular Meetings

The Special Purpose Chapter is encouraged to hold regular meetings and events and to participate and support local Region events.

1.4.11 Annual Chapter Renewal

Each Special Purpose Chapter must update its officer information annually. The deadline for submitting documentation shall be February 15 of each year.

1.5 Competition Events

Regions must conduct their events under the sanction of the SCCA. The SCCA may grant or withdraw such sanctions for individual events or for specific categories of events. An SCCA sanction is considered to be a privilege and responsibility. Regions that fail to conduct events within the policies, standards, rules and regulations of SCCA are subject to penalties and restrictions ranging up to and including revocation of Charter as determined by the Board of Directors. Specific procedures for handling such cases are described in I.C.1.1.5 of the SCCA Operations Manual.

Discussion continued on tiered membership products. It is the desire of the planning committee to receive the tiered product information by February 1, 2012.

Arnold updated the Board on his project list. Auto renewal has been fully implemented and is available to membership online and through mail in membership forms. Multi-year membership is available online and updated statements are being printed with those options.

It was a voluntary year for regions to report race results and they are accepted online. Goal of compiling race results is to provide automation and accurate results. Format for Solo data participation has been finalized and working with the scoring software company to provide the update and change free of charge to the regions. Next step for participant data collection is focused on the worker data. This process will begin in February 2012.

Review of National Convention agenda. It is the desire of the Board of Directors that staff pursue online streaming of the Annual Meeting and Award Banquet as a service to our members. Staff was tasked with then putting segments on various media outlets i.e. YouTube.

The Board requested staff to create a document with brief bios and a photo for all Program Board and BoD members. The purpose of the document is to promote familiarity and it will be shared prior to the convention.

MARKETING/COMMUNICATIONS REPORT

Eric Prill updated the board on the purchase of the three Pace trailers (two for Solo and one for SCCA Pro Racing) which had been on loan from Pace. Pace's bankruptcy filing induced the need for securing the trailers as SCCA property. An update was given on marketing and promotion efforts which are in progress. Haymarket digital issues have been well received; 175 members have chosen to "opt out" of receiving the hard copy of the magazine. A special edition focused on new members will be available sometime in January.

FOUNDATION/RALLY AND SOLO REPORTS

Howard Duncan updated the BoD on the candidates for the SCCA Foundation Board and submitted a recommendation to the

BoD for their approval. There was discussion on a conceptual shift of the Foundation board to a “program management” focus.

RoadRally showed a 20% decrease in participants and events for 2011. Approximately 1200 members participate in RoadRally. Discussion about RoadRally future.

RallyCross showed a decrease in participation but an increase in # of events by 6.5%. Weather related issues required event cancellations. There was a significant increase in participation and attendance at the RX National Championship. Opportunities for program and participation growth reside in the success and willingness of Regions to begin RX programs. The typical RX participant is in a younger demographic compared to our other competition programs. The RXB is working on their development plan and a potential national challenge series to drive participation.

Solo demonstrated an 8.5% decline in participation. Participation numbers from the past 6 years were reviewed and discussed as well as possible solutions. The convention sessions for solo will focus on customer service and operational training.

Duncan reported on the restructuring of the Rally/Solo department.

CLUB RACING REPORT

Discussion of Alternative Driver's school program and suggested streamlined process.

MOTION: to approve the following GCR changes, effective 1/1/2012. Walsh/Merideth PASSED unanimously.

3.3.5 (new Section) Sanctioning for Alternative Driving Schools

SCCA Regions wishing to hold a Driver's School using the Alternative Driving School method need to submit a sanction applications to the National office no less than 10 days prior to holding a school and include the following:

- A. Sanction Application Form
- B. Name of student/s
- C. Name of Instructor
- D. Date of “school” elements (classroom/on-track)
- E. Brief outline of the training components/schedule
- F. Approval letter from one of the following:
 - a. Divisional Chief Driving Instructor
 - b. Divisional Driver Licensing Administrator
 - c. Certified Driving Instructor (list of who is considered Certified to be provided by Divisional Chief Driving Instructors)
 - d. Executive Steward

Appendix B.

1.7 (new Section)

Alternative Driver Schools (GCR Section 3.3.5) are not required to appear on Divisional Schedules, but do need to be sanctioned.

Discussion of the structure of the Time Trials program. It was agreed to use 2012 to look at ways to equip the TTAC with the tools it needs to run a successful program.

Continuous issue of inconsistent tracking of cars and entries and the subsequent impact on insurance recovery. No changes proposed at this time, but the process is under review. Club Racing staff will explore alternative methods of cost assessment for 2013 and provide recommendations to the Board. Purpose is to accurately predict insurance recovery while minimizing negative impact on Region budgets and processes. Efforts will be attempted to provide this information at an earlier date so that the data can be used by the Regions when preparing their annual budgets.

MOTION: to approve the continuation of the tow fund program for 2012. Langlotz/Patullo. PASSED Unanimously.

2011 Runoffs financial recap given. Discussion of 2011 budget which was based on 600 entries. Taking the lower entry into consideration as the 2012 runoffs budget was developed.

Jim Wheeler presented the recommended rule changes from the CRB.

MOTION: to approve the following CRB rule changes. Merideth/Creighton. PASSED Unanimously.

GCR

#6394 – November

Delete Appendix C.3 CREW LICENSES and renumber subsequent sections. [The original insurance requirement for instituting crew licenses no longer applies. Only membership is required for access to hot areas and insurance

coverage.]

Formula

FM

1. #6353 – November
In 9.1.1.F.19.A, add at the end: *“Titanium hardware is not permitted. Tubular or Hollow bolts are not permitted.”*
In 9.1.1.F.19.B, change as follows: “Brake fluid, fasteners, clamps, and radiator hoses are unrestricted.”
In 9.1.1.F.19, add a new subsection D as follows: *“Ceramic bearings are not permitted. All bearing components must be ferrous metal, except for bearing retainers and bearing cages. This definition is applicable to all bearings, including, but not limited to, wheel bearings and transmission / gearbox bearings.”*

Super Touring

1. #4920 – November
In 9.1.4.G.20, change from “Turbochargers may not be added to engines that did not originally come equipped with one.” to *“Turbochargers may be added to engines that did not originally come equipped with one on a case by case basis.”*
2. #6217 – November
Delete 9.1.4.D.1.b in its entirety. [Splitter damage allowance. This should not be a judgment call. Either the rule is met or not.]

STU

1. #6395 (CRB) – November
In 9.1.4.2.B.2.c and 9.1.4.3.B.2.c, change as follows:

The entire rear wing assembly, including the end plates and any wicker, shall be mounted a minimum of 6.0 inches below the peak of the roof *or roll cage main hoop whichever is higher, measured at the highest point*. Cars with a wagon-style or hatchback *wagonback/notchback/hatchback style body* (e.g., Mazda Protege 5, Civic hatchback) may have the rear wing *assembly, including the end plates and any wicker*, mounted a maximum of 4.0 inches above the roofline *highest point of the roof*. ~~The mounting position will be measured between the highest points of the roof and the wing assembly.~~ *For this subsection, a wagonback/notchback/hatchback style body (or variations of these) is a car in which the rear edge of the roofline is no more than 28.0 inches forward of the rearmost bodywork as measured along the vehicle longitudinal centerline.*
2. #6567 – November
In 9.1.4.2.I.2, add at the end of the first paragraph: *“No turbocharged engines with more than 4 cylinders will be classified.”*

Production

1. #5702 – November
Add a new subsection 9.1.5 E.6.h as follows: *“Screens, block-off plates or tape that serve only to protect or restrict air flow to the radiator(s) and/or oil cooler(s) are unrestricted, but must be located behind the stock grille or, for cars that do not have a stock grille, a minimum of 2” behind the stock radiator/cooler opening.”* [Note: this replaces the rule previously approved by the BoD in October.]
2. #6256 – November
In 9.1.5.E.9.a.6, Production, change the fifth sentence as follows: *“Stock door hinges must be retained and mounted in their stock location.”*

#6278 – November

Under the current rules the specifications are based upon the base model of each car. If the base model came with a rear lip spoiler, then it is allowed. It is also allowed if a rear spoiler is listed on the car's spec line. The CRB will clarify the language of 9.1.5.E.9.a.16 to reflect this as follows: *“16. Stock or aftermarket rear spoiler or wing not permitted, unless factory installed for the listed base model or permitted on the car's spec line.”*

Showroom Stock

SSB

1. #3824/#6226 – November
In 9.1.7, SSB, Chevrolet Camaro V-6 (96-02) and Pontiac Firebird V-6 (96-02), add to Notes: *“SP-141 front and rear springs permitted; SP-8316 front sway bar and SP-8327 rear sway bar permitted; UMI-2006 shock tower brace permitted.”*

SSC

1. #6192 – November
In 9.1.7, SSC, Hyundai Tiburon V-6 (03-08), add to Notes: “*Accusump permitted.*”

Touring

T1

1. (multiple letters) – November
In 9.1.10.D.5, add a new item as follows: “*c. All T1 cars are allowed to replace OEM upper and lower A-arm bushings with polyurethane or delrin bushings.*”

T2

1. #3482 – November
In 9.1.10, T2, BMW Z4 M Coupe (2007), change weight from ~~3325~~ to **3475** and add to Notes: “*Turner springs permitted: front TMS600-10-250, rear TMS650-8-250; Ground control # MZ4Swaybarset permitted.*”
2. #6474 – November
In 9.1.10, T2, Lotus Exige (06), add to Notes: “*Sector 111 Eliminator V3 permitted to replace rear panel.*” [Other items not recommended.]

The Board engaged in an extensive discussion of the 2.5 rule and class alignment.

MOTION: Creighton/Langlotz to instruct the CRB to come up with a plan to deal with low subscription classes, such as STO, for 2013 as part of their alignment strategy. PASSED: 11-2 Opposed: Lewis and Langlotz.

MOTION: Patullo/ Merideth. As part of the plan for the CRB to actively manage classes using spatial planning, it was moved to make STL a provisional national class for 2012 with the ability to participate in the Runoffs in STU as proposed by the CRB. PASSED 9 for, 3 opposed Creighton, Langlotz, Lewis and 1 abstain Wannarka.

MOTION: Creighton/Patullo to add “that has been” to the sentence in 9.3.20.C.2 (Driver’s Safety Equipment, Required Equipment) as shown below. PASSED unanimously.

“Effective 1/1/12 the use of a head and neck restraint system *that has been* 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.”

MOTION: Lybarger/Patullo. To waive section B.1.1.2.A and hold only 5 National races in CenDiv for the 2012 season. PASSED unanimously.

Planning committee presented some suggested improvements for the Staff to consider to the Runoffs: shorten schedule (require drivers to be there no more than 4 days), consider annual venue rotation, and explore alternative financial models with tracks.

Discussion of options for 2012 Runoffs Qualifications to reward participation, even for those who are unable to meet outside points requirements.

MOTION: Butler/Creighton. An alternate qualification method shall be added to the 2011 qualification options which carry over to 2012. Eight national finishes (regardless of position) shall qualify a competitor for the Runoffs. PASSED – Unanimously.

Presentation by Planning Committee for a “Majors” program. The “Majors” program was developed to focus on new opportunities for classes within a geographic area designed to cluster competition. For 2012 the pilot program will hold events in the following Divisions: Midwest, Rocky Mountain and Southwest.

MOTION: Lybarger/Merideth. To approve the plan as presented by the Planning Committee for the Majors Program for 2012 with the following changes to the GCR 3.1.1.e and 3.1.4.A In 2012, the VP of Club Racing with approval of the Chairmen of the Board of Directors, BoD Planning Committee, CRB and Stewards, may alter the GCR requirements for the conducting of an event as needed to support the Majors Pilot Program in MW, SW and RM Divisions. PASSED unanimously.

Kephart, on behalf of the Planning Committee, thanks outgoing directors Gordy and Merideth for their support, commitment and contributions to the development of the Majors Plan while serving on the Committee.

MOTION: to accept proposed RX rule changes. Butler/Gordy. PASSED unanimously.

1. Adding the new class of Modified Rear Wheel Drive with its consequential changes to the Modified Class

structure:

6.2.E. Rally Modified Categories

Modified ~~Two~~ Front Wheel Drive (M2F)

Modified Rear Wheel Drive (MR)

Modified All Wheel Drive (M4A)

2. Allowing scoops and wings in Prepared Categories:

6.2.D.20. Addition of rear wings and hood scoops/vents is allowed provided that either 1) it is a production part which is standard or optional equipment of a US model of the vehicle or 2) it is listed in the vehicle manufacturer's US accessory catalog for that vehicle for normal highway use. Parts must be installed as directed by the manufacturer. Exact replicas (including weight) from alternate sources are also permitted.

3. Changes to 6.3.G:

6.3.G. Tires must be in good condition, with no cord or belts showing or cracks in the tread or sidewall. A space-saving wheel designated by a manufacturer for temporary low speed use and for transiting a short distance may not be used for competition regardless of the type of tire installed. Tires offered for two, three or four wheeled motorbikes are not allowed. This includes motocross, dual-sport and ATV tires that are not designed to withstand cornering side-loads that can be generated by an automobile of substantially higher curb weight.

4. Require catalytic converters in Rally Prepared Category:

6.2.D.21. Any high flow catalytic converter(s) are allowed. Multiple catalytic converters may be replaced by a single unit. The inlet of the single replacement converter may be located no further downstream than 6" along the piping flow path from the original exit of the final OE converter. Vehicles not equipped with a catalytic converter as original equipment are not required to have one.

5. Allow replacement of radiators in Rally Prepared Category:

6.2.D.22. Engine cooling radiators may be replaced with alternate parts subject to the following restrictions:

1. Radiator core dimensions (width, height, thickness) must be no smaller than the standard part.
2. Radiator must mount to OE radiator mounts.
3. Fluid capacity and dry weight of the radiator must be no less than that of the standard part. Installation of an alternate radiator may serve no other purpose (e.g. to allow a cold air intake passage).

In addition, the engine fan and fan shroud (unless it serves another purpose, e.g., as an alternator/generator mount) may be removed, modified or replaced. Electrically driven fans are allowed.

6. Add section to 6.3 Vehicle/Driver Safety:

6.3.Q. All vehicles must have adequate operable forward lighting to participate in night or low light events.

7. Update helmet regulations:

6.3.P. ~~Snell 1995 (SA95, M95, or K98) or newer labeled helmets are approved for use. This is a minimum standards for use in RallyCross, other approved helmets are:~~

~~1. British Standards: BS 6658-85 type A/FR, including all amendments.~~

~~2. SFI Foundation, Inc; SFI Spec 31.1~~

All helmets meeting the latest or two immediately preceding Snell Foundation standards (SA2010, SAH2010, SA2005, SA2000, M2010, M2005, M2000, K2010, K2005, K98), SFI standards 31.1, 41.1, 31.1A, 31.2A, 41.1A, 41.2A or British spec BS6658-85 type A/FR are acceptable.

8. Accommodate for the use of biodiesel and cleanup language:

6.2.C.9 Fuel may be any type of unleaded, E85, or diesel/~~biodiesel~~ fuel commonly available ~~at the pump~~.

9. Add wording to 5.3 (second paragraph) to include hay bales:

... Corner limits must never be marked by curbs, buildings, poles, trees, soft shoulders, ~~hay bales~~ or other hazards likely to cause damage to a vehicle or likely to cause a vehicle to overturn. ...

Club Racing reported on options for class-wide compliance program as requested by the BoD at their October meeting. Tech is a core competency for SCCA, and discussion continued over implementation of a program that would be fair and equitable. No decision was reached at this time

MOTION: to approve the TTAC Rules as presented. Lybarger/Langlotz. PASSED Unanimously.

Explanations are highlighted

Additions shown in Blue

Deletions shown in Red

Multiple edits to replace references to competitors with participants to reflect the non-competition basis of the Level 1 program

Flag rules - updated to reflect current GCR wording with additional TT specific clarifications as required

4.X.3. FLAGS

The following flags may be used at Time Trials events:

RED FLAG (SOLID RED)

Displayed at each station and on the Starter's stand – EXTREME DANGER – THE SESSION HAS BEEN STOPPED. Come to an immediate, controlled stop at the side of the race track (preferably before and within sight of a staffed station or where specified in the event Supplemental Regulations). When released by an official, proceed cautiously to the pits. Once a red flag has been displayed, it will not be withdrawn until all cars have come to a stop.

NOTE: THE RED FLAG CAN ONLY BE DISPLAYED BY ORDER OF THE CHIEF STEWARD AS RELAYED THROUGH RACE CONTROL.

GREEN FLAG (SOLID GREEN)

When displayed, the green flag indicates that the course is clear, and the event is underway. The green flag is ordinarily shown only by the Starter.

YELLOW FLAG (SOLID YELLOW)

STANDING YELLOW – Take care, Danger, Slow Down, NO PASSING FROM THE FLAG until past the emergency area.

WAVED – Great Danger, Slow Down, be prepared to stop – NO PASSING FROM THE FLAG until past the emergency area.

NOTE: A driver may encounter several flags before reaching the emergency area. The requirements are still the same: SLOW DOWN, NO PASSING.

BLUE FLAG (BLUE WITH DIAGONAL YELLOW STRIPE)

Another competitor is following very closely or is trying to overtake. This flag may be displayed standing or waving, depending upon the speed differential.

SURFACE CONDITION (YELLOW WITH VERTICAL RED STRIPES)

Take care. A slippery condition exists, or debris is present on the racing surface. This flag is displayed standing.

WHITE FLAG (SOLID WHITE)

Caution and take care for a slow moving race car, ambulance or other emergency vehicle on the racing surface. The standing flag is displayed for 2 flag stations prior to the vehicle in question. In addition, a standing white flag will be displayed during the first lap of each race group's first session of the day to indicate the location of the flagging stations.

BLACK FLAG (SOLID BLACK)

CLOSED BLACK FLAG (Furled) – Pointed or shaken at an individual car from the Starter's stand (optionally, accompanied by a number board indicating the car number): WARNING for driving in an unsafe and/or improper manner. Continued unsafe and/or improper driving will result in an OPEN BLACK FLAG.

OPEN BLACK – Displayed from the Starter's stand with a number board indicating the car number: Proceed directly to the pits and the location designated by the Chief Steward or event Supplemental Regulations for consultation with Officials. DO NOT TAKE ANOTHER LAP.

NOTE: This flag and number board may also be displayed at station(s) elsewhere on the course.

OPEN BLACK, DISPLAYED AT ALL STATIONS – The session has been stopped; all cars must stop racing, and proceed directly and immediately to the pits, exercising extreme caution. This flag will be displayed with an 'ALL' sign at the Starter's stand and the sign may also be shown at station(s) elsewhere on the course.

NOTE: THE BLACK FLAG CAN ONLY BE DISPLAYED BY ORDER OF THE CHIEF STEWARD AS RELAYED THROUGH RACE CONTROL.

MECHANICAL BLACK FLAG (BLACK WITH ORANGE BALL)

Displayed from the Starter's stand with a number board indicating the car number. There is a mechanical problem with the car. Proceed directly to your pit or the location designated by the Chief Steward or event Supplemental Regulations. DO NOT TAKE ANOTHER LAP.

NOTE: This flag and number board may also be displayed at station(s) elsewhere on the course.

CHECKERED FLAG (BLACK AND WHITE CHECKS)

Displayed at Finish to indicate that the session is finished. Continue cautiously to the pits.

This flag is optional with the Event Steward and may be replaced by a prominent sign, preferably a banner across the course, indicating the finish line.

~~RED – Clear the circuit for emergency vehicle traffic by stopping off course TO THE RIGHT or AS FAR TO THE RIGHT AS CIRCUMSTANCES PERMIT. Stay in car with safety equipment on, do not move until directed by a worker or official.~~

~~GREEN – When displayed, the green flag indicates that the course is clear.~~

YELLOW – Take Care, Danger, Slow Down, No Passing. Waved – Great Danger, Slow Down, Be Prepared To Stop, No Passing.

YELLOW WITH VERTICAL RED STRIPES – Take care. A condition exists on the road which cannot be corrected in a reasonable time during which competition is halted.

BLACK – Return to the Pits immediately and see an Official for instructions.

BLACK WITH ORANGE DOT (MEATBALL) – You appear to have a mechanical problem. Continue offline and cautiously proceed back to the Pits.

CHECKERED – You have completed your run. Slow and pull off the course into the assigned area. This flag is optional with the Event Steward and may be replaced by a prominent sign, preferably a banner across the course, indicating the finish line.

Additionally, at events where passing is permitted, the following flag may be used:

BLUE WITH DIAGONAL YELLOW STRIPE (Motionless) – Another driver is following you, you should give way at the next designated passing zone by moving to the right, signaling and slowing down as necessary. All designated passing zones shall be clearly marked on both ends by rubber cones. Clear hand signals shall be given by the overtaken driver and no pass by an overtaking driver shall be attempted without a signal. Overtaking drivers should be allowed to pass at the first passing zone. The driver being overtaken must take action as defined by the event officials to allow a safe pass before the end of the passing zone. Good judgment by the driver being overtaken is required so that a passing flag should not be required for the overtaking driver to be allowed to pass. Passing flags shall be obeyed. The designated passing zones shall be specified at the mandatory drivers' meeting.

Passing Rules – Clarified to ensure the overtaken stays on line

3.X.3.J Refrain from passing unless given a point-by in a designated passing area. The overtaking car is responsible for safely moving around the car being overtaken after being given a point by.

3.X.3.K Be aware of other drivers and use point-by techniques to yield to faster cars. The car being overtaken shall hold their position while being passed.

Participation Logbooks - Clarification on the use of the TT participation Logbook

3.2.3.C Present a TT Participation Log Book at events. For first time students, Participation Log Books will be available at registration. All students must present the TT Participation Log Book at registration and it will be returned with any notations at the end of the event. Students with Time Trials Competition Licenses or higher are not required to present TT Participating Log Books for notation so long as their SCCA membership and License are current.

7.3. TIME TRIALS PARTICIPATION LOG BOOKS

Time Trial Participation Log Books and/or Time Trial Competition Licenses may be used as documentation of on-track experience that may gain credit towards an SCCA Club Racing Competition License at the discretion of the SCCA Drivers School Chief Steward.

Observers Reports – Clarification to paperwork to be submitted and who should be copied

6.12 The organizing region will send Official Race Results Observers Report to the National Office and TT Divisional Program Manager within ten (10) days of the event.

AERODYNAMIC SKIRTS - (Applies to Levels 2,3,4) Clarification to exceptions for use of aerodynamic skirts

10.11 Aerodynamic skirts are prohibited in Time Trials competition events except for in the Specials class where moveable side skirts are allowed or as where allowed by Regional classes defined by Supplemental Regulations.

Level 1 Only

Reference to Spec Books – Remove reference to classes not allowed in PDX

1.1.4 The TTR shall not be given a strained or tortured interpretation and shall be applied in a logical manner, keeping in mind that it cannot specifically cover all possible situations. The word "shall" (either positive "shall" or negative "shall not") is mandatory. The word "may" is permissive. If there is a conflict between the TTR and a Specification Book (PGS, GTCS, TCS, SSS, ITCS, SRCS, FCS) the Time Trials Rules has precedence over the Specification Book. If an item is not addressed in the Specification Book then the item is controlled by the TTR.

Minor Passengers – Allowance to permit minors to ride in a vehicle as a means to promote additional interest and gain new members

3.1.5.E.5 With the approval of the TT Chief Driving Instructor or TT Chief Steward, minors, aged 16 and over, may ride with an instructor or their parent, or legal guardian, who is approved to drive without an instructor. All other requirements for passengers must be met.

Vehicle Inspection – Remove reference to items only allowed on formula cars which are not allowed in PDX

9.2.1.F Hood and Engine Compartment - Shall be securely fastened. Battery shall be securely mounted with positive terminal covered. Throttle return shall be consistent and positive (more than one spring must be used for redundancy).

9.2.1.I Lights - Brake lights on cars so equipped and taillights on Formula cars shall operate properly.

Restraints – (Levels 1 & 2) Clarifications for use of OEM restraints in unmodified cars and 2" harnesses for participants with H&N devices

10.8. REQUIRED DRIVER SAFETY EQUIPMENT

Please note that for PDX (Level 1) events, the following guidelines apply for restraint systems - All cars that are required to install roll bars must comply with Section 12 of the TTR. Cars equipped with that choose to install a roll bar may use stock restraint systems, provided that the roll bar does not interfere with the function of the system in any way, or restraint harness per Section 12 of the TTR.

12 All drivers in PDX (Level 1) events may utilize factory/OEM restraints or a restraint harness meeting the specifications of section 12.1 in lieu of the factory/OEM restraints.

12.1.1 a four point restraint system, for use in enclosed automobiles only, may be employed where the driver is seated in an upright position. Only 4 point restraints that incorporate a manufacturer designed method for prevention of submarining may be used. Five, six or seven-point systems are highly recommended in all cars including automobiles where the driver is seated in an upright position. ~~Open or convertible cars in pdx (level 1) or club trials (level 2) events shall adhere to the restraint requirements for track trials (level 3) and hillclimb (level 4) events.~~

12.1.9 ~~FIA-e~~ Certified nominal 2-inch shoulder harnesses are allowed when ~~the HANS®~~ a head and neck restraint system meeting SFI 38.1 or FIA 8858 device is used by the driver. ~~SFI 2-inch shoulder harnesses are not currently allowed.~~ Should the driver, at anytime not utilize the ~~HANS®~~ head and neck restraint device, the nominal 3-inch shoulder harnesses is required. ~~The replacement cycle for the 2-inch harnesses shall be per TTR Section 12.1.7.B.~~

Level 2 – CT

Street Legal Definition – Added to clarify meaning of Street Legal as referenced elsewhere in the TTR

2.18. STREET LEGAL

A car that meets local requirements for inspection (if applicable) and the car has CURRENT and VALID license and registration. 3.2.3.E Drive a vehicle which meets the inspection required in TTR Section 9. Proof of current Annual Tech Inspection in Time Trials or Club Racing shall meet these requirements. Window net and arm restraint requirements are waived for cars that meet the definition of street legal. Roll bar requirements are listed in TTR Section 11.

Official – Correction to formatting and clarification to which types of stations may be manned by drivers

3.2.4. OFFICIALS AND WORKERS

The following Officials and Workers are required at events as a minimum.

B. ~~Workers to man each flag or observation station. There should also be a~~

C. At least one pit worker (in addition to a flagger if present at the pits) to direct drivers on course and communicate with drivers in the pits.

D. Drivers may be used to man ~~these flag, observation and pit~~ stations when not on track.

Roll Bar – correction to align with Level 1 as previously intended

11.2. CLUB TRIALS (LEVEL 2)

Roll bars or cages will NOT be required in those cars prepared to Stock, Street Prepared, Street Touring or Street Mod specifications as found in the Solo rules, except for Convertibles and Targa* top automobiles. These cars must have either a roll bar meeting Section 11 of the TTR, ~~a non-mechanical factory roll bar/roll over protection (i.e. no pop-ups),~~ or a factory hard top using the factory mounting hardware and mounting points. ~~Owners of cars equipped with factory roll bar/roll over protection must present documentation stating that the device is a roll bar or roll over protection at the time of vehicle inspection (a factory issued Owner's or Shop Manual will fulfill this requirement)~~ Targa* top (and T-top) automobiles may forgo the roll bar requirement under the condition that the Targa bar meets the height requirement set forth in 11.2.1.B. Any convertible that runs with a TTR legal roll bar must do so with convertible top down and in the latched position. Any car modified beyond any part of those rules must be equipped with a roll bar minimum. Any car modified beyond any part of those rules must be equipped with a roll bar minimum. This includes cars prepared to the Solo classes of Prepared or Modified. Any car built to a GCR class MAY NOT interchange preparation rules to circumvent the roll bar requirement (for example, even though an IT car may run in the Street Prepared Classes at a Solo event, it does not qualify for the roll bar exception in this case, and must have a roll bar to run any Time Trials event.

Level 3 (Track Trials) & 4 (Hillclimbs)

Novice Permits – Clarification of Novice Permit collection and use

~~3.2.6 TT Novice Permits must be collected at Registration. They will be available from the TT Chief Steward (or designee) at the end of the event. The Chief Driving Instructor must collect all Participation Log Books prior to the start of the event. It is recommended that this be done at a Novice meeting. The Chief Driving Instructor will return the endorsed logs at the conclusion of the event (a group or individual debriefing is recommended).~~

Physical Requirements – Align to GCR requirements for frequency

7.3.1 Every applicant for a Competition License or Permit shall submit a completed physical examination on the SCCA form to the National Office. The examination date shall be no more than three (3) months prior to the date of application. A current physical examination form must be submitted every five (5) years for applicant's ages 16-39~~5~~; ~~every three (3) years for applicants ages 40-49~~; every two (2) years for applicants ages ~~50-59~~ 36-59; and every year for applicants age ~~sevensixty~~ 60 plus (760+). A member shall maintain continuous membership and license for physical examination form to be valid.

Inspection – Clarification to annual period and update to throttle return spring language

9.1 A full and complete Technical and Safety Inspection shall be performed by a Licensed TT Tech Inspector (Official/Specialist) on each car ~~once a year within the prior 12 months before competition.~~ ~~The year shall be defined as the calendar year.~~ If the car passes Tech, the logbook shall be stamped with the "official" inspection stamp (if used), dated, and signed. Annual Tech may be performed in December of the preceding year.

9.2.1.H Hood and Engine Compartment - Shall be securely fastened. Battery shall be securely mounted with positive terminal covered. Throttle return shall be consistent and positive ~~(more than one spring must be used for redundancy).~~

Roll Cage Numbering – Clarification to numbering scheme

10.3.6.B ~~The first two letters shall digit(s) corresponding shall correspond to the issuing Division's region's identity and number shall be separated from the balance of the numbers (3 digits +) characters by a dash (-). This will be followed by a three (3) digit consecutively numbered serial number. This will be followed by another dash (-) and it is highly recommended that the serial number be followed by another dash and the issuing Region Identification Number so to eliminate duplication and for vehicle history purposes.~~ This would enable tracing of an identity number to the Division and specific Region of issue. Example: NP-XXX-101 would show that the serial number was issued in the Northern Pacific Division (NP) and by the Reno Region (101).

Helmets – Change to acceptable Snell dating – Aligns with GCR

10.20.2 Crash helmets approved by the Snell Foundation with Snell sticker 2005~~0~~ or later Special Application (SA05~~0~~), or by the

SFI with a SFI Sticker 31.1a for open faced helmets and a SFI sticker 31.2a for closed faced. NOTE: Snell M rating is not allowed for Track Trials (Level 3) and Hillclimb (Level 4) events. The back of each driver's helmet should be labeled with a minimum of the driver's name. The use of a head and neck support system is highly recommended. Accident damaged helmets should be sent by the driver or his or her representative to the Snell Memorial Foundation, 3628 Madison Ave., North Highland, CA. 95660 (ph) 916-331-5073 (attn. Edward B. Becker). Details of the accident should be included. Freon based total loss helmet cooling systems are not allowed.

Harness – Clarifications regarding acceptable use of 2" belts and SFI / FIA specifications

12.1.1 A five point system, for use in automobiles where the driver is seated in an upright position, consists of a nominal two (2) three (3) inch seat belt, an approximately three (3) inch strap over the shoulder type of shoulder harness, and an approximately two (2) inch anti submarine strap. A Five-point harness is considered a minimum restraint system. Six or seven-point systems are highly recommended in all cars including automobiles where the driver is seated in an upright position.

12.1.2 A six or seven point system, recommended for use in all automobiles, consists of a nominal two (2) or three (3) inch seat belt or an FIA approved two (2) inch seat belt (SFI 2-inch seat belts are not currently allowed), approximately a three (3) inch strap over the shoulder type of shoulder harness, and two approximately two (2) inch leg or anti submarine straps. The seven-point system also has an approximately two (2) inch anti-submarine strap.

12.1.10 ~~FIA-e~~ Certified nominal 2-inch shoulder harnesses are allowed when ~~the HANS® device~~ a head and neck device system meeting SFI 38.1 or FIA 8858 is used by the driver. ~~SFI 2-inch shoulder harnesses are not currently allowed.~~ Should the driver, at anytime not utilize the ~~HANS® device~~ head and neck restraint system, then 3-inch shoulder harnesses is required. ~~The replacement cycle for the 2-inch harnesses shall be per TTR Section 12.2.8.B.~~

Discussion on the COA Reporting structure.

MOTION: to table discussion for COA and Stewards programs until Feb 2012 board meeting. Patullo/Kephart.
PASSED 12-0-1 Merideth abstained.

Chairman Wannarka highlighted some of the many contributions made by RJ Gordy and Marcus Merideth while serving on the Board and thanked them for the many hours they dedicated to the Club while serving on numerous committees and boards.

MOTION: to adjourn Jones/Kephart. PASSED Unanimously.

The 2012 Board of Directors convened immediately following to install officers, approve program board appointments and determine their 2012 meeting schedule.

Steve Harris, Area 4 Director and Brian McCarthy, Area 9 Director were welcomed by their colleagues to the 2012 SCCA, Inc. Board of Directors.

Election of officers followed with the results as follows: Chairman, Wannarka; Vice Chairman, Noble; Treasurer, Lewis; Vice Treasurer, Walsh and Secretary, Butler. Jones was added as the 5th member to the Executive Committee.

The following program board appointments were approved.

Club Racing Board

Chairman, Jim Wheeler; Members: Jim Drago, Chris Albin, Mirl Swan, Tom Start, Peter Keane and Fred Clark

Executive Stewards

Central, Joanne Jensen; Great Lakes, Jim Green; Midwest, Ken Patterson; NorPac, Gary Meeker; NE, Earl Hurlbut; RM Gloria Dickerson; SoPac, Barbara Knox; SW, Tom Brown.

Time Trials Advisory Committee

Chair, Tony Machi; Members: Jerry Cabe, Chuck DePro, Dave DeBorde, Matt Rowe, Josh Hadler, Joe Olivera, Roy Mallory, Dr. Kent Carter.

Court of Appeals

Chair, Mike West; Tom Hoffman, Jack Marr, Rick Mitchell, Jeff Niess and Sue Roethel as secretary.

Solo Events Board

Chair, Steve Hudson; Bryan Nemy, Mike Simanyi, Richard Holden, Dave Hardy, Dave Feighner, Erik Strelnieks

Divisional Solo Stewards

Todd Farris, SW; Robert Lewis, SE; Steve Garnjobst, Central ; Tom Berry, SoPac; Keith Brown, NorPac; David Newman, NE; Lindsay Wilson, RM; Donna Hill, MW; Scott Hearne, GL.

Solo Safety Committee

Chair, Kathy Barnes; John Lieberman, SW; Arouch Poonsapaya, Central; Brian Robertson, SoPac; Cal Craner, RM; Jan Rick, MW; Bruce Bellom, NE.

RoadRally Board

Chair, James Wakemen, Jr.; Rich Bireta; Jeanne English, Sasha Lanz, Eva Ames, Clarence Westberg, Charles Hanson

Divisional RoadRally Stewards

Bob Ricker, SE; Larry Scholnick, SoPac; Mike Bennett, GL; Mike Thompson, Central; Steve McKelvie, NE; Rich Bireta, MW; Lindsay Wilson, RM; Sasha Lanz, SW.

RallyCross Board

Chair, Ken Cashion; Ron Foley, Brent Blakely, Karl Sealander; Warren Elliott, Stephen Hyatt, Bob Ricker.

Divisional RallyCross Stewards

Richard Miller, SW; Z.B. Lorenc, GL; Brent Carlson, Central; Jerry Doctor, MW; Scott Beliveau, NE; Paul Eklund, NorPac; Aaron Miller, RM; Charles Wright, SE; Jayson Woodruff, SoPac.

Meeting dates approved for 2012

February 29-March 3

May dates to be determine at a later time

August 6 Conference Call

October 11-13

November 29-December 1

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | December 6, 2011

The Club Racing Board met by teleconference on December 6, 2011. Participating were Bob Dowie, Chairman; Chris Albin, Fred Clark, Jim Drago, Dave Gomberg, Tom Start, and Jim Wheeler. Also participating were Marcus Meredith and Richard Patulo, BoD liaisons; Doug Gill, General Manager, Technical Services Department; John Bauer, Technical Services Manager Club Racing; Ryan Miles, Technical Coordinator Club Racing; Peter Keane and Mirl Swan, 2012 CRB members; Pam Richardson, 2012 CRB Secretary. In addition to those items covered in Technical Bulletin 11-12, the following decisions were made:

SUGGESTED RULES FOR NEXT YEAR

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Club Racing Board. It is the BoD's policy to withhold voting on a rules change until there has been input from the membership on the presented rules. Member input is suggested and encouraged.

Please send your comments via the form at <http://www.crbscca.com/>

GCR

1. #6539 (R J Gordy) Helmet Cameras

In 9.3.12, delete the last sentence: "~~Helmet mounted cameras are prohibited regardless of size, weight, or location of camera on the helmet.~~" [This would permit helmet mounted cameras if judged safely mounted by scrutineers.]

SUPER TOURING

STO

1. #6665 (David Pintaric) Wheel Size Options Viper ACR-X

In 9.1.4.1, STO, permit stock, factory OEM wheels on Dodge Vipers.

PRODUCTION

1. #6467 (Ted Heinritz) fitting alternate gearbox

In 9.1.5.E.1.n.4 and 9.1.5.E.2.n.4, change as follows: "*For rear wheel drive cars, the transmission tunnel and tunnel cover can be altered to allow the installation of an alternate **transmission** and/or **drive shaft**. For front wheel drive cars, the **body, unibody, frame, suspension crossmembers/subframes and their components may be altered to the extent required to allow the installation of an alternate **transmission, transaxle and /or drive shaft**.***"

HP

1. #6570 (Curtis Wood) 7" wheel width request for Hprod Alfa Romeo

In 9.1.5, HP, Alfa Romeo Giulietta Sprint & Spider, 750 & 101, Normale (Spider) & Veloce (Super Spider), change track to *55.6 front and 54.6 rear* and wheel size to *15x7*.

2. #6778 (CRB) Corolla brakes

In 9.1.5, HP, Toyota Corolla (71-74), add to Brakes Alt.: mm/(in.): "*(F) 10.0 Solid Disc Rotors and Calipers from 73 Corona*".

SPEC MIATA

1. #6861 (CRB) Undercoating removal

In 9.1.8.C.8.e, change as follows: "Carpets, center consoles, cargo bins, seat belts, floor mat, firewall insulation/blanket, *sound deadener patches, undercoating*, radio system, headliners, dome lights, grab handles, sun visors and their insulating and attaching materials may be removed. Other than to provide for the installation of required safety equipment or other authorized modifications, no other driver/passenger compartment alterations or gutting are permitted."

TOURING

T1

1. #6552 (Rob May) Allow T1 05-07 Porsche 911 carrera S same specs as 996 in T2

In 9.1.10, T1, Porsche 911 Carrera S (05-07), add to Notes: "*Transmission coolers are free. Ducting for coolers is free, provided it doesn't change size and/or shape of factory body panels. Spring rates are free. Sway bar size & configuration is free. Removal of rotor dust shields is allowed. Spoilers & bumper/airdams are free provided they do not exceed the max. body width by any amount and/or the max. body length by more than 1". Rear wings may be no higher, relative to the roofline, than a factory, non-extended, 3.8 RSR wing. Camber adjustment slots may be elongated. Porsche Motorsport rear control arms allowed.*" [These are the same allowances as the T2 Porsche 911 / 996 (98-05).]

T2

1. #6644 (Cheyne Daggett) Adjustments to the classification in T2 from T3

In 9.1.10, T2, Ford Mustang V6 2011-2012, change as follows: Max Wheel Size: from ~~18 x 8 (F&R)~~ to *18 x 10 (F&R)*, Tire Size: from ~~245 (max) (F&R)~~ to *295/35 (max) (F&R)*, Final Drive: from ~~3.34~~ to *3.55*. Add to Notes: "*Ford Spring Kit - M-5300-A (M-5310-A Front, M-5560-A Rear) permitted.*"

T3

1. #6500 (Jim Leithauser) Competition adjustment
In 9.1.10, T3, BMW Z4 3.0si Coupe (07-08), change weight from ~~3500~~ to **3400** and add to Notes: "*May use H&R springs: front RF160090, rear RF160100; rear spring height adjusters: Turner #HR92-K-X-011A01; H&R sway bar kits: front 70276 27mm, rear 71276 21mm, at 3500 lbs.*"
2. #6563 (David Mead) Request alternate springs T3 Mustang
In 9.1.10, T3, Ford Mustang GT (01-04) incl. Bullitt (2001), add to Notes: "*H&R Race Springs (79-04 Mustangs) part #47200, includes 750-850 (progressive), 260-280 (progressive, solid axle) permitted at 3400 lbs and tire size 245.*"

CAR RECLASSIFICATIONS

None

WHAT DO YOU THINK?

None

MEMBER ADVISORIES

F600

The BoD did not approve a re-write of the rules for the regional F600 class. The new rule set would have changed the class from its original structure, which was seen as an alternative power train for the F500 class. The BoD feels that there is not enough differentiation between existing classes and the proposed new class.

The BoD did recognize that the F600 power train may be a viable alternative for F500 sometime in the future. If F600s are built and raced in sufficient numbers, with F500 style chassis only modified with a longer wheelbase to accept the F600 drive train, and it is demonstrated that their performance can be adjusted on a par with the F500 cars, a future merger of the classes may be possible. The CRB plans to submit to a rule set to the BoD for an F600 regional class that is close to the existing F500 rule set.

FC, FF, FV, FST

To help simplify the homologation process for competitors, encourage participation, and be consistent with the system implemented for CSR and DSR homologations, effective 1/1/12 the following procedures will be added:

- Any approved Formula Continental homologation will automatically receive a Formula Ford homologation, and vice versa.
- Any approved Formula Vee homologation will automatically receive a Formula First homologation, and vice versa.

Existing homologation certificates may be updated with the additional class for a \$25 processing and shipping fee. Contact Ryan Miles at rmiles@scca.com.

NOT APPROVED BY THE CRB

GCR

1. #6646 (Darwin Felix) Make the full CRB Submission Letter public on CRB website
The CRB does not consider this appropriate because details of communications by members is considered private.

FORMULA

FC

1. #6509 (Nathan Ulrich) Clarification of front impact attenuation rules
The Formula and Sports Racing advisory committee considered your suggested wording changes and does not see these clarifications as necessary.

FF

1. #6370 (CRB) Allow alternative/open clutch for Fit engine
At this time, the reported number of failures is minimal and does not indicate a need for an alternate clutch. We will reconsider this proposal in the future if the reported failure rate increases. Thank you for your input and please help keep us informed of the known failures.

GRAND TOURING

GT3

1. #6349 (Michael Cyphert) Make alt. spec. for Nissan 2.4 3-valve engine permanent.
The Nissan KA24 3V competitors have had adequate time to convert to an SIR. The SIR will be required as of 1/1/2013.
2. #6385 (Bob Coffin) Reduce Corvair weight to correct 2225 lbs
The engine displacement of this car is among the largest in class. In the GT3 restructuring, this classification was given a choke restriction rather than SIR because of manifold difficulties. The weight differential compared to cars using SIRs is

correct.

3. #6387 (Bob Coffin) Add Zenith 3bbl carbs to spec line
There is no demonstrated need for additional carburetor types. The performance potential of the requested carburetor is unknown.

GTL

1. #6430 (Bob Coffin) Add 18RG engine to GTL Toyota engine list
The requested engine was not available in any car sold in the USA.

SUPER TOURING

STU

1. #6579 (Marty Grand) STU, do not make blanket policy..treat every car Individually
Thank you for your input. The chart for weights for STU cars is adequate for classification.
2. #6307 (Michael Pettiford) Allow the Solstice a Bigger Turbo Charger
STO may permit upgraded turbos upon request.
3. #6580 (Marty Grand) add weight to the Gulf BMW M3
We will continue to monitor the performance of this car.
4. #6612 (Peter Lier) STU Allow Alt heads
Thank you for your input. Alternate heads are not within the class philosophy.

PRODUCTION

EP

1. #6564 (Steve Hickham) equal weight to H.P. ratio
Competition adjustments were just made to cars in this class and the performance of those cars and other cars in class will continue to be monitored.
2. #6711 (Charles Coker) Allow Alternate Calipers for Porsche 356
Normally alternate calipers are allowed only if the stock calipers are no longer available or if the design is so unusual that brake pads are not reasonably available (including by reworking a pad made for another caliper).

FP

1. #6653 (Gary Johnson) alternate carbs. Prep level 2 Jensen Healey in FP
The competitor is encouraged to campaign this car so the advisory committee can continue to monitor its performance.

HP

1. #6604 (Andrew Wright) optional carburetion HP Lotus 7
The manifold in question is reasonably available.

AMERICAN SEDAN

1. #6517 (Edward Hosni) Rules rewrite 9c.: Headlight removal covers
Thank you for your input. The rule is sufficient as written.

SHOWROOM STOCK

SSC

1. #6447 (Jim Ebben) Reduce the weight of the Ford Focus SVT by 100 pounds.
This car is competitive as classed.
2. #6671 (Mark McCaughey) Restore process weight to Toyota Celica GTS
Thank you for your input. This car is competitive as classed.
3. #6672 (Mark McCaughey) Remove 50lbs from Celica GT
This car is classified properly.
4. #6674 (Mark McCaughey) Revise weight 00-05 Eclipse GT
This car is classified properly.
5. #6676 (Thomas McCaughey) Mazda MX-5 weight
Classification of vehicles in SSC is not based directly on SSB specifications.

SPEC MIATA

1. #6635 (Harry Manning) Engine head to be decked/milled to achieve the factory CR
The rule is fine as written. Thank you for your repeated input.

SPORTS RACING

CSR

1. #6538 (Carl Liebich) 2nd look at raising 2cycle displacement
Although Jason Miller's performance at the Runoffs was competitive it was not indicative of an "overdog" and the Formula and Sports Racing advisory committee considers the approved increase to be warranted. The 2 cycle performance will be monitored and if an "overdog" has been created it will be addressed. Thank you for your input and please help us watch the performance in the future.

TOURING

T1

1. #6645 (Cheyne Daggett) Add the 2011/12 Mustang V6 to the Spec Line
Existing dual class choices for this car are sufficient.
2. #6682 (Marty Grand) Dual class the Evo in T1 form to go along with current T2 form
Not within class philosophy.
3. #6708 (Adam Vanda) Add Headers to exhaust system. C6 LS2
The T1 class is being reviewed.

T2

1. #6697 (Marty Grand) Wheel size EVO
This car is competitive as classified.
2. #6698 (Marty Grand) T2 Brakes EVO
This car is competitive as classified.

T3

1. #6457 (Cheyne Daggett) Replacement Front Control Arm Bushings
Not within class philosophy.
2. #6458 (Cheyne Daggett) Reduce Weight V6 MUSTANG
This car is *well* under process weight.
3. #6680 (Chad Gilsinger) Move 2010-2012 Acura TL SH-AWD from T2 to T3
This car has too much performance potential for T3.

PREVIOUSLY ADDRESSED

None

NO ACTION REQUIRED

GCR

1. #5661/#5662/#5705 (Carla Heath/Lorrie Gaunt-Wandell/JoAnne Jensen) John McGill Award nomination
Thank you for your nominations.
2. #6462 (JoAnne Jensen) Candidate for Jim Fitzgerald Rookie of the Year
Thank you for your nomination.
3. #6760 (Jeff Jorgenson) New submission page is a bad idea
The current letter submission system has been in place for two years. Prior to its creation, member emails were copied and converted to PDF format and sent to each member of the CRB and the various advisory committees; agendas were generated by a staff member. The next system was one of private forums into which the emails were entered; agendas were still generated by a staff member. The current letter submission system is handled with a minimum of staff intervention and automatic tracking emails are sent to the submitter to inform of its current place in the system. This system has increased overall productivity of the advisory committees and the CRB. Unlike the previous systems, letters are almost never "lost" through clerical error. All letters are archived for future reference.

Creating a submission with the letter system takes little or no more effort than sending an email. Yours is the first complaint we have had about this system in the two years it has been in use.

GRAND TOURING

GT2

1. #6445 (Rick Henschel) Verify the specs for the Porsche Cup cars
All requested specifications are listed in the factory Porsche GT3 Cup parts/Service manual or on car's spec line.
 - gear sets allowed? Per spec line Notes.
 - overbore allowed? No
 - allowed stroke? Per spec line
 - allowed tire, brand, size? Free; Free; Per spec line
 - ride height? Per Factory Porsche GT3 Cup parts/Service Manual.
 - body mods, if any? Per spec line
 - brake mods? None, except brake pads are free; see spec line

SUPER TOURING

STU

1. #6615 (Dale Shoemaker) Turbo for STU Miata
Exhaust manifolds are open.

STL

1. #6609 (David Mead) STL needs National status
Thank you for your support. This has been approved.
2. #6815 (Gregg Ginsberg) Do not give STL National status *yet*
Thank you for your input.

PRODUCTION

1. #6257 (Jim Creighton) Flares vs. spoilers; splitters
The rule is clear as written.
2. #6441 (Jim Creighton) Clarify Items from the 2011 Runoffs
These items were addressed in the December Fastrack and have been approved by the BoD.

EP

1. #6684 (Guy Marvin) Classification Nissan Z Cars
Classification of cars in production is not based on serial numbers. If the same chassis came with engines of different displacements then, if both engines are classed, they can be run in the shared chassis. For these two cars no years are listed in the spec lines.

FP

1. #6713 (Charles Coker) Allow the Porsche 356 to use a Twin Plug Ignition System
If the twin plug head was available on the base model of this car, it may be used. if not, this request is contrary to class philosophy.

AMERICAN SEDAN

1. #6207 (Scott Sanda) Clutch and Flywheel
Thank you for your input. Clutch and flywheel options will be part of the discussion for incorporating a complete set of Limited Preparation rules within the American Sedan rules for 2013.

SHOWROOM STOCK

SSC

1. #6595 (Tom McCaughey) SSC Toyota Celica GTS information
Thank you for your input.
2. #6675 (Thomas McCaughey) Reclassify to SSC (miata)
See letter #6744 in Technical Bulletin 12-01.

TOURING

T1

1. #6642 (Jason Berkeley) Do Not Proceed with Restrictors for C6 LS3
Thank you for your input.
2. #6643 (William Brinkop) Proposed allowance of polyurethane or delrin bushing
Thank you for your support.

3. #6651 (Rob Bodle) Non-Seam welded FR500C
The engine in this car is not classified in T1. See letter #6562 in Technical Bulletin 12-01 for STO classification.
4. #6696 (Jason Berkeley) Additional Info (Video) Supporting No Restrictor Plate for C6 LS3
Thank you for the data.

T3

1. #6471 (Rob Piekarczyk Piekarczyk) Reclassify 2005 - 1010 Mustang GT
See letter #6470.
2. #6557 (Carolyn Kujala) moving of T3 cars into different classes
Thank you for your input. Please submit specific recommendations any for reclassification.

RESUMES

None.

CLUB RACING TECHNICAL BULLETIN

DATE: December 20, 2011

NUMBER: TB 12-01

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications

All changes are effective 1/1/12 unless otherwise noted.

GCR

None.

Formula

FA

1. #6381 (Kevin Kloepper) FA Wing Manufacturer allowance

In 9.1.1.A, Table 2, Swift 016, Notes, change the wing requirements as follows: "Wings: The wings and end plates may not be changed. The wings must have a Swift label visible on each wing showing the following part numbers: front wing (part no. 01612-0010), front flaps (part no. 01612-1021L or R), lower element, rear wing (part no. 01613-0010), and upper element, rear wing (part no. 01613-0013). All wings must conform to the wing angles and dimensions specified in the Appendix A illustrations provided by Swift Engineering. *Wings and endplates may be exact copies of the original Swift components. Contact the SCCA Technical Services department for copies of the wing profiles and end plate templates.*"

Grand Touring

GT2

- #5743 (Ken Muth) Weight for vg 33 Engine - classify VG33 2v

In 9.1.2, GT2, Nissan engines, add:

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
VG33	SOHC	81.5 x 83.0	3275	Alum, Crossflow	2	40mm chokes or 37mm SIR	2230	

Improved Touring

None.

Super Touring

ST

1. #5943 (CRB) Strike Jetta TDI Cup

In 9.1.4.B, delete, "~~Cars eligible for the SCCA Pro Racing VW TDI Cup series using the current Pro Racing Rules may run in STU, except that any DOT tire is permitted and a head and neck restraint is optional until 2012. Competitors must have a copy of the current rules in their possession.~~" [These cars are unavailable.]

2. #6681 (CRB) Rules Verbiage Clarification - Transmissions

In 9.1.4.M.3, delete "~~Cars with aftermarket sequential shift transmissions shall increase the required minimum weight by 400 lbs.~~"

In 9.1.4.1.F.2, change as follows: "Transmissions and ratios are free. Forward gears are limited to six speeds. *Cars with aftermarket sequential shift transmissions shall increase the required minimum weight by 100 lbs.*"

9.1.4.2.E.3, change as follows: "Transmissions and ratios are free. Forward gears are limited to six speeds. *Cars with aftermarket sequential shift transmissions shall increase the required minimum weight by 100 lbs.*"

STO

1. #6348 (CRB) Clarify GM and Dodge Viper engine classifications.

In 9.1.4.1.J, delete all current GM and Dodge Viper car spec lines and replace with the single entries below. There were inconsistencies in the way a single engine was treated in different chassis. Any listed chassis may run with any listed engine, subject to intake restrictions and the notes for each engine or chassis.

Cadillac CTS/CTS-V Chevrolet Camaro Chevrolet Corvette Pontiac Fiero Pontiac Firebird Pontiac GTO Pontiac Solstice	1998	3000		GM Ecotec LNF. Alternate Turbo permitted.
	5000 4999	2500		GM V-8 engines with OEM specs 3.735" bore x 3.4803" stroke.
	5733	2950		GM V-8 engines with OEM specs 4.00" bore x 3.75" stroke; e.g., LT1, LT4, L98, etc.
	383-ci 6178	3150		GM LT1/LT4/L98 (only), with alternate 3.75" stroke crankshaft. Max stroke 3.75", max bore 4.04".
	5700 5665	2950		GM LS1, LS6
	6000 5967	3240		GM LS2. May use the LSX cast iron block with OEM LS2 bore and stroke.
	6200 6162	3110		Stock OEM LS3. Maximum camshaft lift: intake 8.24 mm, exhaust 7.77mm; rocker arm ratio 1.70:1; maximum compression ratio 10.7:1; cylinder heads must be as delivered from the factory.
	6200 6162	3350		GM LS3
	7000 7011	3300	75mm flat plate or 45mm SIR	GM LS7
	7000 7011	3500	80mm flat plate	GM LS7
				Chassis-specific notes: Camaro/Firebird: Aftermarket K members are permitted. Corvette: The top 12 inches of the firewall must be covered with metal or reflective heat shielding material. The OE firewall may also be replaced with a metal piece <i>panel</i> running between the A-pillars.

Dodge Viper, incl Comp Coupe, ACR/ ACR-X	7990	3300	(2) 65mm flat plates	
	8000	3300	(2) 65mm flat plates	
	8300	3300	(2) 55mm flat plates	
	8400	3400	(2) 55mm flat plates	
	8400	3400	(2) 60mm flat plates	Stock OEM engine. Engine long block, valve train, and intake system must meet stock, shop manual specifications.
				Chassis-specific Notes: OEM fuel tank may be used.

2. #6562/#6719 (David Mead/Mike Canney) 5.0 coyote engine in Mustang
In 9.1.4.1.J, add the following:
/Ford 5.0L "Cammer" engine/5000/3000//

/Ford 5.0L "Coyote" engine/5000/3000// "Boss" intake manifold required
3. #6678 (David Mead) classify Mustang 4.0 V6 (max) w S/C
In 9.1.4.1.J, add the following: /Ford 4.0L V6/4000/2800//Rotrex C38-81 supercharger permitted./

STU

1. #6816 (Greg Amy) Modify compression ratio language to accommodate diesel engines.
In 9.1.4.2.D.4, change as follows: "Compression ratio *on spark-ignition engines* is limited to 12.0:1. *Compression ratio on compression-ignition engines is unrestricted.*" [This accommodates diesel engines.]
2. #6837 (Peter Keane) Allow Turbo CLK Mercedes
In 9.1.4.2.I, table A, add the following: /Mercedes CLK/2300/3200//Precision turbo model 5557 allowed with 37mm TIR restrictor. Engines are permitted 0.040 overbore, 0.5 point increase in compression. Engines must use the OEM camshaft lift./

STL

- #6700 (Greg Amy) Clarify APR GTC-200 Wing Allowance

In 9.1.4.2.B.2.f and 9.1.4.3.B.2.f, clarify as follows: "APR ~~P~~performance wing GTC-200 *"SCCA Spec" wing*, part #AS-104801, variable cord length (8.75" Inner/6.75" Outer), *48" span, 9.5" long end plates*, is permitted. *Wing must comply with class maximum assembly width regulations.*"

Production

EP

- #6591 (Jason Isley) Class B15 (02'-06") Sentra in EP

In 9.1.5, EP, add the following:

EP	Prep. Level	Weight (lbs.)	Engine Type	Bore x Stroke mm (in.)	Displ. cc./ (ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/ (in.)	Carb. No. & Type	Wheelbase mm/(in.)	Track (F/R) mm/ (in.)
<i>Nissan Sentra SER Spec V (2002-2006)</i>	2	2400 * 2460 ** 2520	4 Cyl. DOHC	80 x 100	2488	Iron	Alum	(I) 35.8 (E) 30.8	<i>Fuel Injection</i>	2535/99.8	61.9 / 61.2

EP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Notes:
<i>Nissan Sentra SER Spec V (2002-2006)</i>	18 x 8	6	(F) 305 (R) 278		<i>Comp. Ratio limited to 10.0:1, Valve lift limited to .500".</i>

- #6606 (Kevin Ruck) Remove OEM spoiler ban

In 9.1.5, EP, Honda S2000 (00-03), Honda Prelude Si and Mazda RX-7 (13B) (86-91), Notes, delete "~~OEM or aftermarket rear spoiler not permitted.~~" [Spoilers are permitted as long as they came on the base model of any classified car or are listed on the car's spec line.]

- #6608 (Kevin Ruck) Classify the 04-08 Acura TSX in EP

In 9.1.5, EP, add the following:

EP	Prep. Level	Weight (lbs.)	Engine Type	Bore x Stroke mm (in.)	Displ. cc./ (ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/ (in.)	Carb. No. & Type	Wheelbase mm/(in.)	Track (F/R) mm/ (in.)
<i>Acura TSX (2004-2008)</i>	2	2450 * 2511 ** 2573	4 Cyl. DOHC	87 x 99	2354	Alum	Alum	(I) 36.0 (E) 30.0	<i>Fuel Injection</i>	2670/105.1	63.9 / 63.9

EP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Notes:
<i>Acura TSX (2004-2008)</i>	18 x 8	6	(F) 300 vented (R) 260 solid		<i>Comp. Ratio limited to 12.0:1, Valve lift limited to .500".</i>

FP

- #6710 (Charles Coker) Reduce Weight for the Porsche 356 by 200 lbs

In 9.1.5, FP, Porsche 356, A, C (1500, 1600)C (1600) SC,B, Super 90 Cabriolet, change weight from ~~1920~~ to *1840*.

In 9.1.5, FP, Porsche 912 Coupe / Targa (-1969), change weight from ~~1950~~ to *1870*.

HP

- #6494 (Les Chaney) Classify Volvo 142 in HP.

In 9.1.5, HP, add the following:

HP	Prep. Level	Weight (lbs.)	Engine Type	Bore x Stroke mm (in.)	Displ. cc./ (ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/ (in.)	Carb. No. & Type	Wheelbase mm/(in.)	Track (F/R) mm/ (in.)
<i>Volvo 142/142E P-1800 engine</i>	2	2150 * 2204 ** 2258	4 Cyl. OHV	3.31 x 3.15	1780	Iron	Iron	(I) 1.57 (E) 1.38	(2) 1.75" SU, (2) 1.75 CDSE Stromberg, (2) 1.75" SU HS6 or <i>fuel injection</i>	2616 (103.0)	1415/1415 (55.7/55.7)

HP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Notes:
<i>Volvo 142/142E</i>	15 x 7	5	(F) 272 (10.7) Disc (R) 295 (11.6) Disc		

- #6605 (Andrew Wright) reduce weight of HP Lotus 7

In 9.1.5, HP, Lotus 7 & 7 America, change weight from ~~1450~~ to *1400*.

- #6718 (Curtis Wood) Error and Comment on new MINI classification just announced

In 9.1.5, Mini Cooper (07-11), correct Transmission Speeds from 5 to *6*.

American Sedan

1. #6230/#6511 (David Venhaus/Eric Ritchie) AS weight reduction proposal and related items
The ASAC has made adjustments to *all* American Sedan cars to be effective 1/1/2012. With the subject changes, the Edelbrock aluminum head 313 CID (or less) engine becomes the base engine for all full preparation cars. Iron head engines will have a 150 lb reduced weight in order to maintain existing parity between aluminum and iron head engine cars. Cars wishing to run dog ring transmissions will require a 125 weight penalty, as now stated in 9.1.6.D.3.k. With this rule change, limited/restricted preparation cars have a 130 lb weight reduction, whereas full preparation car reduction is 80 lbs. Finally, the penalty for limited/restricted preparation cars going from 275 tires to 295 tires has been reduced from 100 lbs. to 50 lbs. Individual adjustments are shown below.

Cadillac CTS-V (04-05) Restricted Preparation, 275 tire, change weight from ~~3600~~ to **3470**; 295 tire, change weight from 3700 to **3520**

Cadillac CTS-V (06-07) Restricted Preparation, 275 tire, change weight from ~~3650~~ to **3520**; 295 tire, change weight from 3750 to **3570**

Chevrolet/Pontiac Camaro and Firebird (82-92), change weight from ~~3230~~ to **3300**, over 313 CID, change weight from ~~3530~~ to **3600**. Change Notes: Head Casting #s: 14101081, 14014416 Port Volume (Max.): 081 casting: 170.00 cc IN/65.00 EX; 416 Casting 168.00cc IN/60.00 EX **with a 150 lb weight reduction**. Edelbrock Cylinder Head Part #s 608979, 608879 **may be used with a 150 lb. weight penalty are permitted**.

Chevrolet/Pontiac Camaro and Firebird (93-02), change weight from ~~3230~~ to **3300**, over 313 CID, change weight from ~~3530~~ to **3600**. Change Notes: Head Casting #s: 14101081, 14014416 Port Volume (Max.): 081 casting: 170.00 cc IN/65.00 EX; 416 Casting 168.00cc IN/60.00 EX **with a 150 lb weight reduction**. Edelbrock Cylinder Head Part #s 608979, 608879 **may be used with a 150 lb. weight penalty are permitted**.

Chevrolet/Pontiac Camaro and Firebird (93-97) Restricted Preparation, change weight from ~~3330~~ to **3200**

Chevrolet/Pontiac Camaro and Firebird (98-02) Restricted Preparation, change weight from ~~3430~~ to **3300**

Ford Mustang Including Cobra and Cobra R (79-93), change weight from ~~3030~~ to **3100**, over 313 CID, change weight from ~~3330~~ to **3400**. Change Notes: Head Casting #s: F3ZE-AA (GT40), F1ZE-AA (GT-40), F77E-AA (GT-40P), Port Volume (Max.): 143.00cc IN/54.00cc EX (GT-40 & GT-40P) **with a 150 lb weight reduction**. Edelbrock Cylinder Head Part #s 602579, 602479 **may be used with a 150 lb. weight penalty are permitted**.

Ford Mustang Including Cobra thru 95 (94-98), change weight from ~~3230~~ to **3300**, over 313 CID, change weight from ~~3530~~ to **3600**. Change Notes: Head Casting #s: F3ZE-AA (GT40), F1ZE-AA (GT-40), F77E-AA (GT-40P), Port Volume (Max.): 143.00cc IN/54.00cc EX (GT-40 & GT-40P) **with a 150 lb weight reduction**. Edelbrock Cylinder Head Part #s 602579, 602479 **may be used with a 150 lb. weight penalty are permitted**.

Ford Mustang Cobra (94-95) Restricted Preparation, change weight from ~~3430~~ to **3300**

Ford Mustang Cobra R (1995) Restricted Preparation, change weight from ~~3530~~ to **3400**

Ford Mustang Cobra (96-98) Restricted Preparation, change weight from ~~3380~~ to **3250**

Ford Mustang Cobra (99-02) Restricted Preparation, change weight from ~~3530~~ to **3400**

Ford Mustang Including Cobra (99-04), change weight from ~~3230~~ to **3300**, over 313 CID, change weight from ~~3530~~ to **3600**. Change Notes: Head Casting #s: F3ZE-AA (GT40), F1ZE-AA (GT-40), F77E-AA (GT-40P), Port Volume (Max.): 143.00cc IN/54.00cc EX (GT-40 & GT-40P) **with a 150 lb weight reduction**. Edelbrock Cylinder Head Part #s 602579, 602479 **may be used with a 150 lb. weight penalty are permitted**.

Ford Mustang Mach 1 (03-04) Restricted Preparation, change weight from ~~3380~~ to **3250**

Ford Mustang GT (05-09), change weight from ~~3230~~ to **3300**, over 313 CID, change weight from ~~3530~~ to **3600**. Change Notes: Head Casting #s: F3ZE-AA (GT40), F1ZE-AA (GT-40), F77E-AA (GT-40P), Port Volume (Max.): 143.00cc IN/54.00cc EX (GT-40 & GT-40P) **with a 150 lb weight reduction**. Edelbrock Cylinder Head Part #s 602579, 602479 **may be used with a 150 lb. weight penalty are permitted**.

Ford Mustang Coupe GT (05-09) Restricted Preparation, change weight from ~~3380~~ to **3250**

Mercury Capri (79-86), change weight from ~~3030~~ to **3100**, over 313 CID, change weight from ~~3330~~ to **3400**. Change Notes: Head Casting #s: F3ZE-AA (GT40), F1ZE-AA (GT 40), F77E-AA (GT-40P), Port Volume (Max.): 143.00cc IN/54.00cc EX

(GT-40 & GT 40P) *with a 150 lb weight reduction*. Edelbrock Cylinder Head Part #s 602579, 602479 ~~may be used with a 150 lb. weight penalty~~ *are permitted*.

Pontiac GTO (04-06) Restricted Preparation, LS1 engine, change weight from ~~3430~~ to **3300**, LS2 engine, change weight from ~~3480~~ to **3350**

2. #6516 (Edward Hosni) Rules rewrite 7.b regarding bumper covers and bars
Clarify 9.1.6.D.7.b as follows: "Unless *authorized in these rules or* stated in a spec line, all bumper covers, bumper absorbing material, and metal bumper bars shall not be modified or removed."
3. #6828 (Pam Richardson) Clarify 9.1.6.D.1 sections
The following changes to 9.1.6.D.1 are to make clear which modifications apply to full preparation and limited preparation cars.

9.1.6.D.1.b: Any fuel pump(s), fuel pressure regulators, or filters may be used and may be relocated, but shall not be located in the driver/passenger compartment. If a mechanical pump is ~~replaced~~ *removed*, a blanking plate may be used to cover the original mounting location. Fuel line(s) may be replaced, relocated, and given additional protection. If the relocated line(s) passes through the driver/passenger compartment, it/they shall be metal or metal braided, and shall be securely fastened. *(Applies also to Restricted Preparation cars with fuel cells)*

9.1.6.D.1.d: Exhaust emission control air pumps, associated lines, nozzles, and other electrical/mechanical emission devices may be removed. If such items are not removed, they shall not be modified in any way. If EGR devices/nozzles are removed from a cylinder head or manifold, any holes remaining shall be completely plugged. *(Applies to all cars, Full and Restricted Preparation)*

1. Catalytic converter(s) may be removed. *(Applies to all cars, Full and Restricted Preparation)*

9.1.6.D.1.e.1: Exhaust shall exit behind the driver, and shall be directed away from the car body. A suitable exhaust muffling system may be necessary to meet sound control requirements. *(Applies to all cars, Full and Restricted Preparation)*

9.1.6.D.1.f.3: Any 12 volt battery may be used. The battery may be relocated as per GCR section 9.3 Batteries. Additional battery hold down devices may be used, and are strongly recommended. *(Applies to all cars, Full and Restricted Preparation)*

9.1.6.D.1.h: Oil pans, pan baffles, scrapers, and windage trays, oil pickups, lines, and filters are unrestricted. *For Full Preparation cars, main cap girdles may be fitted. A pressure accumulator/"Accusump" may be fitted. The location of the filter and accumulator are unrestricted, but they shall be securely mounted within the bodywork. All oil lines that pass into or through the driver/passenger compartment shall be metal or metal braided hose. Engine oil and oil additives are unrestricted. (Except for main cap girdles as noted above, remainder of this rule applies to all cars, Full and Restricted Preparation)*

9.1.6.D.1.i: Oil catch tanks are permitted. All engine breathers or vapor recirculation lines, if disconnected, shall vent to a catch tank of one (1) quart minimum capacity. Such catch tanks shall not be mounted in the driver/passenger compartment. *(Except for valve covers, as noted below, remainder of this rule applies to all cars, Full and Restricted Preparation)* Valve covers are unrestricted *on Full Preparation cars only*.

9.1.6.D.1.o: Hardware items (nuts, bolts, etc.) may be replaced with similar items performing the same fastening function(s). Engine gaskets are unrestricted. ~~Engine drive belts and pulleys may be replaced with any non-tooth drive belt and appropriate pulleys. Power steering and alternator brackets may be modified or replaced with similar items performing the same mounting function.~~ Motor mounts are unrestricted. Engine must remain in the original, or approved location. This rule pertains to all cars, including restricted preparation.

9.1.6.D.1.r: *For Full Preparation cars only*, any belt driven, mechanical power steering pump and any alternator may be used. They must mount to the front of the engine. Remote reservoirs may be added. *For Full and Restricted Preparation cars, engine drive belts and pulleys may be replaced with any non-tooth driven belt and appropriate pulleys for the purpose of component RPM reduction. For Full Preparation cars only, any power steering and/or alternator brackets may be used if they perform the same mounting function.*

Showroom Stock

SSC

1. #6744 (CRB) Remove the non-base model brake sizes from the MX-5.
In SSC, Mazda MX-5 / Miata (01-05) Make the following changes to the brake column: ~~Suspension Package: (F) 269-5 Vented Disc (R) 267-9 Solid Disc~~

Spec Miata

None.

Sports Racing

SRF

- #6522 (Mike Davies) SRF Wet tire part # update
Effective 2/1/2012, change 91.9.C. Chassis Specifications, F as follows: "Tires: Dry: Goodyear Eagle "Spec Racer Ford"; size 22" x 7" x 13", Model D2525. Wet: Goodyear Eagle "Spec Racer Ford"; size 22" x 7" x 13", Model **D2626. Wet: Part number D2524 is permitted in Regional races only through the end of 2012.**"

Touring

- #4862 (CRB) Touring tire rule clarification
In 9.1.10.D.7.b, add to the end of the last paragraph: "**When a maximum tire size is listed on a vehicle's specification line, aspect ratio is open and any tire may be used that does not exceed the stated maximum section width.**"

T1

- #6460 (Joe Aquilante) Add C6 Z06 To T-1 C6 spec line with engine change to LS3
In 9.1.10, T1, add the following:

T1	Bore x Stroke (mm)/ Displ. (cc)	Wheel- base (mm)	Max Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Chevrolet Corvette Z06 (2006- 2012)	103.26 x 92.0 6162	2685	18 x 10 (F) 19 x 11 (R) or 18 x 11 (F) 19 x 13 (R)	315/35 max. (F&R) or 315/35 max (F) 345/35 max (R) Rear tires may protrude up to 1.0" with GM T1 Performance Suspension package. Max. camber: (F) -3.5 (R) -2.5 with GM T1 Performance Suspension package.	2.66, 1.78, 1.30, 1.00, 0.74, 0.50 or 2.97, 2.07, 1.43, 1.00, 0.71, 0.57	3.42	(F) 325 / 340 Vented Disc (R) 305 / 330 Vented Disc or (F) 355 x 32 Vented Disc (R) 340 x 26 Vented Disc or May use 2-pc steel rotors with alum. hats up to 5% larger than Z51 rotor. ----- Any brake caliper pistons allowed. May use any four piston brake caliper and brackets with a 50 pound weight increase. Z06 brake calipers allowed.	3500	C6 T1 Suspension kit and Z51 option allowed. Floor may be modified to facilitate installation of cage mounting plates. The max. tire sizes supersede TCS 9.1.10.D.7.b. Removable roof panel shall be installed. The following parts are allowed: GM oil pan #12630477; GM radiator baffle # 25953429; fan shroud, Phoenix part # 1005422; Canton Accusump part # CA24006 or # CA24024, along with Electric solenoid W/ epc # CA24273, Accusump Check Valve # CA2428, and Wheel to Wheel Adapter block # 0760-50001, and related hoses and mounting brackets; 180 degree thermostat Hypertech # 1015; HD oil pressure shim Phoenix part # 1005421. Wrapping of tie-rod ends to shield heat is permitted. Trimming of the lower edge of the center of the air dam is allowed up to a depth of 3.9 cm. ARE dry sump system part #3021 S permitted; the following parts are included: mount w/tensioner and spacer #3020YM, serpentine belt #4032S, pulley #4SERP, oil tank #7030, tank bracket #7000, breather catch can # 7100, filter adapter #4010, damper assembly #8005. Aviaid Dry Sump System part number 008-10001 is permitted; the following parts are included: 3-stage pump 13111-1182, mounting hardware 40082 and 40018-83-1, HTD pump pulley 11649, HTD belt 46476, ATI damper assembly 917289, pan assembly 152-52504-10001, and tank assembly 110-50020-10001. The oil tank for either system shall be installed in the current battery location and the battery must be relocated to the same location as the 08 Corvette Z06; GM battery mounting bracket and hardware must be used. Alternate wheel bearings SKF Part # BAR 5049C permitted. Entire parking brake assembly (including interior lever) may be removed.

T2

- #6470 (Cheyne Daggett) Reclassify the 2005-10 Mustang GT 4.6L to T3
In 9.1.10, T2, Ford Mustang Coupe GT & Shelby GT 4.6L (05-10), change weight from ~~3480~~ to **3380**. [This car has too much potential for T3.]
- #6475 (Kevin Fandozzi) Cobalt SS Turbo T2 map sensor
In 9.1.10, T2, add the following:

T2	Bore x Stroke (mm)/ Displ. (cc)	Wheel- base (mm)	Max Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Chevrolet Cobalt (05- 07)	86.0 x 86.1 1998	2629	18 X 9.5 (F&R)	255/50	3.38, 1.76, 1.18, 0.89, 0.71	4.05	(F) 296 Vented Disc (R) 270 Solid Disc	2850	The following GM parts are allowed: front springs part # CCS635, rear springs # CCS639, front control arms # CCS636 and CCS637, shrouding kit # CCS644. Griffin radiator # 9D-18194-01 allowed. Stage Two Supercharger kit, part #17803229 (includes Belt #12597993 and Injector kit #12597995) permitted. Optional rear sway bar max 42 mm (body and suspension mounting same as OEM). AEM cold-air intake (part# 21-532C) is permitted. Maximum spring rate 500 lbs/in (F), 700 lbs/in (R).

3. #6501 (Michael Sullivan) Suggested Part # for cold air induction kit: T2 S2000
In 9.1.10, T2, Honda S2000 (00-09) change weight from ~~2775~~ to ~~2775~~ to ~~2775~~. [Cold air box permitted. See December Fastrack.
Approved by BoD.]

Spec MX-5

None.

CLUB RACING COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

David Dewhurst vs. COA Ref. No. 11-26-CN

November 17, 2011

FACTS IN BRIEF

Following the SMT race at the *Chicago Region "Fall Sprints"* at Blackhawk Farms Raceway on October 9, 2011, David Dewhurst (SMT #14) protested Keith Mellen (SMT #87) for violation of GCR 6.11.1. (On Course Driver Conduct). The protest arose from nose to tail body contact at the start of the race. Specifically, Mr. Dewhurst alleged that Mr. Mellen did not avoid contact between cars and did not maintain control of his car in close conditions. He further asserts that the officials erred when they failed to note vehicle damage in both competitor's vehicle logbooks, GCR 9.2.1.J.

The Stewards of the Meeting (SOM) Bev Heilicher, Hank Jaffe, Bill Schuberth and Dorn Lynch, Chairman, met, viewed an in-car video from car # 22 (Michael Kennedy), heard testimony, and disallowed the protest finding the contact to be a "racing incident".

Mr. Dewhurst appealed the SOM decision.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Jack Hanifan, Jack Marr, and Michael West, Chairman, met on November 17, 2011 to hear, review, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal from David Dewhurst, received October 19, 2011.
2. Amended appeal from David Dewhurst, received October 24, 2011.
3. Official Observer's Report and related documents, received October 25, 2011.
4. In-car video from car # 22, received November 16, 2011.
5. Two E-mails from Dorn Lynch, SOM Chairman, received October 26, 2011 and November 16, 2011.

FINDINGS

At the beginning of the race, Mr. Dewhurst and Mr. Mellen were running at the rear of the pack when a car ahead of them spun at the start line resulting in an "accordion effect" back through the field. Mr. Dewhurst was forced to slow dramatically to avoid the spinning car and was struck from behind by Mr. Mellen.

In his appeal, Mr. Dewhurst asserts that Mr. Mullen failed to abide by GCR 6.11.1. and that the SOM's decision was incorrect. Mr. Dewhurst did not submit any new material, but simply asked the COA to reassess the evidence used by the SOM.

Following a review of the written and video evidence, the COA concluded the SOM's decision was correct. The contact between the cars was unavoidable. Therefore, the COA does not agree with the appellant's assertion that Mr. Mellen violated GCR 6.11.1. when he unavoidably struck Mr. Dewhurst's car at the start of the race.

Mr. Dewhurst also stated that Tech did not record the damage to his car in his Vehicle Logbook. (GCR 9.2.1.J.) The SOM provided testimony to the COA that they examined the cars at impound, saw body damage to both cars and stated: "Both continued after the impact and finished the race." They concluded the damage did not impugn the structural or safety integrity of either car and chose not to make a logbook notation. This judgment decision on the part of the SOM is not grounds to change their ruling on the contact between Mr. Mellen and Mr. Dewhurst.

DECISION

The Court of Appeals upholds the decision of the SOM. Mr. Dewhurst's appeal is considered well founded and his appeal fee, less the administrative amount retained by SCCA, shall be returned.

CLUB RACING COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Rod Davidson vs. SOM COA Ref. No. 11-27-SE

December 1, 2011

FACTS IN BRIEF

Following the Enduro Race (ECR) at the Atlanta Region ARRC at Road Atlanta on November 6, 2011, Ryan Pilla (SM # 10), the overall second place finisher, vigorously complained to Tech officials when he believed the first place car was underweight and that Tech officials were not going to recognize this fact. Mr. Pilla did not seek the proper officials and continued his argument with several assistants in the Tech Shed area. The Chief of Tech, Gary D'Abate, notified Chief Steward Jack Marr of Mr. Pilla's behavior. The Chief Steward was also advised of the underweight car and put the results of the race on hold. The Chief Steward interviewed Mr. Pilla who continued to be upset. Mr. Marr filed a Chief Stewards Action (CSA) to disqualify Mr. Pilla for violating GCR 2.1.7 (Acting in an unsportsmanlike manner). Rod Davidson, entrant for SM #10, protested the CSA on behalf of his driver. The Stewards of the Meeting (SOM) Geoff Churchill, Ken Irwin and Bob Horansky, Chairman, held a hearing, heard witnesses and upheld the CSA but noted they thought the penalty was too severe. The SOM did not believe they had the authority to change the penalty. Mr. Davidson appealed the SOM decision.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Fred Cummings, Steve Harris and Jack Hanifan, Chairman, met by conference call on December 1, 2011 to review, hear, and render a decision on the appeal. Since three members of the COA (Mike West, Jack Marr and Rick Mitchell) were officials at the event, they recused themselves from hearing the appeal. The BOD Chairman appointed Fred Cummings, a past member of the Court, to serve as a member of this Court.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Rod Davidson received November 16, 2011.
2. Official Observer's Report and related documents received November 16, 2011.
3. Witness statement from Ryan Pilla received November 16, 2011.
4. Witness statement from Julia Pilla received November 16, 2011.
5. Witness statement from Carlo Pilla received November 16, 2011.
6. Video taken by Carlo Pilla at impound in Tech Shed area with his explanation of contents received November 16, 2011.
7. Email from Bob Horansky, Chairman SOM, received November 22, 2011.
8. Email from Dave Rollow, ACS ECR, received November 30, 2011.
9. Email from Gary D'Abate, Chief of Tech, received November 30, 2011.
10. Testimony by Jack Marr, Chief Steward on conference call December 1, 2011.
11. Email from Butch Kummer, Competition Chairman, received November 28, 2011.

FINDINGS

At post-race impound following the 3 hour Enduro, the Tech Chief advised first place finisher, Chris Topping, (SM # 92), that his car was underweight. Mr. Topping told Mr. Pilla of this fact and congratulated him on the win. The Tech crew reweighed Mr. Topping's car several times in both directions per established protocol and verified the car was 6 pounds underweight. When it became apparent to Mr. Pilla that the Tech crew thought that 6 pounds was within tolerance of the Road Atlanta scales, Mr. Pilla became loud and argumentative with the Tech personnel. An unidentified worker made a profane and unacceptable remark to Mr. Pilla which exacerbated the situation. The Chief Steward was notified and informed Mr. Pilla that the underweight issue was being addressed, but Mr. Pilla continued to be upset. At the same time, Carlo Pilla, Ryan Pilla's father, was taking a video of these events including pointing the camera into the Steward's room where the Chief Steward was gathering witness accounts. Carlo Pilla was asked to cease videoing the Steward's room by Assistant Chief Steward, Laurie Sheppard, and by the Chief Steward. He refused to do so. The Chief Steward then asked Carlo Pilla several times for his credentials; he refused to identify himself or show any credentials other than a cold pass wrist band. By refusing to cooperate, Carlo Pilla violated GCR 2.1.5. (Failing to Obey a Race Official), and GCR 2.1.6. (Failure to cooperate with a Chief Steward). Although he was not officially listed as crew on Ryan Pilla's Entry, by signing Mr. Pilla's waiver, Carlo Pilla is considered de facto part of Ryan Pilla's crew. Per GCR 2.2.2., a driver is responsible for the actions of his crew.

The Chief Steward's CSA did not cite Ryan Pilla for violation of GCR 2.1.5. (Failing to obey the direction from an official), but only for GCR 2.1.7. (Acting in an unsportsmanlike manner). The CSA was based primarily on witness statements. The video supplied by Carlo Pilla which was viewed by the COA showed that Ryan Pilla acted in an unsportsmanlike manner by arguing with Tech personnel and unidentified bystanders instead of seeking out the proper authorities who could assist him.

The COA understands Mr. Pilla's frustration in dealing with the circumstances. Regardless, the COA does not excuse Mr. Pilla's

actions of violation of the GCR by him or any member of his crew. The Court reminds race officials that if the scales have been properly calibrated and certified, they are the official scales and an underweight car by any amount is noncompliant. Mr. Topping was given a three (3) lap penalty.

Further, the COA affirms that the SOM have the authority to modify the penalty, as in this case, when a CSA is protested, and the SOM feel it is warranted.

DECISION

The Court of Appeals upholds the decision of the SOM, but modifies the penalty. Mr. Pilla will receive a reprimand and a \$100 (one hundred dollar) fine. This penalty will cause one (1) penalty point to be assigned to Mr. Pilla's Competition License. His first place finish at the ARRC Enduro will be restored (per GCR 7.5.). Mr. Davidson's appeal is considered well founded and his appeal fee, less the administrative amount retained by SCCA, shall be returned.

SOLO EVENTS BOARD

SOLO EVENTS BOARD | Nov. 14, 2011

The Solo Events Board met by conference call November 14th. Attending were SEB members Dave Feighner, Bryan Nemy, Steve Hudson, Mike Simanyi, Richard Holden, and Dave Hardy; Doug Gill and Brian Harmer of the National Staff; BOD member John Walsh. These minutes are presented in topical order rather than the order discussed.

Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/2013

Comments regarding items published herein should be directed via the website www.sebscca.com.

SAFETY

- The SEB has recommended to the BoD the approval of David Steger to the Solo Safety Committee.

GENERAL

- Regions are reminded that they may run class structures which suit the needs of their competitors, since the class and category sections of the Solo rules are not among the Mandatory Provisions of 1.1. However, the SEB recommends that Regions offer competition for all vehicles which are Nationally classed.
- The SEB has recommended to the BOD the approval of Steve Garnjobst as the Divisional Solo Events Steward for the Central Division. (#5958)
- The following items have been reviewed by the EOCC and SEB, and the committee and board thank these members for their input:
 - Stalled car at start, re-start procedure (#6017) The EOC and SEB believe the Chief Steward has the authority to resolve this issue appropriately, with full knowledge of the circumstances.

STOCK

- Based on a lack of sufficient information, the SEB is not classing the Fiat 500 at this time due to concerns about its not meeting rollover resistance requirements. (#4576)
- The SAC and SEB have reviewed the following items, and thank these members for their input:
 - Camber allowances (#5502)
 - SS classifications (#5516)
 - 997 move (#6443)
 - Mini JCW to DS move (#6459)
 - Sway bar rule (#6515)
 - Genesis V6 move (#6527)
 - Street tires (#6569)

STREET TOURING

- The SEB thanks Nick Jackson for his service as a member of the STAC.
- The SEB approved the addition of Jim Reyenga to the STAC.
- The STAC and SEB have noted that the following member input items were addressed by the ST restructure as recently approved by the BOD:
 - WRX classing (#4026, 4035, 4211, 6418)
 - 2.5L turbo engines (#4717)
 - BMW listings (#5252)
 - Protégé MP3 (#5255)
 - Forester XT (#5299, 5438, 5698)
 - Infiniti G35 (#5316)
 - Saturn S series (#5321, 5322)
 - ECU and catalytic converter rules (#5748)

STREET PREPARED

- The SPAC has recommended the following class listing change proposal, presented here for member review and comment (#6214)
 - Replace the DSP Subaru Impreza 2.5 listing with:
 - Subaru Impreza (1993-2001) (all)
 - Subaru Impreza 2.5, NOC
 - Also remove from FSP:
 - Subaru Impreza NOC

- The SPAC and SEB have reviewed the following items, and thank these members for their input:
 - 15.2.I.2, spoilers (#5080)
 - Update/backdate (#5494) The SPAC feels that the update/backdate allowance is clear as it is written. Of the examples presented, items A and B would not be considered compliant. For item C, two cars from different generations that are classified on the same line in Appendix A are allowed to interchange parts between them pursuant to the restrictions detailed in the Update/Backdate allowance.
 - Impreza move to FSP (#6177, 6179)

PREPARED

- The previously-published proposed change (February 2011 Fastrack) to the Lotus Elise/Exige listing in FP has been withdrawn. (#4434)
- The PAC has recommended that the following rules change proposal be published for member comment (#4620):
 - Add wording to Appendix A for C Prepared as follows (proposed wording shown in *italics*):

“Similar configuration is defined as having the same number and arrangement (e.g., V, straight, flat, etc.) of cylinders and camshafts (e.g. Dual Overhead). Displacement changes are allowed. Alternate engines for a particular model must locate the bell housing to the block mounting surface in the same plane as the standard part. Vertical position of the longitudinal axis of the crankshaft shall remain the same as the original engine. Tolerance for both measurements is +/- 1/2 inch.”
- The following items have been reviewed by the PAC and SEB, and the committee and board thank these members for their input:
 - Civic/CRX listing comments (#5193, 5194)
 - AWD weight formula comments (#5518)
 - GT & Production allowances (#5583)

MODIFIED

- The following proposed reorganization of the Solo Vee rules in FM is provided by the MAC for member review and comment (#5427). The intent of this rewrite is to eliminate redundancies and to organize the rules so the reader can easily find things. Changes have been introduced to bring the original rule set, written over 15 years ago, and the updated rule set, introduced 5 years ago, into harmony.

Changes include the following:

- The engine rules are now contained in two categories: “Engine Choices” and “Engine Component Allowances”. Valve sizes and carburetor choices, which are in two places in the current rules, are now found in a single location.
- Weight minimum is now in its own category. In the current rule set it is included in the definition of the category.
- All sub-categories have their own section.
- There was minor rewording of rules (particularly of the disc brake rule) to improve clarity. (The current rule--D.3.f.--refers to rear brakes. The proposed rule set clarifies the disc brake rule to include front and rear brake systems.)
- The current Solo Vee rules included an allowance for radiator fans for F500s (as well as Solo Vees). If this reorganized rule set is adopted, a radiator fan item will be added to the F500 section.

The proposal is as follows:

Replace subsection C under Modified Class F in Appendix A with the following:

“C. Solo Vee as per the following definition: Solo Vee is based on FV and all cars shall meet all specifications described in Sections 9.1.1.C.1, C.2, C.3, C.4, C.6, C.7, C.8, C.9, C.10, C.11 and C.12 of the GCR/FCS except as amended in these rules. No permitted or alternate component or modification shall additionally perform a prohibited function.

1. Engine Choices

a) Any stock 1600cc or smaller air-cooled automobile engine manufactured by Volkswagen (VW) for sale in VW vehicles available to the general public for purchase in the US is allowed.

b) Solo Vee engines may have increased compression up to and including 10:1 ratio with OE bore and stroke. Compression ratio may be increased by additional machining of any factory machined surface on the cylinder heads only. Fuel injection is prohibited. Valve size may be increased to a maximum of 40 mm intake and 35.5 mm exhaust. Port location may not be changed from OE stock. Machining of any type in the combustion chamber such as, but not limited to, valve unshrouding, is prohibited. Valve guide centers shall remain OE stock. OE stock heads shall be used, however, alternate VW heads with casting numbers 040 101 355 or 043 101 375 may be substituted. Any single carburetor (regardless of the number of venturis) is permitted. Multiple carburetion is restricted to a

maximum of two 44mm carburetors with 28mm venturies. If a balance tube is used between manifolds runners, it shall be restricted to one 1/2-inch ID pipe. Any intake manifold not having a plenum chamber is permitted.

OR

c) Increase bore up to and including 94 mm maximum per cylinder, total displacement of 1915 cc. Machining to allow the installation of the cylinders is permitted. No other combustion chamber machining such as, but not limited to, unshrouding of the valves, is permitted. Valve guide centers must remain OE stock. Increased displacement engines up to 1915 cc are restricted to maximum valve sizes 39 mm intake and 32 mm exhaust. Port location may not be changed from OE stock. OE stock heads shall be used, however, alternate VW heads with casting numbers 040 101 355 or 043 101 375 may be substituted. A maximum compression ratio of 9:1 is permitted. Compression ratio may be increased by additional machining of any factory machined surface on the cylinder heads only. Any single carburetor may be used. Multiple carburetors are prohibited. Any intake manifold not having a plenum chamber is permitted.

d) There shall be no "mixing" of allowances, e.g. carburetors from "c" and displacement from "b" above.

2. Engine Components

a) Mixing of parts between different air cooled engine models is permitted. All parts must meet VW specifications for engines delivered for use in the US in VW vehicles unless otherwise noted herein.

b) Balancing of all moving parts is permitted provided balancing does not remove more material than necessary to achieve balance.

c) Parts from alternate manufacturers or remanufactured parts are permitted provided said parts are of the same material, are dimensionally identical, and meet all original VW specifications for engines delivered for use in the US in VW vehicles. This would include VW replacement heads as specified without raised ports and aluminum engine cases. Aftermarket magnesium engine cases may also be substituted.

d) The flywheel from either the alternate engine or from the 1200cc engine may be used. Minimum flywheel weight is twelve (12) lbs. Any single disk clutch may be used. The transmission housing may be machined to provide clearance when using the alternate engine flywheel assembly.

e) Any exhaust system which terminates more than three inches behind the rearmost part of the body may be used.

f) Counterweighted crankshaft and eight-dowel pinned crankshaft-to-flywheel mounting are allowed. All journal dimensions and relationships with each other must remain as stock. Crankshaft journals may be ground undersize a maximum of 0.030" less than stock dimensions. Crankshaft pulley is unrestricted.

g) Deep sump oil pan up to 2.5 quart additional capacity is permitted. The installation of baffles housed completely within the oil pan and crankcase is permitted. The use of any standard VW oil pump is permitted. Dry sump systems are prohibited. Replacement of oil gallery plugs with threaded plugs is permitted. Oil filters and oil coolers are unrestricted provided that they are securely mounted completely within the bodywork. A pressure accumulator (e.g. Accusump) may be fitted.

h) Camshaft and valve train components are unrestricted with the following exceptions:

1. Pushrods shall be made of metal.

2. Valve lifters (tappets) shall be dimensionally and functionally identical to and made of the same material as the standard VW parts.

3. Roller camshafts are prohibited.

4. Rocker arms shall be standard ratio VW.

5. Valve guide material is unrestricted provided that the distance between valve centers and the angles of the valves does not change.

i) Porting, polishing, and machining of the intake and exhaust ports is permitted. The addition of material in any form is prohibited. Valve seat angle(s) are unrestricted.

j) Compression ratio may be increased by additional machining of any factory machined surface on the cylinder heads only. Installation of a spark plug hole repair utilizing standard thread repair methods (such as Helicoil) is permitted providing that the spark plug centerline is not changed.

k) Complete or partial removal of any cooling duct component. Removal of the fan and the fan housing is permitted. Any electric fan is permitted for cooling the engine or engine oil.

l) Voltage regulator, generator, and/or generator stand may be removed.

m) One or more batteries may be used.

n) Any ignition system that utilizes a distributor for spark timing and distribution may be used. Distributor shall require no modification to the engine for installation. Internal distributor components and distributor cap may be substituted.

o) Valve covers are unrestricted and may be bolted on.

3. Transaxle

a) Aftermarket shift forks/shift rod/mounting parts and alterations required for their installation is permitted with the intent of facilitating reliable H-pattern shifting.

b) This allowance does not include sequential shifting (push button or single axis lever movement) mechanisms or electric/gas assist. Cable/hydraulic actuating mechanisms are allowed.

c) A device for locking-out reverse gear may be used.

d) A limited-slip differential (LSD) is permitted.

4. Bodywork

a) Bodywork to the rear of the main roll hoop may be removed.

5. Front Suspension

The front suspension shall be standard VW Type I sedan H-beam front suspension (i.e., link pin or ball joint) or an exact replica of one of them and dimensionally identical. Aluminum H beams are prohibited. The following modifications are permitted:

a) Lugs may be welded, brackets attached by welding or otherwise, and holes drilled in the H-beam to permit attachment of the beam to the chassis, and components wholly or partially to the beam. Brackets may be welded to the torsion arms for the sole purpose of actuating the shock(s) and/or external mounted anti-roll bar and shall perform no other functions.

b) Open springs. Torsion bars may be used in conjunction with coils or may be removed entirely. Coil-overs are permitted.

c) Removal of the shock towers above the upper H-beam tube centerline.

d) Relocation of the shock dampers is permitted. Shock dampers and their actuation are free.

e) The use of any anti-roll bar or bars, internal or external, mounting hardware, and trailing arm locating spacers. The anti-roll bar fitted as part of the standard suspension may be removed. Anti-roll bars may not be cockpit adjustable.

f) Replacement of torsion bar rubbers with spacers of another material.

g) Installation of any ride height adjuster(s) is allowed.

h) Removal of the drum brake backing plates is allowed.

i) In the link pin suspension, non-standard offset link pin bushings may be used in order to obtain desired negative camber. Clearancing of carrier or trailing arm to prevent binding is permitted. The rubber portion of the bump stop may be removed. Caster, camber, toe-in, and link pin inclination are free.

j) In the ball joint suspension, the camber/caster adjusting nut may be replaced with an aftermarket nut of different design. Caster, camber, and toe-in are free.

k) Any wheel bearings that fit the VW sedan spindles and brake drums or disk brake hubs without modification may be used.

l) Steering column may be altered or replaced. Steering wheel is free and may be detachable. Steering mechanism is free but tie rods must attach to the spindle using existing steering arm, a modified steering arm, or a suitable new or modified bracket welded to the spindle. Ball joints in the tie rods may be replaced with rod ends.

6. Wheels

a) Any wheels and tires are allowed. Resulting track changes are allowed. Studs may be substituted for wheel attachment bolts in the original location.

b) 4 or 5 lug wheel hubs may be used. Wheel mounting lug bolts may be replaced with studs.

7. Rear Suspension

a) The rear axle and tube assembly shall be standard VW Type I up to 1966, sedan swing axle (no outer pivot point for a half shaft) with axle location provided by a single locating arm on each axle. The rear axle tube may be rotated about its axis. The standard shock mounting and brake pipe brackets may be removed.

b) The rear axle bearing retainer flange mating surface may be machined or shims may be installed under the rear axle bearing for the sole purpose of adjusting bearing axial float.

c) Springs, shock dampers, their actuation, and camber compensating devices are free.

8. Braking System

a) Standard VW Type 1-3 brake components, disk or drum, may be used including any standard VW Type 1-3 original. Use of aftermarket hubs, disc or drum brake components in the front or rear of the vehicle, or any combination thereof is unrestricted as long as the units chosen are deemed safe.

b) Caliper housing material may be removed on the outer radius surface of the outer piston housing to clear the inside of the rotating wheel.

c) Any type lining or pad material may be used.

d) Adapter plates may be fitted to allow mounting of front or rear brake calipers.

e) Cross-drilling or grooving of rotors is permitted. Rotors made of a ferrous material shall be used on both the front and rear of the car.

f) Caliper mounting is free. Rotors must be of ferrous material. Hubs and hats may be made of ferrous material or aluminum.

The allowances above apply to front and rear brakes.

g) The car shall be equipped with a dual braking system operated by a single control. In case of a leak or failure at any point in the system, effective braking power shall be maintained on at least two wheels.

h) A separate hand brake is not required. Removal of the hand brake and operating mechanism is permitted.

i) Brake lines may be of any suitable material, including steel braided lines.

9. Weight

a) Minimum weight is 1000 lbs with driver."

- Per member input, the MAC is seeking comment on the possibility of additions to Solo Vee allowances in FM. Such additions might include induction, engine, and/or suspension modifications. Members are encouraged to write with suggestions and feedback regarding these possible changes (#6151).
- The following items have been reviewed by the MAC and SEB, and the committee and board thank these members for their input:
 - Rotax 593 (#5256, 5998) This subject was addressed in the items recommended to the BOD, as published in the November Fastrack.
 - Legends cars (#6044) This subject was addressed in the items recommended to the BOD, as published in the November Fastrack.
 - MAC position (#6399)
 - DM/EM forced induction (#6205, 6212, 6222, 6302, 6423, 6424) The MAC continues to work on possible proposals in this area.

F125 / FORMULA JUNIOR

- The following items have been reviewed by the KAC and SEB, and the committee and board thank these members for their input:
 - 4-stroke engine comments (#3852, 3976, 4043)
 - Raptor fuel (#3845)
 - Dry clutch (#4104)

NOT RECOMMENDED

- Stock, reducing allowances (#4846)
- Stock, move ZX2 to HS (#5933)
- Street Touring, Toyo R1R, exclusion list (#3806). The STAC has considered this and does not feel it is necessary.
- Street Touring, ST class addition (#4513, 4528, 4541, 4548, 4562, 4564, 5148) The STAC may be open to concepts like these in the future but prefers to observe the effects of recent changes to the classing structure before pursuing additional new classes.
- Street Touring, Torsen limited-slip (#5059) The STAC does not believe it would be appropriate to disrupt the competitive balance of the affected class.
- Street Touring, Mazdaspeed 3 classing (#5252)
- Street Touring, right-hand drive cars (#6216, 6223) Per the STAC, non-domestic-market cars do not meet the category eligibility requirements.
- Street Touring, Protégé to STF (#6304) Per the STAC, this car has been shown to be comparable to various other STC cars, and the committee believes it would disrupt the competitive balance of STF.
- Street Prepared, AWD classing (#6099) The SPAC feels that many of these concerns were addressed by the 2012 reorganization.
- Street Prepared, timing cover rule (#6186) Per the SPAC, the proposed rule change does not change the VVT or cam gear allowance. It only changes the existing timing cover allowance to permit more competitors to utilize this allowance.
- Prepared, rotary engine weights (4886) After further review, the PAC doesn't feel any adjustments are required to the rotary engine weight formula in EP at this time.
- Prepared, GP wheel widths (#6125) Wheel width restrictions are a key component used to balance the competitive potential of various vehicles in GP. The PAC is concerned that increasing wheel width allowances in GP would upset the competitive balance of the class.

TECH BULLETINS

1. Stock, Errors and Omissions: with the BOD approval of the SAC's proposal regarding camber bolts, the Appendix F item which is titled "Hyundai Genesis R-Spec Alignment Bolts" is no longer applicable and is to be removed.
2. Stock: The Suzuki Kizashi (2010-2011) was initially listed in HS in the June 2011 Fastrack (#6584)
3. Stock: Per the SAC, regarding the front spoiler and rear wing on the S2000 CR: As stated in the 3rd paragraph of Section 13, vehicles must be run as specified by the factory. The S2000 CR is delivered from the factory with the front spoiler and rear wing and such this is an authorized configuration. (#6502)
4. Stock: Per the SAC, ride height changes due to variances in damper gas pressure are permitted by the provisions of 13.4 (#6442)
5. Stock: The following clarification has been recommended by the SAC and approved by the SEB: Add to the end of 13.9.A (after capacitor and before the parenthetical phrase): "*Substitution or addition of ignition coil mounting brackets is permitted, provided they affix to the factory location and serve no other purpose.*" (#6297, 6311)
6. Stock: The following listing update, recommended by the SAC, is effective immediately upon publication (#6086):

Amend the FS listing for the BMW 5 series to read as follows:

5 series (NOC)

NOTE: The intent of this listing update is to include the V8 non-M 5-series BMW's in FS
7. Stock: Per the SAC, their revised version of the published change to 13.7 should have included relocation of items from subsection D to subsection A, such that the changed version should read as follows:

"13.7 ANTI-ROLL (SWAY) BARS

A. Substitution, addition, or removal of a single anti-roll bar and supporting hardware (brackets, end links, bushings,

- etc.) is permitted. The use of any bushing material is permitted. A bushing may be implemented as a bearing.
- B. Substitution, addition, or removal of an anti-roll bar may serve no other purpose than that of an anti-roll bar.
 - C. No modification to the body, frame, or other components to accommodate anti-roll bar addition or substitution is allowed except for the drilling of holes for mounting bolts. Non-standard lateral members which connect between the brackets for the bar are not permitted."

8. ST: The prohibition on cutting of holes for sway bar installation applies only to the routing of the bar or links, as stated in 14.7 (#3395)
9. ST: The removal of OE roll hoops for installation of an allowed roll bar has been addressed in the Stock rules, via changes to 13.2.H as published in the March and November Fastrack. These rules carry over to ST. (#3803)
10. ST, Errors and Omissions (#4522): Per the STAC, the 2004-2005 MINI COOPER S with dealer-installed JCW package has been classed in STX since 2006. This was published in Fastrack, but was missed in the rulebook. The complete STX model listing should read:
MINI Cooper S & Cooper S JCW (includes 04-05 dealer-installed)
11. ST: Per the STAC, add the following after the first sentence of 14.10.D: ***"Mounting bracketry which serves no other purpose is considered part of the exhaust component."*** (#5077)
12. ST: Per the STAC, add the following to 14.2.F.2: *"This does not allow for parts sold through the manufacturer's performance division catalog (e.g. Ford Performance, Mopar Performance, Nismo, TRD, Mazdaspeed, HPD, Mugen, SPT, etc.)"* (#5200)
13. ST: There is no requirement to fill or cover the holes left by the removal of a fog light as allowed by 14.2.C (#6185)
14. ST: Per the STAC, 14.2.A should be clarified to read as follows: "Pedal cover kits and other interior..." (#5350)
15. ST, Errors and Omissions: Per the STAC, the listing in STR for the Miata should read as follows (#6448, 6453):
Mazda MX-5 Miata (2006-2012)
16. ST: Per the STAC, the Corolla listing in STF should only include the latest two generations ('03-'11), not the earlier generation ('98-'02) and thus should read as follows (#6616):
Toyota Corolla (2003-2011)
17. SP: The following new listing, recommended by the SPAC, is effective immediately upon publication (#5918):
VW Golf/Jetta 2.0T (2006-2011) DSP
18. SP: Per the SPAC, the following listing clarifications are effective immediately upon publication:
The BMW Z3 models in BSP should be on one line, which reads as follows
Z3 all 6-cyl including M Coupe/Roadster
The BMW Z4 models in BSP should be on one line, which reads as follows:
Z4 all non-turbo including M
19. Modified: Per the MAC, the floor pan of a car whose original width is smaller than the dimensions required by 18.1.C (37 in. width for front-engine cars, 42 in. width for mid and rear-engine cars) may be widened to meet the requirement. Recognizability, material, and safety requirements of 18.1 must all be met, and the car will be subject to Modified Tub (18.1.C.2) weight requirements. (#5692)
20. Modified: Per the MAC, Section 18.5.E is intended to provide for FSAE cars to run within AM as a Supplemental class, but to be scored separately for awards purposes. It is therefore being clarified to read as follows:
"These vehicles are assigned to Supplemental Class FSAE, which may be run as a subgroup of AM but shall be scored separately. An FSAE car may only compete directly in AM if it meets all AM requirements and specifications. FSAE cars must also meet the following minimum criteria: " (#6168)
21. Modified: Per the MAC and SEB, the following clarification is provided for 18.3: When used in eligible cars in class CM, the Honda Fit engine is required to have an air inlet restrictor which meets the requirements of the current GCR, correctly installed within the intake system. The restrictor may not be modified in any way; the specified value can not be exceeded in any measurement of the diameter. The restrictor centerline or shape must not be altered. NOTE: the SEB will be following the actions of the CRB in order to evaluate changes they may make to the restrictor requirement for this engine.

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | December 7, 2011

The RallyCross Board (RXB) met via conference call December 7. Attending were Ken Cashion, Chairman, Tom Nelson, Bob Ricker, Brent Blakely, Karl Sealander, Warren Elliott, Stephen Hyatt and Ron Foley. Also in attendance were Todd Butler, BOD liaison, and Howard Duncan and Brian Harmer from the National office.

The Secretary acknowledges that these minutes are not in chronological order.

Committee Reports

1. RallyCross Safety Committee (Tom Nelson): The Safety Committee will need new chairman. More discussion of the options will occur beyond this RXB meeting. The goal is to have more non-RXB members on the Committee. Tom Nelson discussed three separate rollovers in the last month. From his evaluation of each incident, there are no trends. There has been some resulting discussion of course design changes suggestions. Tom Nelson emphasized the need for Regions to have better communication of incidents to the SCCA.
2. RallyCross Rules Committee (Warren Elliott): None.
3. National Championship Committee (Ken Cashion): None.
4. Divisional Steward Liaison (Stephen Hyatt): Aaron Miller is now the new Rocky Mountain Divisional Steward. There is a need for more participation in meetings from the Stewards. The Stewards expressed a desire for about \$350 per Division per year expense reimbursement for fuel, lodging, and Divisional Conventions and Roundtables. National Convention financial assistance at some level will probably be available to the Stewards in an effort to encourage a higher level of National Convention attendance.
5. Forum Activity: There has been minimal forum activity in the last month.

Old Business

1. Growth discussion:
 - a. Regional Program Development Assistance (Stephen Hyatt): A site acquisition packet could be developed, or revised from existing Regional packets, by a committee of individuals (preferably Regional program directors) experienced in the process of site acquisition.
 - b. Rules Evolvment for Relevance and Accessibility (Warren Elliott): Would the addition of a "Street Modified" class increase involvement? Adding it as an experimental class for 2012 is an option. There is a question as to whether or not we still need the SR or PR classes? Of the two, SR seems more expendable than PR. The plan is to get comments from the membership on the forum or through email correspondence.
 - c. Marketing and Communications Plan (Ron Foley): The Facebook page seems to be getting some activity. The hope is to start filling out the National Challenge schedule soon so that competitors can start planning for any related vacation time. The 2012 RallyCross Rules will be published and posted by the first week of January.
 - d. National Program Enhancements (Ken Cashion): Details of the National Challenge are currently in question. Ken Cashion will be contacting the Divisional RallyCross Stewards to work out the details.
2. Parade laps two-driver cars: The goal at the National events is to keep to the schedule and to provide as many runs to the competitors as possible. There has been a lack of cooperation from some competitors in this regard. As a result, the RXB decided to retain the policy of one parade lap per vehicle at National events.
3. Convention seminars and awards: RallyCross sessions for the 2012 National Convention will include a RallyCross school session with an accumulation of best practices, a new-to-RallyCross Q&A, a Town Hall with a State of RallyCross introduction, and a couple of closed RXB sessions, one of which will be with the Divisional RallyCross Stewards. Three awards will be presented at the Convention: the Dirty Cup, Divisional Achievement Award, and Regional Achievement Award. Award recipients will be selected at the January meeting.

New Business

1. Detroit incident: In light of a recent incident in the Detroit Region, Ken Cashion discussed his conversations with the Region's RE and the plans to make improvements in the Region's RallyCross program. The RXB is encouraging the Region

to make all necessary changes to ensure safe and successful events. The Region RE has issued a safety improvement plan detailing their intended course of action.

2. Howard's BOD report: Overall RallyCross numbers were down 2.6%, which comparably for 2011 is good within the SCCA. Low National Challenge numbers are a concern. Addressing this concern, the RXB discussed whether the event expectations for 2-day events with dinners, T-shirts, etc. might contribute to increasing event costs and agreed that the goal of National Challenge events is to be a destination event (a RallyCross festival). Strategies are being considered to lessen event costs such as the National office providing trophies and changing previously held expectations.
3. National staff changes / needs and expectations: Two National staff positions have been eliminated necessitating a redistribution of tasks between Rally and Solo, which will now be more integrated with tasks within administration and development being combined.

Next meeting: January 4, 2012

ROAD RALLY BOARD

ROAD RALLY BOARD MINUTES | Dec. 6, 2011

Sports Car Club of America
RoadRally Board Minutes
Via Conference Call
December 6, 2011

The *RoadRally* Board (RRB) met via conference call on Tuesday, December 6, 2011.

Attending were: Chairman, Jim Wakemen; members: Jeanne English, Sasha Lanz, Chuck Hanson; Howard Duncan, National Office; incoming RRB members Clarence Westberg and Rich Bireta. Not in attendance: Lois VanVleet and Eva Ames, and Bill Kephart, Board of Director Liaison.

Proceedings

1. November, 2011, RRB minutes approved (Hanson/Lanz).

2. Rally Liaison updates

Rally changes and Liaison updates are in **red** below.

2012 Rallies / Liaisons:

Yucatan Safari, NT, LOL (Dec 10) - Wakemen

AZ Border, NC (March 9) - English

AZ Border, NT (March 10) - English

The National Road, NT-NC-NGTA, Indianapolis (June 23) - English

The International Road, NT-NC-NGTA, Indianapolis (June 24) - English

Steel Cities, Aug 4/5?

Yucatan Safari is this weekend, Wakemen reports that everything looks ready to go, event regulations cover items usually found in RRRs (so contestants can run without the RRRs).

Sanctions not yet in for Arizona rallies.

Hanson reported that pre-checks for the Indianapolis rallies are already being scheduled.

August Steel Cities' event is being written by Bruce Gezon as a two-day event.

2012 USRRC: still working on finding a host region; John Sears, with Karl Broburg and Dave Jameson, made an offer on behalf of AZ Border via the RoadRally Yahoo list (not submitted to the RRB); Detroit Region contacted Deena for information about what is required including whether they could move the date a week or two, Chuck Hanson will follow up with them.

3. New RRB Members for 2012

The Board of Directors has approved Clarence Westberg and Rich Bireta as Road Rally Board members effective January 1, 2012. Welcome! We thank Lois VanVleet for her six years of service. Howard presented a chart with RRB members and DRRSs, and their appointment dates; some errors were noted and corrected.

4. RRB Positions

The BOD approved Jim Wakemen as chairman for 2012. Jeanne English will be secretary and continue as the Rules Committee Liaison as well. Hanson will continue the Mentoring Program Committee. Lanz will continue the Publicity Committee. Ames will have the Communications Committee.

5. Convention 2012

Hanson agreed to do a "How to start a rally program" session (as recently presented at the GLD Round Table). English will do "How to keep costs down or innovative, inexpensive trophies and paper cost" session, as well as a session for RoadRally Safety Steward Training. There may be another Walking Rally. Howard Duncan reported one of the RE sessions will be for smaller programs (rr, rx, time trials, solo) to present 10 minute 'highlights' to regions; he suggested that our presentation include social rallies as first/baby steps toward adding rally to their regions. The RRB meeting with the BOD has been moved to Thursday midday. Duncan also reported that the BOD is not looking for a reason to eliminate road rally from SCCA, they consider it a "legacy activity"; RR still needs to keep moving its programs forward. Convention awards: the Ridges Award will not be given out this year; regional and divisional awards will be discussed next month.

6. Concerns Tracker

Wakemen will put something together soon and put it in the RRB DropBox. He will invite Westberg and Bireta to our DropBox, and will put our agendas there.

7. Experienced Based Classes

Hanson sent us emails with proposals about experienced based classes; discussion postponed until January to give us more time to read the proposals.

8. APP Class

Hanson/Mike Thompson submitted a proposal about a new APP class; discussion postponed until January to give us more time to read the proposals.

9. RRB DropBox

See item 6 above.

10. Weekend Membership Data Response

Lanz sent the RRB his proposed response to Rick Myers about collecting data from the Weekend Membership forms; we will continue this discussion via email. Howard reported that there were really 2 issues – money and having the data available to use as a promotional tool; the problem with Topeka is that no one else has asked for the info that we want.

11. Photo Contest

We need someone to handle it; Jim to ask Rick Beattie; also some discussion about video and/or slide show. We need a photo for the cover of the new RRR book – what about a previous photo contest winner?

12. Newsletter Report

Nothing to report.

13. Forum Issues

The RRB is trying to actively respond to items/issues posted on the SCCA Forum (see items 7, 8, and 11 above). Some RRB members were surprised that there was no reaction to the posting about Pego's position (Rally/Solo Manager) being brought back 'in-house' to Topeka and Pego being let go as an outside contractor.

14. Old Business

A Divisional Steward is still needed for NORPAC.

15. New Business

Sasha had 2 items: 1. that there be single subject ad hoc/focus groups to present ideas to the RRB, that we create methodology for people to 'put their money where their mouth is'; 2. that the USRRC be a cooperative venture between the RRB and the committee – a "USRRC Support Committee" wherein the RRB can help with PR and/or other support as needed, perhaps even including monetary support; that the USRRC not just be dumped on a committee and let them deal with everything; more next month.

Howard Duncan asked if we thought there would be Interest in tiered SCCA memberships, i.e. different levels get different benefits; this is being actively discussed at SCCA headquarters.

Re: RRR printing – Howard reported that if it is printed through FedEx (SCCA member benefit) it would be about \$3 per book. Westberg asked if it could be posted online in other formats (i.e. for Kindle), and also asked about adding things such as simple tables.

2012 RRB meetings: we would like the conference calls to be on the first Tuesday of the month; Howard will check to see if these days are available.

Next meeting – Tuesday, January 3, 2012 at 7:30 pm CST, via conference call.

Submitted by Jeanne English, acting RRB Secretary.

QUICK LINKS

The following items have been removed from regular inclusion in FasTrack News and can be found on SCCA's Web site at the following links:

CLUB RACING

Accredited Driver Licensing Schools: <http://www.scca.com/clubracing/content.cfm?cid=50864>

Forms: <http://www.scca.com/downloads/#club>

Technical Forms: <http://www.scca.com/clubracing/content.cfm?cid=44472>

General Competition Rules (GCR): <http://www.scca.com/clubracing/content.cfm?cid=44472>

2011 Runoffs home page: <http://www.scca.com/events/index.cfm?eid=3128>

SOLO

Forms: <http://www.scca.com/downloads/#solo>

Rulebook: <http://www.scca.com/downloads/#solo>

2011 Tire Rack SCCA Solo National Championships home page: <http://www.scca.com/events/index.cfm?eid=3022>

RALLY

Forms: <http://www.scca.com/downloads/>

Rulebooks: <http://www.scca.com/downloads/>

SCCA NATIONAL CONVENTION

Event page: <http://www.scca.com/events/index.cfm?eid=3263>

EVENT CALENDAR: <http://www.scca.com/events/>

GoPro®

Be a **HERO.**



What happens when we take our 540HP 1966 GT40 out for a rip on a country road? Watch The GoPro Network on gopro.com and find out.

World's Most Versatile Camera

Wear it. Mount it. Love it.



HDHERO2
2X MORE POWERFUL
MSRP: \$299.99

11MP Professional Sensor
2X Sharper Glass Lens
2X Faster Image Processor
1080p | 960p | 720p | WVGA
Full 170° | Medium 127° | Narrow 90° FOV
120 | 60 | 48 | 30 Frames Per Second
11MP Ten Photo Burst / Second
Wi-Fi BacPac™ + Wi-Fi Remote Compatible

gopro.com

FEATURED EXPANSION ACCESSORIES



Wi-Fi Combo Kit
(Wi-Fi BacPac + Wi-Fi Remote)



LCD BacPac™



Battery BacPac™



3D HERO® System



Chest Mount
Harness



Roll Bar
Mount



Helmet Front
Mount



Suction Cup
Mount



Handlebar Seatpost
Mount



Vented Helmet
Strap

SAFERACER

G-FORCE
RACING GEAR
PRO

VINTAGE

Sizes: XSM - 2XLG
Colors: Matt Black
or Gloss Black

\$289⁹⁵

Snell SA2010



SP
BOOT CUT

- FIA and SFI A-5 Two-layer fireproof construction
- Pre-curved sleeve and leg construction with clean panel designed epaulettes



\$599⁹⁵



Sparco RACE

Designed with a wider toe box for added comfort and a sole with extra cushioning and more aggressive design for maximum control working the pedals.



Sizes: 7-13
Colors: Black, Red, Blue

\$99



TORNADO

- Pre-formed shape with Long gauntlet and velcro-less design
- SFI and FIA Rated

Sizes: 8-12
Colors: Black/White, Red/White,
Blue/White

\$149



FREE SHIPPING
ON ALL ORDERS OVER \$100
SOME ITEMS DO NOT APPLY.



www.facebook.com/saferacer

To order visit us at **SAFERACER.COM** or contact us TOLL FREE at

866.781.0997

SAFERACER
SCCA NATIONAL
RACING SERIES

