

GHOST TRACKS
GONE BUT NOT
FORGOTTEN

SUPER TOUR
SEBRING RACE
COVERAGE

APR 12 \$4.99

VOLUME 70 NUMBER 4

SportsCar

Official Publication of the Sports Car Club of America



SCCA
Sports Car Club of America



INSIDE THE EP SOLO CAR
THE OTHERS CAN'T KEEP UP WITH

RUNAWAY

- PLUS**
- OPTIMIZE YOUR WORKSPACE
 - THE MAJORS PROGRAM UNVEILED
 - KEEP YOUR ENGINE CLEAN
 - AND MUCH MORE...

LIGHTWEIGHT WHEELS



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

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

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



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

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

C3 light grey

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



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.....	349	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



Challenge black (Viper only)

Also available in bright silver.

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



Assetto Gara black/bronze

Also available in bright silver, matte graphite silver, white, red, orange, green, blue and gold. Visit www.tirerack.com for sizes, pricing and availability.

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



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/light grey

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



SUSPENSION





TIRES

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

BRIDGESTONE



Potenza RE-11

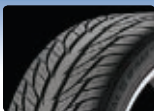
195/50 R-15	\$131
205/50 R-15	136
205/45 R-16	179
205/55 R-16	163
225/50 R-16	167
205/45 R-17	178
205/50 R-17	198
215/45 R-17	197
225/45 R-17	210
235/40 R-17	222
235/45 R-17	221
245/40 R-17	242
245/45 R-17	254
255/40 R-17	254
215/45 R-18	265
225/40 R-18	242
225/45 R-18	261
235/40 R-18	276
245/40 R-18	282
245/45 R-18	282
255/35 R-18	299
265/35 R-18	302
265/40 R-18	309
275/40 R-18	313
225/40 R-19	269
235/35 R-19	299
245/35 R-19	302
245/40 R-19	307
255/35 R-19	319
265/35 R-19	337
275/30 R-19	319
285/35 R-19	321
305/30 R-19	362



Potenza RE970AS Pole Position

205/55 R-16	\$120
225/50 R-16	136
215/45 R-17	150
215/50 R-17	172
225/45 R-17	156
225/50 R-17	176
235/45 R-17	178
235/50 R-17	183
245/40 R-17	194
245/45 R-17	197
215/45 R-18	194
225/40 R-18	189
225/45 R-18	205
225/50 R-18	175
235/40 R-18	204
245/40 R-18	228
245/45 R-18	215
255/35 R-18	247
255/40 R-18	237
255/45 R-18	226
265/35 R-18	240
265/40 R-18	243
275/35 R-18	261
225/40 R-19	240
235/35 R-19	251
245/35 R-19	251
255/35 R-19	252
255/40 R-19	259
255/45 R-19	299
275/35 R-19	306
275/40 R-19	307
295/30 R-19	333
275/35 R-20	303
285/30 R-20	313

GENERAL TIRE



G-MAX AS-03

195/55 R-15	\$84
195/50 R-15	88
195/55 R-16	94
205/45 R-16	92
205/50 R-16	99
205/55 R-16	98
215/55 R-16	107
225/50 R-16	106
225/55 R-16	111
205/40 R-17	93
205/45 R-17	109
205/50 R-17	114
215/45 R-17	107
215/50 R-17	119
215/55 R-17	116
225/45 R-17	114
225/50 R-17	123
225/55 R-17	128
235/45 R-17	114
235/50 R-17	120
235/55 R-17	120
245/40 R-17	131
245/45 R-17	125
245/50 R-17	133
255/40 R-17	137
215/40 R-18	141
215/45 R-18	136
225/45 R-18	129
225/50 R-18	145
225/55 R-18	147
235/40 R-18	142
235/45 R-18	159
235/50 R-18	165
235/55 R-18	156
245/40 R-18	156
245/45 R-18	173
255/35 R-18	189
255/40 R-18	173
255/45 R-18	155
265/35 R-18	205
275/35 R-18	211
275/40 R-18	190
225/35 R-19	155
225/40 R-19	154
225/45 R-19	159
235/35 R-19	167
245/35 R-19	185
245/40 R-19	199
245/45 R-19	186
255/35 R-19	218
255/40 R-19	218
265/30 R-19	194
275/30 R-19	221
275/35 R-19	212
275/40 R-19	210

DUNLOP



Direzza Sport Z1 Star Spec

185/60 R-14	\$111
195/60 R-14	109
195/50 R-15	105
195/55 R-15	95
205/50 R-15	115
205/55 R-15	128
205/65 R-16	129
225/50 R-16	136
215/40 R-17	149
215/45 R-17	143
225/45 R-17	145
235/40 R-17	161
235/45 R-17	159
245/40 R-17	179
245/45 R-17	165
255/40 R-17	189
265/40 R-17	193
225/40 R-18	187
225/45 R-18	179
235/40 R-18	199
245/40 R-18	216
245/45 R-18	209
255/35 R-18	253
265/35 R-18	269
275/35 R-18	269

HANKOOK



Ventus V12 evo K110

205/55 R-16	\$92
225/50 R-16	97
205/45 R-17	106
205/50 R-17	106
215/45 R-17	114
215/50 R-17	114
225/45 R-17	119
225/50 R-17	124
235/45 R-17	124
245/40 R-17	133
245/45 R-17	131
255/40 R-17	137
255/45 R-17	152
215/45 R-18	161
215/50 R-18	157
225/45 R-18	172
235/40 R-18	175
245/35 R-18	210
245/40 R-18	184
245/45 R-18	188
255/35 R-18	222
255/40 R-18	205
255/45 R-18	205
265/35 R-18	229
265/40 R-18	218
275/35 R-18	241
275/40 R-18	233
285/30 R-18	264
285/35 R-18	247
295/30 R-18	254
215/35 R-19	178
225/35 R-19	195
225/40 R-19	196
225/45 R-19	213
235/35 R-19	209
245/35 R-19	220
245/40 R-19	216
245/45 R-19	214
255/35 R-19	239
255/40 R-19	218
265/30 R-19	237
275/30 R-19	252
275/35 R-19	267
285/30 R-19	268
285/35 R-19	289
295/30 R-19	285
305/30 R-19	304

HOOSIER



A6/R6 Competition

P 225/45Z-13	\$209
P 225/50Z-13	209
P 255/40Z-13	230
P 205/55Z-14	219
P 225/50Z-14	231
P 205/50Z-15	234
P 225/45Z-15	242
P 275/35Z-15	282
P 205/45Z-16	244
P 225/50Z-16	244
P 245/45Z-16	261
P 255/50Z-16	267
P 275/45Z-16	282
P 225/40Z-17	272
P 225/45Z-17	272
P 215/45Z-17	282
P 275/40Z-17	312
P 295/35Z-17	333
P 315/35Z-17	350
P 335/35Z-17	362
P 245/35Z-18	312
P 245/45Z-18	325
P 255/35Z-18	334
P 255/45Z-18	349
P 275/35Z-18	334
P 285/30Z-18	356
P 295/30Z-18	358
P 295/40Z-18	360
P 315/30Z-18	369
P 345/30Z-18	405
P 245/35Z-19	352
P 265/35Z-19	366
P 295/35Z-19	380
P 295/35Z-19	389
P 315/30Z-19	449
P 325/30Z-19	449
P 345/30Z-19	461

Ventus R-S3

225/45Z-15	\$107
205/55Z-16	119
225/50Z-16	109
215/45Z-17	129
225/45Z-17	126
235/45Z-17	133
245/40Z-17	144
205/50 R-17	134
225/40Z-18	178
235/40Z-18	189
235/45Z-18	198
245/40Z-18	181
255/35Z-18	239
265/35Z-18	227
265/40Z-18	258
275/35Z-18	258
285/35Z-18	262
225/40Z-19	237
235/35Z-19	302
245/40Z-19	335
275/35Z-19	323
305/30Z-19	425
265/40Z-20	422
285/35Z-20	371

KUMHO TIRES



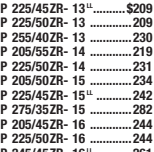
Ecsta LE Sport

205/55 R-16	\$85
205/45 R-17	89
215/40 R-17	96
215/45 R-17	96
215/50 R-17	96
225/45 R-17	104
225/40Z-17	110
225/45Z-17	112
225/35 R-18	112
225/40 R-18	109
225/45 R-18	135
235/40 R-18	137
235/45 R-18	135
245/35 R-18	153
245/40 R-18	145
245/45 R-18	146
255/40 R-18	164
255/45 R-18	159
265/35 R-18	186
265/40 R-18	179
275/35 R-18	188
285/35 R-18	200
215/35 R-19	135
225/35 R-19	155
225/40 R-19	159
235/35 R-19	167
235/45 R-19	172
245/40 R-19	177
245/45 R-19	176
255/35 R-19	175
255/40 R-19	186
265/30 R-19	181
275/35 R-19	199
275/40 R-19	200
285/35 R-19	203
285/40 R-19	219
245/40 R-20	154



A6/R6 Competition

HOOSIER



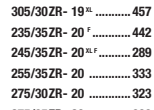
P 225/45Z-13	\$209
P 225/50Z-13	209
P 255/40Z-13	230
P 205/55Z-14	219
P 225/50Z-14	231
P 205/50Z-15	234
P 225/45Z-15	242
P 275/35Z-15	282
P 205/45Z-16	244
P 225/50Z-16	244
P 245/45Z-16	261
P 255/50Z-16	267
P 275/45Z-16	282
P 225/40Z-17	272
P 225/45Z-17	272
P 215/45Z-17	282
P 275/40Z-17	312
P 295/35Z-17	333
P 315/35Z-17	350
P 335/35Z-17	362
P 245/35Z-18	312
P 245/45Z-18	325
P 255/35Z-18	334
P 255/45Z-18	349
P 275/35Z-18	334
P 285/30Z-18	356
P 295/30Z-18	358
P 295/40Z-18	360
P 315/30Z-18	369
P 345/30Z-18	405
P 245/35Z-19	352
P 265/35Z-19	366
P 295/35Z-19	380
P 295/35Z-19	389
P 315/30Z-19	449
P 325/30Z-19	449
P 345/30Z-19	461

MICHELIN



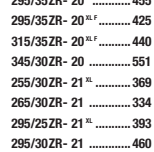
Pilot Super Sport

215/45Z-17	\$156
225/45Z-17	167
235/45Z-17	196
245/40Z-17	215
225/40Z-18	219
225/45Z-18	224
225/50Z-18	158
235/40Z-18	229
245/40Z-18	248
245/45Z-18	269
255/40Z-18	262
255/45Z-18	257
265/35Z-18	267
265/40Z-18	277
275/35Z-18	295
285/35Z-18	335
225/35Z-19	235
225/40Z-19	275
225/45Z-19	214
235/35Z-19	262
245/35Z-19	284
255/35Z-19	304
265/30Z-19	343
265/35Z-19	319
275/30Z-19	330
275/35Z-19	371
295/30Z-19	443
305/30Z-19	457
235/35Z-20	442
245/35Z-20	289
255/35Z-20	333
275/30Z-20	323
275/35Z-20	393
285/25Z-20	324
285/30Z-20	366
285/30Z-20	358
295/25Z-20	344
295/35Z-20	455
295/35Z-20	425
315/35Z-20	440
345/30Z-20	551
255/30Z-21	369
265/30Z-21	334
295/25Z-21	393
295/30Z-21	460
235/30Z-22	378
265/30Z-22	408



Pilot Sport Cup+ N-Spec Competition

MICHELIN



235/30ZR- 22	378
265/30ZR- 22	408



Pilot Sport
Cup+ /N-Spec
Competition

235/35ZR- 19"	\$413
245/35ZR- 19" <small>SR</small>	418
265/35ZR- 19" <small>SR</small>	478
305/30ZR- 19" <small>245</small>	673
325/30ZR- 19"	739
325/30ZR- 19" <small>245</small>	706
245/30ZR- 20" <small>245</small>	434
315/25ZR- 20"	711

SUSPENSION

H&R

Sport Springs

Also Available:
Race Springs, Cup
Kits, Anti-Roll Bars & more!

HOTCHKIS

SPORT SUSPENSION

TVS Stage 1

Also Available:
Camber Links, Camber Plates, Sway bars
and more!

BILSTEIN

Sport Series Shocks

Delivering the highest levels of control, these shocks are
an excellent match for vehicles with lowering springs or
upgraded anti-roll bars.

Touring Class Shocks

Also Available:
HD Series Shocks

TRUX



Lift and Leveling kits

KONI



STR.T Shocks



FSD Shocks

Also Available:
Sport Shocks, Threaded
Suspension Kits & more!

KYB

World Class Shocks & Struts



AGX Shocks

Also Available:
GR-2 Shocks, Gas-A-Just Shocks, MonoMax-
Shocks, Strut Mounts & Strut Boots.

H&R

BILSTEIN

Eibach

SPRINGS

KW

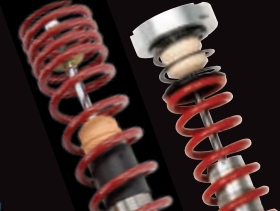
ST



Street
Performance



RSS Club
Sport



PSS9

PSS10

Pro-Street-S

Multi-Pro R1



Variant 1

Variant 3



ST by KW

Also Available:
Variant 2 and Clubsport

BRAKES

HAWK

PERFORMANCE



STOPOTECH

HIGH PERFORMANCE BRAKE SYSTEMS™



AKBONO



GOODRIDGE



Ate



brembo

dba

Centric

Parts

POWER SLIT

ACCESSORIES

Tire Storage Rack \$129

- Adjustable for
various tire widths
- 400 lbs. capacity



braille

BATTERY

Lightweight
Batteries



HYPERTECH

Max Energy Power
Programmer

Max Energy Sport Power
Programmer



To find out more about these products, and shop
our entire selection, visit www.tirerack.com

LIGHTING & WIPERS

PIAA



HELLA



Valeo

Ultimate™ Wiper Blades





Eibach
SPRINGS



SUSPENSION PACKAGES

SAVE 10% versus buying
individual components

Pro-Plus

*Performance Handling Package for
your Mustang*

- Pro-Kit Lowering Springs + Front and Rear Anti-Roll Kit = Properly Tuned Performance Handling
- Increase cornering grip and turn-in response
- Shorten stopping distance and increase cornering speeds while maintaining ride quality
- Reduce fender to wheel gap

Sport-Plus

*Aggressive Performance Handling
Package for your Mustang*

- Sportline Lowering Springs + Front and Rear Anti-Roll Kit = Aggressive Stance and Neutral Handling
- Lowers the car even further than Pro-Kit lowering springs for reduced center of gravity and an aggressive look
- Maintains performance handling balance while providing racecar-like responsiveness

Pro-System-Plus Kit

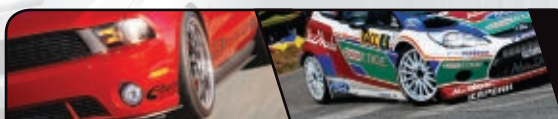
*Pro-Kit Springs + Pro-Damper Sport
Shocks + Anti-Roll-Bar Kit*

- Complete, precision engineered suspension system
- No guesswork – install, set alignment and carve
- Maximum performance, maximum comfort
- Million Mile Warranty



Pro-Street-S Coil-Over Kit

- High performance coil-overs for the street
- Rust-free, stainless steel technology
- Quick, adjustable lowering from 0.8" - 3.0"
- 2-year warranty



**DOMINATE THE TRACK.
RULE THE STREET.**



For more information and up-to-date pricing, and to see what is available for your vehicle, visit www.tirerack.com

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

40

RUNAWAY

An inside look at the EP
Solo car that took the
class by storm in 2011





ON THE COVER:

Chris Dorsey's EP Solo Toyota Corolla was so fast at the Tire Rack Solo National Championships that Rupert Berrington barely had time to snap this photo. Ghost Tracks photo from the *SportsCar* archives. Super Tour image by Dave Green.

© 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

- 32 Lost Tracks of the Mid-South** The 12th installment of our popular *Ghost Tracks* series
- 40 COVER STORY Runaway** Beneath the skin of the EP Solo car that destroyed the competition
- 46 Racing Room** Tips and tricks to maximizing your garage workspace
- 52 The Majors** Details of SCCA's National racing pilot program
- 54 Southeast Super Tour** Event coverage from the Jan. 6-8 Super Tour at Sebring Int'l Raceway
- 58 Keeping it Clean** What fuel additives can do

Departments

- 8 Contact Patch** Inane comments from the editor
- 10 Vantage Point** SCCA President Jeff Dahnert
- 12 From the Chair** Board Chairman Jerry Wannarka
- 14 Rants and Revs** You have stuff to say, we print it
- 16 Late Breaking News** from around SCCA and the world
- 22 Top Gear** Essential racer tools, accessories and gear
- 24 Pobst Position** Racing champ Randy Pobst speaks
- 26 Pacesetter** SCCA members who excel in their field
- 28 Inside Track** Highlighting SCCA's stellar volunteers
- 29 Volunteer Incentive Program** Recognizing workers
- 30 First Gear** Up-and-coming young members
- 76 Record Book** There were races, here are the winners
- 78 Marketplace** You want it, someone has it
- 90 Calendar** Hundreds of events waiting for you
- 94 Roots** Remembering where we've been

Reports

- 60 Series Reports**
 - 60** Racing Room
 - 62** Leaving the Line
 - 63** On Rallying
 - 64** Pro File
- 66 Divisional Reports**



LOST TRACKS OF THE MID-SOUTH
Racetracks that used to be

32



SUPER TOUR
Coverage from the Sebring Super Tour

54

This month in Fastrack news →

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



CLUB RACING • Board minutes • Tech Bulletins
• Court of Appeals

SOLO • Board minutes • Technical Bulletins

ROADRALLY • Board minutes

RALLYCROSS • Board minutes

COLOR SEPS: QuadGraphics, Irvine, Calif.

ELECTRONIC PRE-PRESS: QuadGraphics, Irvine, Calif.

PRINTING: R.R. Donnelley, Pontiac, Ill.



PRO FILE
How a privateer beat the competition in World Challenge

64

Comment



Contact
Patch

Philip Royle
Editor
SportsCar Magazine

Things Change

HERE'S MY PROFOUND STATEMENT for the day: things change. In my February column, I told you about our digital plans for *SportsCar* in 2012. At the time, the plan was for only new and prospective members to receive printed copies of the March issue, which would be aimed specifically at new members. Longtime members were going to be able to access a digital version of the issue through their login on www.scca.com. As you already know, this changed.

When we started assembling the March issue, we had such a positive response from our advertisers that we adapted the plan. Thanks to all the advertisers in that issue, especially Hawk Performance and the Bob Bondurant School of High Performance Driving, we were able to place the issue in the hands of every Club member – this was in addition to the plans we already had. If you are a longtime member, I encourage you to read through the March issue – I know I learned a thing or two – and pass it on to a friend or family member who might be interested in the SCCA.

But that's not the only recent change within the Club. Since Jan. 1, 2012, every Club racer has been required to don a head and neck restraint, and they've also had to print the minimum weight of their racecar on the side of the car. Around the time of my first Club race of the season, I received an e-mail from one of *SportsCar*'s contributors in Oregon Region with that region's weight sticker solution: A region-branded sticker with space to list several classes along with minimum weights. The sticker is roughly the same size as the one applied to all cars at the National Championship Runoffs. As time passes, I imagine many regions will also develop slick solutions like this.

On pg. 52 of this issue you'll find another change to the Club Racing program. This one involves a pilot program for National racing, which could prove to be very interesting. I highly encourage you to read through the article, as a Majors race could be coming to a track near you. And on pg. 60, there are even more potential changes within Club Racing. This article covers, among other things, what the suspension of the 2.5 class participation rule really means. You might be surprised.

But change isn't limited to Club Racing. On pg. 62, you'll learn what's new for the Tire Rack ProSolo National Series, with hints of what might come in 2013. Overall in the Solo program, there were a number of changes for 2012 that we'll also be covering in future *Leaving the Line* articles, so keep an eye on that page.

Starting on pg. 32, you'll find our popular *Ghost Tracks* series, which involves nothing but change. This, our 12th installment, involves the author traveling the Mid-South, rediscovering racetracks SCCA members used to compete on. Even if you usually find history a bore, give *Ghost Tracks* a read – the history of this Club is absolutely amazing.

There is, of course, more in this issue, like the cover story: We look inside Chris Dorsey's E Prepared Toyota Corolla (pg. 40). It took a while for him to finish the car, and after the 2011 Tire Rack Solo National Championships, his competition is probably wishing he hadn't. There's also a garage organization story on pg. 46, coverage from the BFGoodrich Tires Super Tour in Sebring on pg. 54, and more.

As SCCA President and CEO Jeff Dahnert says on pg. 10, with the changes the SCCA has planned, 2012 will be a defining year for the Club. But, I feel, while things are changing, they're staying the same in some of the most important ways. After all, we're here to compete, and nothing is going to change that.

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 Entrikey, James Heine,
Peter Hulton, 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;
SWDiv, 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 Koiwai, Brian Konoske,
Dennis Murray, Barbara Protos, Steve Schnabel,
Mark Weber, John W. Wilmoth, 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.

ASSOCIATE PUBLISHER Courtney Smith

SALES EXECUTIVES Sophia Lopez, Mark Carballo

SENIOR MANAGEMENT ACCOUNTANT Beth Chico

ACCOUNTING ASSISTANT Nnessreen Reyes

PREPRESS Miguel Vega

EXECUTIVE VP Tony Keefe

CEO, HAYMARKET MEDIA INC. Lee Maniscalco

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

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 | 978-774-1615
 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 | 561-748-5328

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*

Comment



Vantage
Point

Jeff Dahnert
President and CEO
SCCA Inc.

A Defining Year

OVER THE LAST YEAR OR SO I've been talking about change and the need for SCCA to embrace it. I've alluded to it in my columns and you've seen it in our news stories and on our Website. The world is changing, technology is changing and motorsports is changing. 2012 is going to be a year of change for SCCA, and I want to address some of the bigger changes you're going to see.

If you haven't already done so, flip to pg. 52 of this issue or go to www.scca.com/majors. There you will find a detailed description of the new Majors program that is being tested in 2012. It is a program designed to cluster competition and create a buzz that hasn't been present outside of the National Championship Runoffs or events like the June Sprints. The National Staff and the Board of Directors have heard repeatedly that something needs to be done to revive our Club Racing program. Well, here it is. A lot of time has gone into planning the Majors initiative. Officials from the test regions have seen it, as have many of the racers in those regions. It has been generally well received and we will see how it works as we move through 2012. What I ask of all of you is to have an open mind about this new approach as we roll it out.

2012 is also going to see a new SCCA marketing and branding initiative. As we responded to the economic downturn, we worked hard to control our expenses to make sure we stayed solid financially. We were successful in doing this and now is the time to leverage our solid financial position. We will be making a renewed marketing effort to get the SCCA name back in front of the motorsports world and the general public. We will be making a significant investment in this area and it will likely mean that we will show an operating loss in 2012. It has been planned for and budgeted for. We have the reserves to support the initiative without risking our financial stability. If successful, this effort will result in growth, which will put SCCA in a better position long term.

Another change in 2012, which has already begun, is the restructuring of the Rally and Solo department to focus on Regional events. There are over 65,000 Regional entries annually within these programs, and it is the area that has seen the largest decline in participation over the last couple of years. Howard Duncan, our Vice President of Rally, Solo and Special Programs, will be putting forth a renewed effort to identify ways to strengthen the Regional programs. The National programs are performing well, and it is time to focus on Regional participation and find ways to support the local regions to grow their events.

Later this spring we will begin the process of taking our participant accident and liability insurance programs to RFP (request for proposal). This is an area of great impact to both the National Office and to regions that are putting on events. We have identified resources that will be used to run this RFP process independently and with a fresh perspective. We have a solid insurance program now, but it only makes good business sense to take a look at our programs to make sure they are still the best way to move forward.

To keep on doing things the way we always have and expect to see different results is not an effective way to stay relevant in a world that is changing as fast as ours. So, what was your reaction as you read this? I hope it was a positive one that saw efforts being made to make things better for the Club. Thank you to all who have been involved so far and I hope the rest of you will support the efforts taking place to improve the SCCA.

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

Comment



From
the Chair

Jerry Wannarka
Chairman, SCCA
Board of Directors

Coming to a racetrack near you!

DON'T MISS THIS YEAR'S SCCA BFGoodrich Tires Super Tour. These nine special races have been billed as "can't miss" Club racing events. After competing in the first 2012 Super Tour hosted by the Central Florida Region at Sebring Int'l Raceway, in Sebring, Fla., on Jan. 6-8, I have to say it was a great way to start the season, and I'm glad I didn't miss it.

Sponsored by BFGoodrich Tires, the three-day Double National drew competitors from across the United States. The competition was top notch, to say the least. The weekend also included special victory circle celebrations and trophy presentations organized by the SCCA National Office staff, a Saturday night dinner hosted by BFGoodrich Tires (where very nice door prizes were handed out to drivers and workers) and Central Florida Region provided mighty nice T-shirts along with the sunny and warm Florida weather. It had all the makings of a super event, and it didn't disappoint!

If you weren't one of the nearly 300 competitors at the Sebring race, don't worry – there is a Super Tour coming to your division. After an initial program of six Super Tours in the 2011 season, the program has been expanded to nine Super Tours in 2012 – one in each of the nine divisions. The complete schedule is:

- SEDiv:** Jan. 6-8, Sebring Int'l Raceway, Central Florida Region
- SWDiv:** March 9-11, Texas World Speedway, Lone Star Region
- MWDiv:** April 14-15, Hallett Motor Racing Circuit, Arkansas Valley Race Group
- SPDiv:** April 28-29, Buttonwillow Raceway Park, Cal Club Region
- NEDiv:** May 5-6, Summit Point Raceway, Washington DC Region
- GLDiv:** June 1-3, Mid-Ohio Sports Car Course, Ohio Valley and Cincinnati Regions
- RMDiv:** June 30-July 1, High Plains Raceway, Colorado Region
- NPDiv:** July 13-15, Portland Int'l Raceway, Oregon Region
- CENDiv:** Aug. 4-5, Blackhawk Farms Raceway, Blackhawk Valley and Milwaukee Regions

The Super Tour events are the result of a close collaboration between the host sponsor BFGoodrich Tires, the National Office and the local regions. Each has an important part to play in making the Super Tour successful. All this effort is designed to enhance the National racing program and the racing experience for the competitors, volunteers and spectators alike.

Of course, these Super Tour events, along with National racing across the country, are all precursors to the National Championship Runoffs, which is held at Road America in September – and don't forget, a major step in winning the Super Sweep is taking victory at a Super Tour. Don't miss your chance to enjoy these excellent racing events.

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.



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

KNITTING FOR CHARITY

First and foremost, we would like to say thank you to everyone who donated squares, yarn and time to the first year of this new idea: afghans for charity. The response and generosity of SCCA members was overwhelming! With four weeks to prepare, we made two afghans. One was given to a retiring F&C worker, with the other being donated to the Children's Hospital of Wisconsin in Milwaukee.

This project got started last August at a party while a few of us talked about all the extra yarn we've accumulated over the years. We sent a few e-mails and made some posts on Facebook. We met at the 2011 National Championship Runoffs with enough squares to make two afghans with some leftover for 2012.

Our goal is to make more afghans for the Children's Hospital and the Runoffs worker giveaway in 2012. We ask that those interested in helping out with this project exercise creativity and make as many squares as you can. The squares should be: 10x10 inches, knitted or crocheted, any stitch and color, any size hook/needles and new yarn/machine washable only (sorry, no fun fur or decorative yarns).

If you are going to make more than one square and want to help us with assembly, we ask that squares be whip stitched together in groups of two, and no more than six!

Please help us make as many afghans as possible. It is our wildest fantasy to give all the kids at the Children's Hospital an afghan with a couple to give away to Runoffs volunteers. If you have any questions, please e-mail MaryBeth Gyulay at mbgyulay@yahoo.com.

Sue Green and MaryBeth Gyulay

TECHNICALLY...

In the February issue *Rants & Revs* section, Deb Winnins described a situation in which a driver would be penalized for failure to report to impound following a qualifying session. In a broad sense, this is an incorrect statement. While direction from the Chief Steward or the supplementary regulations for an event may require a visit to impound following qualifying, the General Competition Rules has no such requirement.

Bob Hudson

A LOOK INSIDE

At one time it seemed that there were monthly articles in *SportsCar* focusing on the different classes and the driving force behind the passion the members held for them. I would very much like to see that renewed, especially given the reduced participation in many of our traditional classes. An article explaining the ins and outs of, say, GT-Lite or F Production might go a long way toward encouraging members to enter these classes. Showing the ease, reward and costs – or lack thereof – would be interesting reading. Get two or three of the front- and middle-pack runners to share how they run their programs.

Bryan Floyd

Due to our coverage of the various 2011 SCCA championships, it has been several months since we've done this – but rest assured, we're back on it! In the coming months we have plans to feature a number of competition cars and classes throughout the SCCA.

IN GOOD HANDS

I just finished browsing through the November issue of *SportsCar* – that's why I like the hard copy: I can peruse it at my leisure. I want to compliment

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.



there, but find myself wishing I could find a really good book, Website, article, etc., that could really explain the Club and how it works to a true novice. Any recommendations?
Randy Holbrook

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

What does it all mean?

I joined the SCCA this past summer and have participated in a few Solo events with my local region. I find it immensely enjoyable and regret that I didn't get involved 20 years ago. I also love reading the magazine, even though I don't understand a lot of it. One thing that really confuses me is all of the abbreviations used for all of the classes and divisions. I sometimes feel like everyone else is speaking a different language than I am. I've searched the Internet and found some pretty good info here and

The March issue of SportsCar covered many of the basics you need to know about the Club – hopefully that will help point you in the right direction for answering many of your questions. That said, a listing all of the classes and their abbreviations is tough. Between Solo, Club Racing, RallyCross and RoadRally, there are more than 100 National classes, with many Regional classes on top of that. The most definitive resource for anyone looking to learn more about classes are the various rulebooks, which can be found at www.scca.com by clicking the type of competition you're looking for (Solo, Club Racing, etc.), and then the "Cars and Rules" link on the left. Rules for region-specific classes can be found on your local region's Website.

y'all on the Tire Rack Solo National Championships event report. Looking at pictures of the winning car in each class has always been a favorite, and to have each winning driver's photo and car photo with the class results is great. Compliments to whomever took the time to take the pictures and match them up. This is truly a monumental undertaking, even with computers.

I am amazed at the number of young people in Solo. I started Soloing in 1965 and rarely compete these days, but seeing all these drivers gives me faith that the future of SCCA is in good hands. I only hope that many of them progress through the ranks of worker, crew, driver and one day have a den full of awards, a garage full of cars and many good memories such as I have been blessed with.

Lee Mathias

Coil-Over Spring Rater

Check Coil Bind, Bump Stops & Rod Pressure



Height of 31" (787mm) Eye to Eye

Rate Standard Coil Springs 2.5"
(64mm) to 6" (152mm) Diameter



10 5/8" (270mm) Jack Travel with
12" (305mm) Digital Travel Indicator

Easy to Use Handles for
Making Adjustments without Tools

NEW!

Coil-Over Spring Rater
Capacity: 5,000lb (2,500kg)

Part # 110060

\$1,795

Optional Pull Bar Rater
Part # 110064

Want to learn more
About RFX™ Wireless Scales?

Use your smart phone to scan
this code or visit us online at
www.intercompracing.com



Intercomp offers the most comprehensive line of indicators

Intercomp's industry leading RFX™ Wireless Weighing Technology is the most widely used advanced weighing technology of it's 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
(PC NOT Included)

\$1,999



SW500™
Cabled Scale System
Part # 170125

\$1,090

Intercomp
advanced weighing technology... by any measure

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

intercompracing.com



NEW!
Intercomp Scale App
for iPhone®

800-328-3336 USA

© 2012 Intercomp Company

Worldwide **763-476-2531**

Solo Nationals to Remain in Lincoln through 2017

The SCCA and the Lincoln Airport Authority have agreed to a lease extension that will keep the Tire Rack SCCA Solo National Championships at the Lincoln Airport (in Nebraska) through 2017.

The event, which annually attracts more than 1,200 competitors to crown National Championships in each of the Solo classes, has been held on the concrete airport runway surface since 2009. The recently signed lease has an additional five-year option included, which could keep the event in Lincoln through 2022.

This year's event marks the 40th anniversary of the Tire Rack SCCA Solo National Championship event.

"The SCCA, our competitor base, the Airport Authority and the city of Lincoln all wanted to keep the Tire Rack Solo Nationals in Lincoln for the foreseeable future, so this was an easy deal to make," Howard Duncan, SCCA's Vice President of Rally, Solo and Program Development says. "Lincoln is a centrally located site for all of our competitors, and the airport has the space



The Tire Rack Solo National Championships will remain at the Lincoln Airpark in Lincoln, Neb., through 2017 – and possibly beyond.

to layout the event in a safe yet challenging configuration.

"It's encouraging to know that the event has a home through the 45th anniversary of the event, and could remain there for the 50th anniversary."

The Lincoln Chamber of

Commerce estimates the event annually has a \$3 million impact on the local economy.

In addition to the Solo National Championships (scheduled for Sept. 4-7 this year), the Tire Rack ProSolo Finale runs just ahead of the

Solo Nationals (Sept. 1-2). In addition, both the Solo National Tour and the ProSolo National Series will visit the site for the second Spring Nationals event Memorial Day weekend, another four-day event that draws competitors to the area.

2012 Playboy MX-5 Cup Schedule Announced

SCCA Pro Racing, in conjunction with Mazda, has announced the complete 2012 SCCA Pro Racing Playboy Mazda MX-5 Cup calendar. The schedule is an 11-race season spread out over eight race weekends.

The series, which previously announced three events in conjunction with the American Le Mans Series presented by Tequila Patron at Sebring International Raceway (March 14-16), Mazda Raceway Laguna Seca (May 10-12) and the season finale at Road Atlanta (Oct. 17-19), added more top North American road courses to the schedule.

MX-5 Cup will share two weekends with the Grand-Am Rolex Series in June, visiting Mid-Ohio Sports Car Course, June 8-10, followed by a visit to Road America for the NASCAR Nationwide Series and Rolex Series weekend, June 22-23.

July sends the racing action north of the border to Mosport Int'l Raceway, July 20-22, again with the American Le Mans Series.

September is a busy month for the series, visiting both coasts during the month. The series returns to VIRginia Int'l Raceway, Sept. 14-15 with the American Le Mans Series. A

week later, for the first time, the MX-5 Cup will visit the Coronado Festival of Speed in San Diego, an airport circuit that traditionally hosts a vintage

event during the San Diego Fleet Week on Naval Base Coronado. Fleet Week San Diego 2012 will take place Sept. 21-23.

THE 2012 PLAYBOY MAZDA MX-5 CUP SCHEDULE

- March 14-16*** Sebring Int'l Raceway (with American Le Mans Series)
- May 10-12*** Mazda Raceway Laguna Seca (with American Le Mans Series)
- June 8-10** Mid-Ohio Sports Car Course (with Grand-Am)
- June 22-23** Road America (with NASCAR Nationwide Series and Grand-Am)
- July 20-22** Mosport Int'l Raceway (with American Le Mans Series)
- Sept. 14-15** VIRginia Int'l Raceway (with American Le Mans Series)
- Sept. 21-23** Naval Base Coronado (with Coronado Festival of Speed Historic Races)
- Oct. 17-19*** Road Atlanta (with American Le Mans Series)

* doubleheader weekends

Pirelli World Challenge TV Broadcast Schedule

WC Vision and SCCA Pro Racing have announced the television broadcast schedule for the 2012 SCCA Pro Racing Pirelli World Challenge Championships, which will air on the new NBC Sports Network. All races will be broadcast in either 90-minute or two-hour programs airing Saturday or Sunday afternoons on the NBC Sports Network, formerly VERSUS.

Motorsports announcers Greg Creamer and Calvin Fish will again provide play-by-play, color commentary and series analysis. The broadcasts will include unique

feature segments, series personalities and behind-the-scenes footage. Series information will also be included on www.nbcsports.com.

"We're excited to continue our partnership with Comcast and the NBC Sports Group," says Dave Drimmie, WC Vision Vice President of Marketing and Communications. "To have the Pirelli World Challenge associated with a prestigious media partner with broadcasts on the NBC Sports Network will help to increase the series' reach and exposure."



The complete 2012 SCCA Pro Racing Pirelli World Challenge will air on NBC Sports Network, with the first two race weekends being shown in April.

2012 PIRELLI WORLD CHALLENGE CHAMPIONSHIPS TELEVISION SCHEDULE ON NBC SPORTS NETWORK

EVENT	AIR DATE
Streets of St. Petersburg	Sunday, April 8, 4:30pm (re-air Friday, April 13, 4:30pm)
Streets of Long Beach	Sunday, April 29, 3pm (re-air Tuesday, May 1, 3:30pm)
Miller Motorsports Park and Mazda Raceway Laguna Seca	Sunday, May 27, 11pm (re-air Friday, June 1, 3pm)
Streets of Detroit / Mosport Int'l Raceway	Saturday, July 7, 5pm (re-air Friday, July 27, 4pm)
Mid-Ohio Sports Car Course	Saturday, Aug. 25, 1:30pm (re-air Friday, Aug. 31, 4:30pm)
Infineon Raceway	Sunday, Sept. 9, 3pm (re-air Friday, Sept. 14, 3pm)

Schedule subject to change. All times listed are Eastern.



While the 2.5 class participation rule has been suspended for two years, classes like Touring 3 may still undergo changes.

Club Racing Suspends 2.5 Rule

In early January, the Board of Directors announced the suspension of the Club Racing 2.5 class participation rule for two seasons. According to the announcement, the BoD then tasked the Club Racing Board to prepare a plan to actively manage the classes.

"[The BoD has] directed that the CRB present a proposal for alignment of classes, with an overall reduction in the number of National classes. The proposed goal is 24 – or fewer – National classes," the press release stated.

According to the announcement, the suspension of the 2.5 rule does not mean that

Club racing classes with low participation numbers will automatically continue in the National racing program. To reduce the number of National classes, the CRB has tasked its Advisory Committees to start working on how to make this happen. The BoD has requested that the CRB make its proposal to the Board at the National Convention on March 3, 2012.

More information on the 2.5 rule suspension can be found on pg. 60 of this issue. If you have any comments regarding this topic, contact the CRB at www.crb-scca.com or www.clubracingboard.com.

2012 Hall of Fame Inductees Announced

Five esteemed SCCA members have been selected to comprise the 2012 class of the SCCA Hall of Fame based on their significant contributions to motorsports and the organization. The newly selected inductees will officially join the Hall during an induction ceremony at the SCCA National Convention on Saturday, March 3, at the South Point Hotel and Casino in Las Vegas, Nev.

The 2012 class consists of Charlie Earwood, Jim Hall, Gene Henderson, Dr. Peter Talbot and Bryan Webb. More information on

the inductees can be found on www.scca.com and in the next issue of *SportsCar* in the coverage of the National Convention.

The SCCA National Hall of Fame was created in 2004 to preserve, protect and record the history and accomplishments of the Club by acknowledging those members who have made a significant impact on the development of SCCA, be it through service to the national organization, achievements in national competition or bringing national recognition to the SCCA.

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:



**Candlewood
Suites
Savannah** is

offering members a discounted room rates of \$59 per night on studio suites and \$69 per night on one bedroom suites.

Members can receive up to 10 percent off **Alamo's** already great rental rates.



Members receive a free trial issue and discounted subscription rate of \$16.95 per year to **Classic Motorsports**.



Receive a complimentary issue and special discounted rates from **Grassroots Motorsports**.



National Car Rental offers special discounts of up to 20 percent off retail car rental rates.



SCCA members receive a 20-percent discount on **Mobil 1** products at Mobil1RacingStore.com.

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.



Don Knowles (center) accepts the Bob Akin Award from Archie Urciuoli (left) and Bobby Rahal.

Don Knowles Receives RRDC'S 2011 Bob Akin Award

Five-time SCCA National Champion Don Knowles was named the recipient of the 2011 Bob Akin Award by the Road Racing Drivers Club at a dinner prior to the running of the Rolex 24 at Daytona.

Each recipient of this honor, considered one of the top awards in motorsports for amateur, vintage/historic or semi-professional drivers, is selected by Akin's son Bobby, RRDC members Brian Redman and Archie Urciuoli and approved by RRDC president Bobby Rahal.

The distinctive trophy was conceived by the RRDC in 2003 to honor the memory of longtime RRDC member and past president Bob Akin, who lost his life in a racing accident in 2002.

The trophy is given to a driver who best exemplifies the extraordinary qualities and characteristics that Akin represented, including a passion for motorsports and automobiles, a high level of sportsmanship and fair play, and

who has contributed to the sport of motor racing.

Knowles worked for the Federal Government for 30 years, retiring in 2003. He has competed in over 350 races in his racing career, and along with his five SCCA Club Racing National Championships (three in SSB and two in T2), has won 14 24-hour races, has 35 victories in five professional series, including a record 19 in the Escort Endurance Series and was a member of the Corvette Land Speed Record team. The former associate Deputy Secretary of the U.S. Department of Interior and staffer on the U.S. Senate Committee of Appropriations was featured in *Sports Illustrated* 20 years ago and more recently as "Dandy Don" in *Road & Track* magazine.

Past RRDC Bob Akin Award honorees include Sam Posey, Charlie Gibson, John Fitch, Jim Haynes, Cameron Argetsinger, Jim Downing, Steven J. Earle and Augie Pabst.

Update from the 2011 ARRC

Following the ECR Series race at the American Road Race of Champions on Nov. 4-6, 2011, an appeal was launched regarding the disqualification of Spec Miata competitor Ryan Pilla. The findings of the appeal is detailed in the January *Fastrack* news, available at www.scca.com/fastrack, but was not available in time for our ARRC event coverage in the February

issue of *SportsCar*. The result of the appeal was Pilla's class and overall win was reinstated, making him the winner, with the team of Daniel Bender and Voytek Burdzy picking up second and the team of Roger Burdette and Randy Pobst collecting the final position on the podium. A complete listing of the results can be found at www.atlantasscca.com.

Checkered Flag

Robert D. Anderson

Former SCCA Pro Racing President Robert D. (Bob) Anderson passed away on Friday, Jan. 27, after a lengthy and courageous battle with cancer, at the age of 76.

Anderson joined the SCCA staff in 1984 as General Manager of the SCCA Pro Racing division. A year later, Anderson was promoted to Vice President, at which time he assume the day-to-day management of the department.

Under his guidance, the Trans-Am Championship enjoyed a resounding resurgence that saw national television exposure, prize money postings and fan attendance reach record levels.

During his tenure, SCCA Pro Racing enjoyed record profits and the division was spun off as a wholly owned subsidiary, SCCA Pro Racing, Ltd., and Anderson was the company's first president.

Before joining the SCCA staff on a full-time basis, Anderson was a longtime member of the Pro Racing staff, dating to the 1970 season. He served as the Trans-Am Series Chief Steward from 1978-'84.

Anderson is survived by his wife Joyce and daughters Linda and Cheryl, their husbands and four grandchildren.

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."

Contest Drawing Winners

The winners of the 2011 Membership Drive Contest have been selected. And the winners are:

Grand Prize: (Skip Barber Racing School) Nick Hallman, South Carolina Region

Second Place: (\$1,500 Tire Rack gift certificate) Julia Aebersold, Kentucky Region

Third Place: (\$500 SCCA Gear gift certificate) Sherri Masterson, Northwest Region

Region Leaders

Category based on 2010 year end membership

REGION NAME	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%

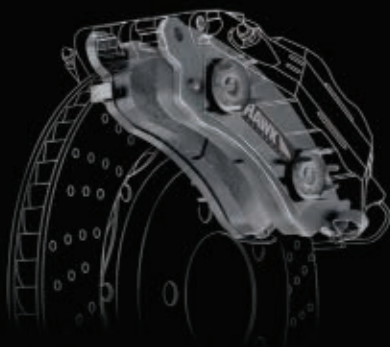


*THERE IS NO COMING IN
SECOND*



ONLY FIRST.

TAKE CONTROL.



Hawk Performance Products Group is a leading supplier of severe duty and high performance products for the motorsports and performance automotive aftermarket. Decades of experience developing friction materials for Aerospace, Industrial, Military, Automotive and Motorsports applications give us an advantage over the competition. From NASCAR to the weekend racer, our products provide a true competitive edge.

HAWKPERFORMANCE.COM

Follow us on



ANNIVERSARIES

SCCA members celebrating 25-60 years

NAME | JOIN DATE | REGION

60-YEAR MEMBERS

Carroll Shelby | 2/1/1952 | Cal Club
Joseph C Donahue | 3/1/1952

55-YEAR MEMBERS

George Chapman | 3/1/1957 | Land O'Lakes

50-YEAR MEMBERS

William J Campbell | 2/1/1962 | Indianapolis
Joseph Crecca | 2/1/1962 | Northwest
Kyle E Breedlove | 3/1/1962 | Fort Wayne
Martin H Dodenhoff | 3/1/1962 | Neohio
Mike Edgerton | 3/1/1962 | Western Ohio
Richard Eisenmann | 3/1/1962 | Milwaukee
Tom Flaherty | 3/1/1962 | New England
John W Keller | 3/1/1962 | Northern New Jersey
Daniel E Peterson | 3/1/1962 | Land O'Lakes
Kenneth H Sellers | 3/1/1962 | Washington DC

45-YEAR MEMBERS

Wayne B Bard | 2/1/1967 | Central Florida
Rollin D Butler | 2/1/1967 | Central Carolinas
Bill Davis | 2/1/1967 | Washington DC
R Peter Gates | 2/1/1967 | Washington DC
Glenn J Haninger | 2/1/1967 | Ohio Valley
Michael A Landrum | 2/1/1967 | Chicago
David W Truxal | 2/1/1967 | North Carolina
Robert W Cowie | 3/1/1967 | Cincinnati
Anthony Freston | 3/1/1967 | Chicago
EB Lunken | 3/1/1967 | Cincinnati
Fran Perry | 3/1/1967 | San Francisco
Robert G Pico | 3/1/1967 | New England
Richard W Powell | 3/1/1967 | New England
Michael Rand | 3/1/1967 | New England
Lawrence L Randall | 3/1/1967 | Oregon
Wayne Scheible | 3/1/1967 | Finger Lakes
W David Teter | 3/1/1967 | South Jersey

40-YEAR MEMBERS

Patti Adams | 2/1/1972 | Houston
Stanley Clinton | 2/1/1972 | New England
Johnnie Crean | 2/1/1972 | Cal Club
William T Currie | 2/1/1972 | New England
Geoffrey S French | 2/1/1972 | Nebraska
Lloyd S Geib Jr | 2/1/1972 | Blue Mountain
Kenneth A Hart | 2/1/1972 | Northern Ohio Valley
Bruce E Jensen | 2/1/1972 | Central Florida
John F Kerr | 2/1/1972 | Cal Club
Gary Kowalski | 2/1/1972 | South Bend
John C Leps | 2/1/1972 | Central Florida
Bill Martin | 2/1/1972 | San Francisco
Kent Painter | 2/1/1972 | Colorado
Bob Roberts | 2/1/1972 | Neohio
Bruce Sevier | 2/1/1972 | San Francisco
Gerald E Strickfaden | 2/1/1972 | Rio Grande
Stanmore B Townes | 2/1/1972 | San Francisco
Bud Bohrer | 3/1/1972 | Northwest
Tom Bootz | 3/1/1972 | Kansas City
Jack C Brock | 3/1/1972 | Houston
Gary L Brosch | 3/1/1972 | Central Florida
Christopher J Bucknam | 3/1/1972 | Finger Lakes
Marc Bushman | 3/1/1972 | Chicago
John H Deonarine Jr | 3/1/1972 | Philadelphia
Thomas A Dvorak | 3/1/1972 | St Louis
Robert B Franklin | 3/1/1972 | Atlanta
Stuart M French | 3/1/1972 | N. New Jersey
Thomas J Galuardi | 3/1/1972 | New England
Mario Gardin | 3/1/1972 | San Francisco
Carlo V Gardin | 3/1/1972 | San Francisco
Marvin L Gray | 3/1/1972 | Neohio
Warren C Holcomb | 3/1/1972 | Colorado
James Hollowell | 3/1/1972 | Washington DC
Stephen M Lewis | 3/1/1972 | New England
Steve Limbert | 3/1/1972 | Susquehanna
Timothy C Marschner | 3/1/1972 | New England

Kathy L McLeod | 3/1/1972 | Washington DC
Craig S Pearce | 3/1/1972 | Central Florida
Thomas A Stephani | 3/1/1972 | Chicago
John W Tures Jr | 3/1/1972 | New York
Ron L Whitston | 3/1/1972 | Milwaukee
Susan J Zimmerman | 3/1/1972 | Susquehanna

35-YEAR MEMBERS

Clyde Bales | 2/1/1977 | Atlanta
William N Biliotti | 2/1/1977 | New England
Scott C Bowman | 2/1/1977 | Des Moines Valley
Craig R Colwell | 2/1/1977 | Central Pennsylvania
Bill Craine | 2/1/1977 | Oregon
Patricia Craner | 2/22/1977 | Eastern Idaho
Mike Cummings | 2/1/1977 | San Francisco
Patty L Dwyer | 2/1/1977 | San Francisco
Jeanne M English | 2/1/1977 | Cal Club
James N Friedman | 2/1/1977 | New England
Brett Hamer | 2/1/1977 | Colorado
Richard Holden | 2/1/1977 | Mid South
Dale S Krog | 2/1/1977 | Land O'Lakes
Terry L Larson | 2/1/1977 | Northwest
Jason M Len | 2/1/1977 | Cal Club
Larry Logsdon | 2/1/1977 | Texas
James V Painter | 2/1/1977 | Central Carolinas
Gary T Parker | 2/1/1977 | Indianapolis
Alan Perry | 2/1/1977 | New England
Michael A Potocki | 2/1/1977 | Western New York
Segundo B Quinones | 2/1/1977 | Washington DC
Terry L Rohr | 2/1/1977 | Arizona
Jack M Sampson | 2/1/1977 | S. West Virginia
David Alan Schaller | 2/1/1977 | Texas
Paul C Tosi | 2/1/1977 | New England
Jason A Widich | 2/1/1977 | Steel Cities
John D Williams | 2/1/1977 | Washington DC
Kevin Woeller | 2/1/1977 | Ohio Valley
Thomas P Belson Md | 3/1/1977 | Milwaukee
Fletcher C Belt | 3/1/1977 | Blackhawk Valley
Dan Cole | 3/1/1977 | Tennessee
Jack Dalton | 3/1/1977 | N. New Jersey
Rod Hahnenmann | 3/1/1977 | Detroit
Wanda Helser | 3/1/1977 | Blackhawk Valley
Waller S Hunt III | 3/1/1977 | Washington DC
Barney Buck Jones | 3/1/1977 | San Francisco
Joseph M Kenotich | 3/1/1977 | Chicago
Sammy K McSpadden | 3/1/1977 | Lone Star
James F Meyers | 3/1/1977 | Old Dominion
John W Megst | 3/1/1977 | Milwaukee
Noel Poduje | 3/1/1977 | New England
Debbie Schreiner | 3/1/1977 | NE Oklahoma
Mickey D Schreiner | 3/1/1977 | NE Oklahoma
Bill Smiley | 3/1/1977 | Western Ohio
Anthony J Stegman | 3/1/1977 | Wichita
Allen Stueben | 3/1/1977 | Big Island of Hawaii
Terry W Taylor | 3/1/1977 | San Francisco
Dennis Troemel | 3/1/1977 | Milwaukee
Dozier F Wallace | 3/1/1977 | South Carolina
Gary Lee Webb | 3/1/1977 | Blue Mountain

30-YEAR MEMBERS

Donna Baker | 2/22/1982 | Central Florida
R Lawrence Bangert | 2/16/1982 | Northwest
Eric Robert Cashdan | 2/16/1982 | New York
Phillip L Cloninger | 2/16/1982 | Central Carolinas
Bret C Davenport | 2/17/1982 | San Francisco
Connie R Davies | 2/22/1982 | Glen
Christopher Fahan | 2/17/1982 | New England
Kimberly Davies Klein | 2/22/1982 | Glen
Marjorie Lane | 2/23/1982 | Steel Cities
Barbara Leeson | 2/17/1982 | San Francisco
Rebecca K G Mallory | 2/22/1982 | New England
Tara E Oram | 2/1/1982 | Neohio
Gary L Quast | 2/16/1982 | Nebraska
Douglas J Richter | 2/15/1982 | Central Florida
Mark Alan Sullivan | 2/16/1982 | San Francisco
Forrest Tindall | 2/16/1982 | Ozark Mountain
Gregory B Abbott | 3/5/1982 | Cal Club
Michele Albert | 3/16/1982 | Steel Cities
Robert L Albert | 3/16/1982 | Steel Cities
Carol R Anderson | 3/1/1982 | Arizona
Robert C Austin | 3/16/1982 | N. New Jersey
Catherine M Balkunow | 3/5/1982 | N. New Jersey
Leonard S Baptiste | 3/30/1982 | Cal Club
Charlene L Bettinger | 3/16/1982 | Wichita
Michael Bilbinoff | 3/5/1982 | San Francisco
John R Bowden | 3/24/1982 | Kansas
Ken Brown | 3/24/1982 | Washington DC
Carol E Bruce | 3/1/1982 | River Cities
Clinton O Chichester III | 3/31/1982 | New England

Arlene Chrt | 3/16/1982 | Chicago
Stephen K Danton | 3/30/1982 | Northwest
Paul H Einhorn | 3/24/1982 | San Francisco
Kevin Ellis | 3/5/1982 | Colorado
Richard B Elste | 3/24/1982 | Steel Cities
Royce J Estes | 3/8/1982 | St Louis
John H Firment | 3/30/1982 | Detroit
Douglas O Fisher | 3/1/1982 | New England
Thomas Morrison Fowler | 3/24/1982 | Atlanta
David W Frieder | 3/10/1982 | Western New York
J Ron Gentry | 3/8/1982 | North Carolina
Melvin C Goldsmith | 3/31/1982 | Arizona
William G Grundel | 3/1/1982 | St Louis
Bob Harris | 3/25/1982 | Wichita
Marilyn Harwood | 3/24/1982 | Washington DC
Kenneth Harwood | 3/24/1982 | Washington DC
Barry W Hauf | 3/1/1982 | St Louis
Scott Holman | 3/24/1982 | Washington DC
Ellen F Holtz | 3/16/1982 | Philadelphia
John Howe | 3/1/1982 | Milwaukee
Russell Jaslow | 3/30/1982 | Finger Lakes
Kathy Kelm | 3/16/1982 | Detroit
Brian R Kelm | 3/16/1982 | Detroit
Janet L Laird | 3/19/1982 | Detroit
William H Lemmond III | 3/19/1982 | C. Carolinas
Anthony Macianskis | 3/17/1982 | Chicago
Carol A Marston | 3/31/1982 | Central Florida
Glenn G Marston | 3/31/1982 | Central Florida
Fredrick Mcconnell II | 3/19/1982 | Washington DC
Danny Moon | 3/4/1982 | Western Michigan
Barbara E Morrissey | 3/1/1982 | Western Ohio
Charles J Mulligan | 3/30/1982 | Oregon
Edward M Murray | 3/30/1982 | Detroit
James Ohanesian | 3/19/1982 | W. Michigan
Ryland Owen | 3/1/1982 | Atlanta
Tjond Pandjiris | 3/2/1982 | St Louis
Patricia M Pierson | 3/10/1982 | Detroit
Robert A Pierson | 3/10/1982 | Detroit
Tommy Pulliam | 3/19/1982 | Atlanta
Jim Rogaski | 3/4/1982 | San Francisco
Linda Rogaski | 3/4/1982 | San Francisco
Kevin J Royce | 3/25/1982 | Detroit
Jeanette Sample | 3/1/1982 | Fort Wayne
Chuck Sample | 3/1/1982 | Fort Wayne
Debbi Segall | 3/4/1982 | Finger Lakes
George Sells | 3/31/1982 | Central Carolinas
Bartil W Shields | 3/17/1982 | Central Florida
Dentil Sollensskog | 3/17/1982 | Chicago
Steve Strickland | 3/30/1982 | Blue Ridge
Robert S Supper | 3/24/1982 | Old Dominion
Ted Voruz | 3/5/1982 | Milwaukee
Carl H Wieman | 3/30/1982 | Des Moines Valley
Peter J Zekert | 3/19/1982 | St Louis

25-YEAR MEMBERS

Gary A Boone | 2/4/1987 | Colorado
Robert B Mumm | 2/9/1987 | Milwaukee
William J Maisey | 2/3/1987 | Old Dominion
Irene J Wells | 2/4/1987 | Las Vegas
David Herron | 2/4/1987 | San Francisco
Thomas W Palligarr | 2/9/1987 | Florida
Mary Lou Miller | 2/9/1987 | Florida
Timothy F Potter | 2/10/1987 | Central Florida
Steven Sawyer | 2/10/1987 | St Louis
James R Martin | 2/10/1987 | San Francisco
Lorene Martin | 2/10/1987 | San Francisco
Kathleen E Reisinger | 2/10/1987 | San Francisco
Brian Linn | 2/10/1987 | Cal Club
John Snodgrass | 2/18/1987 | Central Florida
Ann Taylor | 2/10/1987 | North Carolina
Sharlene E Smith | 2/10/1987 | Kansas City
Douglas A Mockett | 2/10/1987 | Cal Club
John Herman | 2/12/1987 | Western Michigan
William Barnett | 2/13/1987 | Tennessee
Lauren Fix | 2/13/1987 | Western New York
Lawrence W Emery Jr | 2/13/1987 | Glen
Maggie Emery | 2/13/1987 | Glen
Brian Dodge | 2/18/1987 | Washington DC
Joan Smith McHenry | 2/18/1987 | San Francisco
Sandie Glorioso | 2/23/1987 | San Francisco
James R Ourand | 2/23/1987 | San Diego
Mark Wilson | 2/20/1987 | Washington DC
Thomas R Tipsword | 2/20/1987 | S. Indiana
Cindi Lee Lux | 2/20/1987 | Oregon
Jeffrey Sattl | 2/23/1987 | Arizona
Lyn H Watts | 2/24/1987 | Central Florida
Hollie Gilcrease | 2/23/1987 | Cal Club
Kathy Peckham | 2/23/1987 | Utah
Anna Johnson | 2/24/1987 | Washington DC

Jack Duane Tippens | 2/24/1987 | Chicago
James J Goughary Jr | 2/24/1987 | Florida
Douglas A Valley | 2/24/1987 | New England
Wes Barron | 2/24/1987 | Atlanta
Robert Fullriede | 2/24/1987 | St Louis
Dennis A Domer | 2/25/1987 | Chicago
John Lechner | 2/27/1987 | Neohio
Carol Lechner | 2/27/1987 | Neohio
Clay Yeatman | 2/27/1987 | Atlanta
George J Thielen III | 2/27/1987 | Western Ohio
Nancy Dehmler | 2/10/1987 | Finger Lakes
Kathy Yehra | 2/27/1987 | San Francisco
Chris Jones | 2/24/1987 | Ozark Mountain
Andrew D Clauss | 2/4/1987 | Blue Mountain
Jane Anderson | 2/6/1987 | Cal Club
Nicholas Theroux | 2/4/1987 | San Francisco
Darryl Saylor | 2/9/1987 | Tennessee
Laralei A Thomas | 2/12/1987 | Central Carolinas
Larry R Hunt | 2/12/1987 | Central Florida
Les Chaney | 2/13/1987 | Central Carolinas
Albert Hart | 2/18/1987 | Rio Grande
Dave Yahn | 2/23/1987 | Milwaukee
Jackie Yahn | 2/23/1987 | Milwaukee
Brian R Ringwood | 2/20/1987 | Fort Wayne
Richard P Powell | 2/27/1987 | Indianapolis
Kevin Kloefer | 2/27/1987 | Atlanta
Les Myers | 2/25/1987 | Central Florida
Kelly Everding | 2/9/1987 | Chicago
Arlene Sanchez-Schapira | 2/20/1987 | San Francisco
Duane Abiamis | 3/5/1987 | San Francisco
Walt Anderson | 3/12/1987 | Cincinnati
David R Auerbach | 3/18/1987 | New England
Colin Alden BACH | 3/5/1987 | San Francisco
Edward E Barrett | 3/13/1987 | Colorado
Ronald M Benson | 3/31/1987 | Blackhawk Valley
Ben Bradley | 3/23/1987 | Oregon
Steven Bresse | 3/12/1987 | San Francisco
Thomas Brown | 3/12/1987 | Glen
Kevin Brumbaugh | 3/4/1987 | Ohio Valley
Andy Brumbaugh | 3/4/1987 | South Carolina
Candy Brumbaugh | 3/4/1987 | Ohio Valley
Henry J Bukowski | 3/31/1987 | Chicago
Francis M Celona | 3/31/1987 | Finger Lakes
Linda Chapman | 3/31/1987 | Mid South
Edward E Cheek | 3/31/1987 | Blackhawk Valley
Kenneth Cottrell | 3/12/1987 | Atlanta
Carl D Cress | 3/3/1987 | Blue Ridge
Shirley L Drummond | 3/30/1987 | C. Carolinas
Steve Dunkmann | 3/12/1987 | Milwaukee
Jim Evans | 3/13/1987 | New England
Denny Fosdick | 3/31/1987 | Cal Club
Ted Garrod | 3/18/1987 | Central Florida
William T Gill | 3/1/1987 | New England
Joan Goodrich | 3/9/1987 | San Francisco
Frederick T Haas III | 3/24/1987 | Central Florida
John S Hayes | 3/13/1987 | San Diego
Daniel R Helman | 3/17/1987 | Houston
Georgina Hendrick | 3/18/1987 | New England
Geoff Herald | 3/4/1987 | Steel Cities
Robert Hofmann | 3/5/1987 | Detroit
William Holdren | 3/17/1987 | Washington DC
Kevin Hopkins | 3/31/1987 | Glen
Sandra J Jackson | 3/18/1987 | Florida
Daniel H Jones | 3/12/1987 | Washington DC
George Kenneth Kaplowitz | 3/12/1987 | Florida
Rolayne D Kasmer | 3/24/1987 | Mahoning Valley
Vivian Lansing | 3/17/1987 | San Diego
Boyd R Lear | 3/31/1987 | Colorado
Deborah Lecuyer | 3/9/1987 | Blackhawk Valley
Michelle Lecuyer | 3/9/1987 | Blackhawk Valley
Richard Martin | 3/13/1987 | Atlanta
Connie Matty | 3/25/1987 | Cal Club
Vivian Merdeth | 3/31/1987 | Central Florida
James E Nash | 3/13/1987 | Land O'Lakes
Daniel D Olson | 3/17/1987 | Oregon
Tammy L Oswald | 3/13/1987 | Blue Mountain
James D Oswald | 3/31/1987 | Blue Mountain
Lorraine N Powell | 3/31/1987 | New England
Kathy Prather | 3/25/1987 | Kansas
Janis K Purl | 3/27/1987 | Cal Club
James H Richardson | 3/3/1987 | Mid South
Robert M Roth | 3/24/1987 | Neohio
Mark Seiden | 3/17/1987 | Florida
Bob Shafer | 3/16/1987 | Central Florida
Erik Strelieks | 3/16/1987 | Lone Star
Robert Z Symonds | 3/12/1987 | South Bend
Peter G Varga | 3/4/1987 | Central Florida
Lisa Wandrick | 3/13/1987 | Atlanta



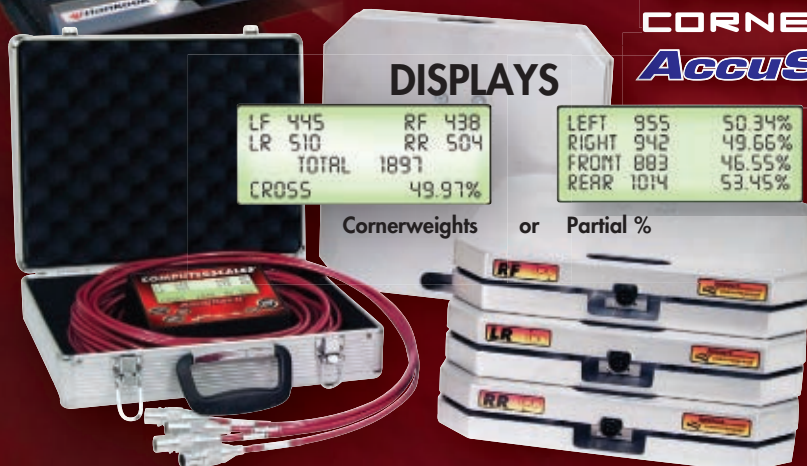
NICKY FREYTAG

Podium Bound.

COMPUTER SCALES®

CORNERWEIGHT SCALES

AccuSet II™ BASIC SYSTEM



DISPLAYS

LF 445	RF 438
LR 510	RR 504
TOTAL 1897	
CROSS 49.97%	

LEFT 955	50.34%
RIGHT 942	49.66%
FRONT 883	46.55%
REAR 1014	53.45%

Cornerweights or Partial %

Simple to use – and affordable too.

Get everything you need at the same time

Control box displays all 4 wheel weights 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 professional 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 with LMF™ Satin Finished pads.....\$1049⁰⁰

Many others inc. ~~Wireless~~ from \$949⁰⁰ to \$2995⁰⁰



QuickSet™ DIGITAL CASTER/CAMBER GAUGE

CNC machined billet aluminum for rigidity and accurate readings

Reads to .1°

Just hold it against the rim

#78295 ...\$279⁹⁰
(for 13" -17" wheels)

NEW!

#78298 ...\$299⁹⁰
(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

DATA LOGGING 4" "STEPPER MOTOR" TACH

NEW!

AccuTech® DLi™

- Records RPM all around the track - all the highs, all the lows. Replay in the pits.
- Stores up to a full hour
- Easy playback at real time speed, 1/3 speed or double speed (to watch a full lap quickly)
- Digital timer lets you see where the RPM was recorded on the track
- High RPM warning light (settable)
- PLUS Sequential shift light (also settable)
- Numbers are LED back lighted. Digital display shows max RPM

#44390.....\$298.00



Clipboard



Hot Lap



Scale platen



Digital tire pressure gauge /pyrometer



Cordless pit gun

Longacre®

REDEFINING PERFORMANCE

call for your NEW 2012 catalog

1-800-423-3110

www.longacreracing.com



Top Gear

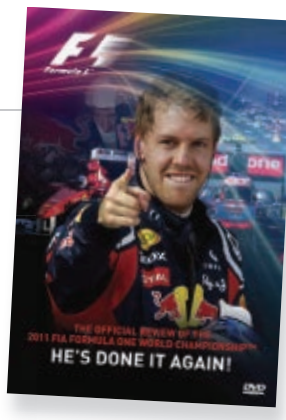
ESSENTIAL TOOLS, ACCESSORIES AND GEAR FOR RACERS

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.

HOSE CANDY BOA CLAMPS

Hose Candy introduces its new heat-shrinkable BOA Clamps. BOA Clamps tighten around hoses to create a leak-proof seal in a variety of applications, including radiator hose, air induction systems up to three-inches, vacuum and turbo hoses and air ducting for racing brake systems.

www.hosecandy.com



F1 DVD SET

Witness the stunning detail of 24 incredible Formula 1 cars and 19 spectacular circuits with exclusive footage and camera angles not seen on television. With over five and half hours of footage, you can relive the spectacle that was the 2011 FIA Formula 1 World Championship.

\$29.99

www.kultur.com

GOJO SCRUBBING WIPES

GOJO Scrubbing Wipes deliver convenient, easy and complete cleanup anywhere heavy-duty cleaning is required. Made of durable, dual-textured material that has been pre-moistened with a powerful cleaning solution, the GOJO Scrubbing Wipes have an extra large size towel to provide superior cleaning capacity.

www.gojo.com/automotive



KOSEI K4R WHEELS

The new Kosei K4R is available in diameters from 15-inch to 17-inch, and widths ranging from 7-inch to 8.5-inch, to fit many popular applications. The K4R is race ready, lightweight and easy on your budget.

From **\$144**

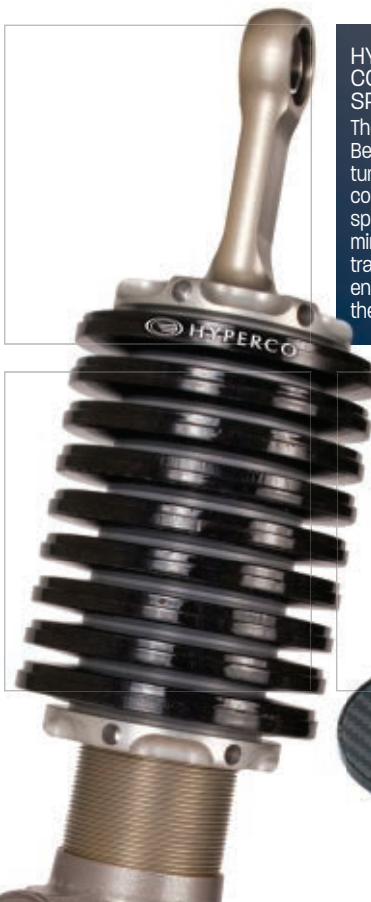
www.tirerack.com



HYPERCO CARBON-COMPOSITE BELLOWS SPRING

The Hyperco Carbon-Composite Bellows Spring is a lightweight, tunable alternative to traditional compression suspension springs. It exhibits absolute minimum side force compared to traditional suspension springs, enhancing mechanical grip at the tire.

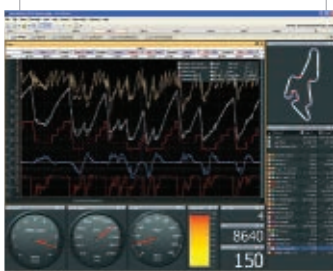
www.hypercoils.com



AEMDATA DATA ANALYSIS

AEMdata data analysis software is a custom data analysis package for select AEM products that features advanced 3D graphics and a user-friendly interface. It allows the user to review and playback vehicle, driver or engine data and overlay the data using charts, dash displays, gauges or custom displays that you create.

www.aemelectronics.com



X-LIGHT EVO 4 ERGO

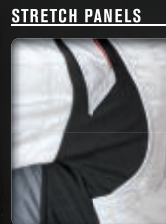
**Unique Entry System
for Unparalleled Comfort.**



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 SFI homologation standards.

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

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 • UPR RACING SUPPLY 800 648-5872

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



www.sparcousa.com

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

Pobst Position



Randy Pobst

2003, 2007, 2008
and 2010 Pirelli
World Challenge
GT Champion

“THAT WAS
A PRIME
OPPORTUNITY TO PULL
OUT A FAVORITE AXE
OF MINE TO GRIND”

Car Guy Heroes

Ever drive a car and wonder why the manufacturer built it that way? I am always second-guessing the car companies, yet, at the same time, wishing I could speak directly with the people who made the decisions on what to build.

With my Volvo connections, I did have the chance to hear the designer of the Volvo S60 describe his choices to a press audience, “...like a crouched cat, poised to leap.” He was very proud of his creation, and there was a reason for every bend in the sheet metal.

In spite of my years in the car industry, most often in sales training, this is still a rare opportunity for me. Recently, I had the good fortune to spend some quality time with engineers from deep inside Chevrolet’s high-performance skunk works. It was a comparison test of two of the latest and greatest American muscle cars, the 444hp Boss Mustang Laguna Seca and the brand-new 580hp Camaro ZL-1. These are definitely among the last of the factory hot rods that can still be driven in the historic, pure

sense: rear-drive, fully manual H-pattern shifter with foot clutch and no perfect-but-brainless downshift rev matching, that also have stability and traction interference that can be fully switched off. Danger, danger – no computer to step in, it is all you.

I’m not saying these safety features are bad – they are saving many dollars and injuries on our roadways right now. Leave them on unless you are willing to greatly raise your risk of crashing. However, I am saying they dumb down the driving experience, especially and specifically on the track.

It offends my racing sensibilities to listen as a racecar leaves a corner with misfiring sounds as the electronics decide how much power to apply, not the driver. At some point, cars may become like the military drones, controlled by computers, remote video and joysticks. In the meantime, there’s the Seca and the ZL-1.

The Chevy guys spoke fluent Nürburgring after many laps there developing the chassis: 168mph at the bottom of the Foxhole, yeow.

They spoke in the same pure racing terms we use at the track. They were very proud of the magnetically adjustable viscosity of the fluid in their shocks, giving constant computer-controlled damping changing every few milliseconds, nearly like active suspension. *This* kind of control is more than fine with me.

They shared stories of tuning the

Camaro end to end for more speed on the track, just like you would on your E Production Prelude or ITB Golf.

Both cars have real brake cooling ducts. The Camaro has coolers for the engine, trans and even the diff. I could feel the seduction.

At one point, talk turned to fly-by-wire throttles and sport settings. Ahh, now that was a prime opportunity to pull out a favorite axe of mine to grind. “Sport programs,” I proclaimed in my best know-it-all, column-writing tone, “Always open the throttle faster, to make the car feel faster, sportier. This is exactly backwards. The *last* thing the average driver needs is a faster opening throttle. If it were me, I’d make it open slower!”

“We did that,” snapped Tony Roma, ZL-1 engineer and SCCA Club racer.

My jaw dropped. It won’t sink in. I felt dazed and confused. Uh...what?

“The last thing you want is to snap that throttle open in the middle of a corner,” he said.

They *did* that. Then it happened. I swear it. A shaft of light shone down from the heavens, right onto the Chevy guys, like in those old movies. Heroes were born. They did that. I coulda kissed him. Mostly I was awed with respect. They get it. The 2012 Camaro ZL-1 sport program opens the throttle *slower*. Think about that and apply it to your driving, street and track...Hero. 🏁



JOHN W. WILMOTH

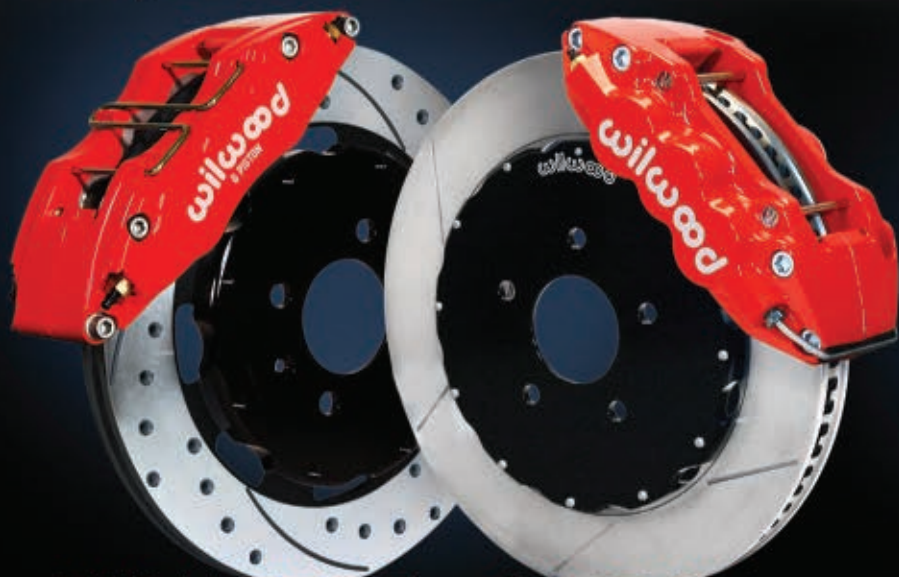
When dealing with big horsepower cars, slow throttle application is a must – unless you want to end up sideways.

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

From international security to the Solo pad, Tony Shepherd knows how to get the job done

Walk into most government office buildings today, or even the offices of many larger private businesses, and you may encounter a reception desk manned by a uniformed officer. That person is only the tip of the security iceberg protecting the facility. It is seldom surprising anymore.

"9/11 changed our industry completely," says Tony Shepherd, hired just last November as president and CEO of Coastal International Security Inc., headquartered in Lorton, Va.

"After 9/11 there was clearly a wholesale change in how we act as a country. But, behind the scenes, what most people don't realize is security everywhere was beefed up two times or more."

More recently, however, Shepherd has noticed changes in the other direction. "I don't want to say it is a shift in focus from 9/11, more a backing away. Major companies and certain federal agencies want to spend less on security."

It's not that surprising a change, he says, given "the success of our military, particularly with the capture of various individuals threatening our country."

In his new job he leads a company whose business provides armed security support for numerous federal agencies ranging from the Executive Office of the President of the United States, White House Annexes, to the Department of the Interior. It employs officers not only in Washington, D.C., where it is the largest security provider in the National Capitol, but also nationwide and internationally. Coastal, a wholly owned subsidiary of Akal Security Inc., has more than 15,000 security employees.

He may be the new guy at Coastal, but Shepherd has been in the security business more than 25 years, including co-founding one security business and later starting another on his own.

Born in Australia, he came to visit for the U.S. Bicentennial in 1976 and

returned in 1982 to take a job with the Australian trade mission in Chicago.

"But the job for me, when I got there, was closed. I thought I'd vacation a bit and then go home, when a similar job opened up for the consul general of Sweden, Arnie Toren. I became his chauffeur and jack of all trades."

Shepherd says 68 different governments are represented in trade missions in Chicago, and Toren eventually became the dean of the consular corps.

"Because of his notoriety, there were some security concerns. Someone said, 'You're around the consul general; why don't you think about going through security training?'"

"I spent a year of nights going through the Cook County Sheriff's Academy, from there, a sworn law enforcement officer, a reserve deputy. Then the local FBI would allow me to attend certain things. I became a member of the International Association of Bomb Technicians and Investigators."

Shepherd recalls one of the most prominent visits he managed, an appearance in February 1986 by Swedish Prime Minister Olof Palme for a NATO meeting.

"Leaders would fly into Chicago, we'd set up a room at the Drake Hotel [and] certain diplomats would attend. Then our responsibility was to get him back to O'Hare and on the plane."

After Palme got home to Stockholm, he went to the movies with his wife, son and daughter-in-law. Walking home he was assassinated by a lone gunman. The murder is still unsolved.

"It was a very clear reminder of the responsibility of what we were working on back then," Shepherd says.

Shepherd has lost most of his Aussie accent now. In 1995, he became an American citizen and also an SCCA member, joining the Chicago Region.

"I felt I was too old [he was 40] to begin any type of racing career, so I began autocrossing. I bought a '96

Fast Facts

TONY SHEPHERD

SCCA REGION: Delta

MEMBER SINCE: 1995 (life member)

FAVORITE AUTHOR/WRITER: Clive Cussler

LAST BOOK READ: *Good to Great*, by James C. Collins

FAVORITE ENTERTAINER: Anita Baker

FAVORITE MOVIE: *Bullitt*

FAVORITE TV SHOW: Anything on SPEED

FAVORITE FOOD: Vegemite (an Australian paste, a byproduct of beer brewing, used on crackers and as a toast or sandwich spread)

FAVORITE NON-SCCA ACTIVITY:

Tanning on any island

FIRST CAR OWNED: 1970 Holden Belmont Ute

FAVORITE CAR OWNED: 2006 Dodge Viper GTS

CURRENT DAILY DRIVER: 2012 Acura TL

FAVORITE RACE DRIVER: Australia: Allan Moffat, USA: Mark Martin

MOST INFLUENTIAL PERSON IN MY LIFE: At home, my significant other Sheri Rogers, who has kept me in check over the years through a balance of work, play and racing – in that order. In business, my former partner Jim Jacobsen, who taught me all the facets of the business world and how to survive. In racing, Rick Ruth because autocrossing is his life's passion [and because] he has made me a better racer over the years and has been a great support throughout my autocrossing life.

“BECAUSE OF HIS NOTORIETY, THERE WERE SOME SECURITY CONCERNS” Tony Shepherd

Mustang Cobra and the disease started from that point on."

Actually, he'd already been exposed as a teenager when he crewed for Australian V8 Supercar racer Murray Carter, who raced a Ford Falcon GTHO Phase III – "The fastest four-door production car in the world at that time, capable of 141mph," Shepherd says. Carter was a teammate of Canadian Allan Moffat; the two were factory racers doing events such as the Bathurst 500, which Moffat won twice, then twice more when it became the Bathurst 1000.

"I was a right-rear tire changer," Shepherd says. "Ford provided the

Tony Shepherd's day job is as a security expert. In his spare time, however, he can be found competing on the Solo pad, with plans to return to the Solo National Championships this year running a CP Mustang (RIGHT) for the event's 40th anniversary.



[351ci Cleveland] motors and everything to Allan and Murray. Murray was the only one who had a dyno that could handle the horsepower of the big V8."

After working for the Swedish consulate – "I was getting paid in Swedish kronor; I got good vacation and healthcare, but the money was pretty bad" – Shepherd began working for a Chicago company, Special Operations Associates, primarily doing commercial security. Nine years later he was an SOA vice president.

"Government security profitability was in single digits," he says. "I went to the owners of SOA and said 'You've got a problem.' I bought 10 contracts from them and they could not agree to it faster than it took me to grab \$10 out my pocket and slap it on the table."

With a financial partner, Worldwide Security Services Ltd. was formed. Nine years later he resigned from Worldwide (since renamed Covenant Services Worldwide) and began Security Management Services. After making it successful and selling it, he turned to consulting.

Covenant asked him to do a proposal for the Strategic Petroleum Reserves in New Orleans. That led to being a Covenant vice president there when Hurricanes Katrina and Rita hit. His work to uphold security integrity won him a commendation from the Department of Energy and a share of a gold medal from the U.S. Secretary of Energy.

His time in New Orleans, as a member of Delta Region, also included his best year in Solo, 2008.

"Everything came together," he says. "The car [a 2006 Mazda Miata] was spectacular. I won three series – the [Delta Region] C Stock Championship, the [region's] top PAX, and I won the Trans-Louisiana Autocross Championship" between the four Louisiana regions.

Shepherd hasn't been to the Tire Rack Solo National Championships since 2007 when he shared Chicago cohort Rick Ruth's C Prepared Mustang MiniBoss, but he plans a return for the 40th anniversary event this year.

"My biggest problem at Nationals is normally I'm going to arrive and drive, which is the biggest mistake, but beggars can't be choosers," he says. "The plan for 2012 is to co-drive with Rick for the year, and because it's the 40th I will run Nationals in CP with Rick." 🍷



RUPERT BERRINGTON

Inside Track

BY JAMES KEARNEY PHOTO PHILIP ROYLE

Des Moines Valley Region's Scott Bowman – Midwest Division's Steward Worker of the Year

Scott Bowman is hardly new to the Club. His dad recently racked up his 50th year anniversary and Scott has been on board for 35 years now himself. When he was only 13 years old he crewed, sort of, for the now-Chairman of the SCCA Board of Directors Jerry Wannarka at Blackhawk Farms. When Jerry won, Scott was allowed to climb on board for a victory lap and hang out the window of the Datsun 510, waving a checkered flag. “That can’t happen today, of course,” he chuckles. In 2011, he was the Steward of the Course at the National Championship Runoffs, and in the prior two Runoffs he was the Safety Steward.

Scott grew up in Mason City, Iowa, attended Iowa State and settled in Des Moines as a principal in a design firm. His dad raced Sprites back in the day when you taped up the headlights and went at it. Scott had a 30-year straight string of attending the June Sprints that was broken only when he purchased his own racecar and then couldn’t afford to go. He campaigned an Ocelot S2000 and later, with a partner, ran a Swift DB2 in S2000.

He got a National license in Timing and Scoring and fondly remembers the glory days of the Des Moines Grand Prix, which ran from 1989-’94. His father had been a Steward, so when Scott suspended his racing to field some college tuition costs, it was a natural for him to be recruited. “I was courted pretty hard. I had a good reputation as a driver, and because I was an engineer I was very organized. Plus, my dad had always said that you can’t complain if you’re not willing to step up and take a role in the management of the Club.”

Scott said that as a Steward he expected to have a lot of interface with drivers in his new role, but he was surprised by the amount of



“THE PAYOFF IS WHEN EVERYONE HAS A GOOD TIME AND WANTS TO COME BACK” Scott Bowman

Scott Bowman (center) is from an SCCA family, with his father being a 50-year member. Bowman has also done a bit of everything, from racing to volunteering in a number of positions. At the 2011 National Championship Runoffs, Bowman's hard work was recognized when he received the BFGoodrich Tires Worker of the Year Award for the Midwest Division.

interaction he had with the volunteers. “As Chief of Timing and Scoring I was in charge of a pretty small crew of folks. Now I had to know the capabilities of all the workers. That was a real eye opener.” He wants to know the voice of a worker who places a call saying, “Ambulance now!”

In a season, he will rotate through the various Steward roles, including Chief Steward as well as being one of the Stewards of the Meet. But he is partial to the role of Operating Steward. “I’m in the tower and in control of all the on-track activity. I work with two communicators to stay in touch with the corner workers and the emergency services. This job is very stressful but it is also exciting and I enjoy it.”

For Scott, it is all about the team. He was thrilled to be honored as a BFGoodrich Tires Worker of the Year at the 2011 Runoffs at Road America, but he stresses that the award reflects the work of the entire team, not just him. “They are out there in

the heat and the rain for very long days and I never forget that.” Scott recalls a very hot day when one of his workers went down with an asthma attack and a corner worker was removed by an ambulance after being hit in the chest with a piece of a brake marker board. “You worry about your crew.” He worries about everybody. “The key is to have a welcoming atmosphere throughout the entire region. The payoff is when everyone has a good time and wants to come back.”

Scott says his least favorite role is when he functions as a Steward of the Meet and handles, among other things, drivers on driver protests. “No one is happy in the end. I negotiate a lot. I try to get them to look at the situation from the other driver’s perspective. Sometimes they shake hands at the end of the day and that’s a good feeling. Once I had a driver stop by the next day and he said, “Thanks, that’s the nicest way I’ve ever been told that I screwed up.”

Presented by
BFGoodrich
Tires

40+ DAYS

NAME | REGION

John Nesbitt | Washington DC
John Proctor | San Francisco

30-39 DAYS

NAME | REGION

Bruce C Marshall | South Jersey
Susan C Marshall | South Jersey
Peter Mahler | New England
Dave Knudsen | Atlanta
A Roger Tingstrom | San Francisco
Michael F LeRoy | San Francisco
James J Shoemaker | Neohio
Tiffany Feuerhammer | Milwaukee
Keith E Zane | South Jersey

20-29 DAYS

NAME | REGION

Leo S Baker | San Diego
Heather Baker | San Diego
Lawrence E (Larry) Buell | Buccaneer
Anna Neave Crissman | North Carolina
Nancy L Foster | Colorado
Dave Fredrick | Central Florida
Kathy Gall | Ohio Valley
Douglas A Gall | Ohio Valley
William Lowe Gilliland | San Francisco
James L Green | Neohio
Robert A Griffith | Ohio Valley
Marc Henry | Western Michigan
Anna K Hill | Atlanta
Mark J Hirt | Chicago
Gayle Jardine | Cal Club
Bob Jardine | Cal Club
Michael Jorgensen | Milwaukee
Aaron Kaminkow | Washington DC
David R Killian | Neohio
Richard A Kosdrosky | Texas
Larry H Kurkowski | Central Florida
Hollge Laplante | Central Florida
Douglas LeRoy | San Francisco
Barbara Lissow | Finger Lakes
Rod Markowicz | South Bend

Beth Mills | Washington DC
Stephen P Mortimer | Steel Cities
Ray Scheiber | San Francisco
Joyce K Sinclair | Washington DC
Marge Swanson | Big Island of Hawaii

12-19 DAYS

NAME | REGION

Greg Amy | New England
James H Averett | Lone Star
Bruce W Beauvais | Western Michigan
Cindy Ann Benchina | Neohio
Joseph B Binns | Washington DC
Roger Keith Brown | River Cities
Ruth Buell | Buccaneer
Kat Buell | Buccaneer
Lincoln E Buell | Buccaneer
David R Bueno | Neohio
Kate Bulman | Houston
Anne T Callihan | Washington DC
Winston E Casey | Oregon
Kory Chandler | Atlanta
Richard Cheely | Buccaneer
Todd Cohen | Blue Ridge
David T Cole | Glen
Steve B Conrad | Tennessee Valley
John Cooper | Houston
Gary D'Abate | Atlanta
Dennis R Dean | Washington DC
Colleen A Dick | Ohio Valley
David A Dominguez | North Carolina
Peg Dowd | New England
Susan B Downs | Ohio Valley
Matthew Eagan | San Francisco
Karl Enter | Atlanta
George Myers Fairer | Colorado
Susan Ferretti | New York
Scott Steven Feuerhammer | Milwaukee
John H Fiment | Detroit
Penny Freeman | Neohio
Dennis E Freeman | Neohio
Charles Genaro | Mahoning Valley
Lawrence A Grimm | Washington DC
Sheryl Groth | San Francisco

Michael Guess | San Francisco
Darren Gunn | Central Florida
David J Haeussermann | Florida
Nick Hallman | South Carolina
Mark B Hansen | Utah
Stephen Harris | Western Ohio
Todd Andrew Heilicher | Chicago
Beverly Heilicher | Chicago
Robert J Hengen | Ohio Valley
Nici Howland | Oregon
Bert A Hultman | Milwaukee
Dominick August Hyatt | Washington DC
Tracy Thacker Hyatt | Washington DC
Taylor Hyatt | Washington DC
Stephen C Hyatt | Washington DC
Adam D Jacobsen | Oregon
Theodore T Johns | Dixie
Kathy A Johnson | San Francisco
David M Jones | Ohio Valley
Susan E. Juner | San Francisco
Mary E Justice | Florida
Ray Justice | Florida
Brendan Kaczmarek | Central Florida
Barbara Killmer | New England
Clyde L Kiser | North Carolina
John A Kish | Arizona
Marvin H Kluttz | Houston
Marc A Knippel | Milwaukee
Cheryl Knippel | Milwaukee
Daniel Krueger | Milwaukee
William "Biff" Lahner | Milwaukee
Matt E Laine | Colorado
David J Lapham | New York
Ellen Lee | Florida
Timothy Scott Lee | Florida
Steve Lowery | Cal Club
Ellen Lowery | Cal Club
Peter Magnuson | Central Florida
Douglas A Mains | Texas
Lynnette Markowicz | South Bend
Vanessa F Martin | Washington DC
Leigh McBride | Mohawk Hudson
Thomas B McCloy | Buccaneer

Mack McCormack | Mohawk Hudson
Dan Miklovic | Southern Illinois
Adam E Miller | Kansas City
Dario Mark Montero | Central Florida
Tim Murphy | Central Florida
Kedre Murray | San Francisco
Charles Allen Nagel | Houston
Phil Parsons | Chicago
Barry Peel | Central Florida
Steve Pence | Ohio Valley
Joelle Pence | Ohio Valley
Peter Perrault | New England
John Pitman | Northeastern Pennsylvania
Michael L Pryor | Ohio Valley
Mark Ragsdale | New England
Bob Ricker | Florida
Patricia A Ricker | Florida
Douglas J Rigel | Ohio Valley
Peter S Roberts | New England
Richard P Rock | Blue Mountain
Wayne Roper | Cal Club
Bruce M Runyan | San Francisco
Joseph A Russell III | N. New Jersey
Ginna Sanders | Continental Divide
Robert Baker Sanders, Jr | Continental Divide
Joseph A Scavotto | Atlanta
Nancy Schillace | Ohio Valley
Joseph J Sepanik | Cal Club
Gloria Sheets | Ohio Valley
Grace Skinner | Oregon
Roy Swindler | Cincinnati
Charles E Timmons | Wichita
James P Tornetta | South Jersey
Joshua Underwood | New England
Gary Van Horn | Oregon
John R Walsh | Finger Lakes
Jeffrey White | Cal Club
Katie White | Cal Club
Ernie Woeller | Northwestern Ohio
Robert G Woolston | Land O'Lakes

THE VOLUNTEER INCENTIVE PROGRAM

SCCA's Volunteer Incentive Program allows volunteers to obtain membership discounts based on the number of days they volunteer each membership year. This is a list of members who have volunteered 12 or more days prior to their membership renewal. Updated lists will appear quarterly in *SportsCar*.

First Gear

BY R.A. McCORMACK PHOTO COURTESY JEFF BARTZ

At only 16 years old, Jeff Bartz already has what it takes

When asked what advice he would offer a young person who was interested in getting started – and succeeding – in racing, Jeff Bartz does not sugarcoat his answer. “I would tell them that it’s more important who you know than what you know,” he says bluntly, although he is quick to add a more compassionate caveat: “And never give up on your dreams no matter how hard it gets.”

Sage and heartfelt advice, except our sage is a boy who just turned 16 this past November. Born in Elkhart Lake, Wis., and raised in Plymouth, a stone’s throw from Road America, he began a successful kart-racing career at age 5, and last September, at 15, was the youngest driver at the National Championship Runoffs, one of only 10 teenagers among the 537 competitors – and believed to be the youngest ever to compete. He qualified seventh driving a loaner Formula F older than he is: a 1988 Reynard.

While he scored a DNF from a failed distributor at the Runoffs, it was only his fourth race in his first-ever SCCA season – a season that saw him win the first National at which he appeared. This was at Brainerd, where he also set and still holds the track record in Formula F. He qualified fourth at the June Sprints, spun to the back of the field and climbed back up to finish fifth. At the Autobahn road racing complex in Joliet, Ill., he was the polesitter and was only beaten by Scott Rubenzer after a race-long battle.

Rubenzer, the highly respected 30-year SCCA veteran with 24 appearances at the Runoffs and gold medals in FV (1985) and FF (2009), admitted he had to use all of that experience to beat young Mr. Bartz. It was déjà vu for Rubenzer, who goes back a long way with the Bartz family, having raced against Jeff’s father, Tom, during his active driving days from the late 1980s up to 2000 or so.

“Jeff is an impressive young man,” says Rubenzer. “My daughter and I were into kart racing when Jeff and



“IF I DON’T MAKE IT TO THE TOP, I WON’T BE DEVASTATED” Jeff Bartz

Jeff Bartz may only be 16 years old, but his racing has already set him apart from much of the crowd. For being this month’s First Gear member of the month, Jeff will receive a \$200 gift certificate to SafeRacer.

his dad got involved. Thus I was able to watch Jeff and his dad move up the ladder. At first I didn’t know if Jeff was just doing it to please his dad or if he really had the desire to go racing.

“As time went on it was apparent that Jeff loved the sport. He listened, watched and learned at every opportunity. He was soon running WKA National races and placing very

well. That is a tough group! What I find amazing about Jeff is that he does so many other things. He gets superb grades, is involved in sports at school, has a part-time job and still works hard at his racing. He came up with his own sponsorship proposal and presents it himself to prospective sponsors. This at age 15!”

Rubenzer is equally impressed with



presented by
SAFERACER

Jeff's racing talent. "At the Autobahn he drove like a pro," says Rubenzer. "Aggressive, but respectful of situations. Most kids are fast but often out of control, not knowing when to take chances. After the race we talked and he knew exactly what he needed to do to beat me the next time we go there! Always thinking, trying to figure things out."

Jeff is trying to put together an SCCA Pro Racing F1600 Formula F Championship Series effort for this year (a 2000 Van Diemen has been purchased, with Steve Knapp doing the Honda engine work) and current plans are to partner with Rubenzer if the necessary sponsorship can be raised.

"I think he has what it takes to continue up the ladder in motorsports," says Rubenzer. "He has the talent, the desire and perhaps most important, a personality that enables him to work with others. From sponsors, competitors, crew chiefs to my granddaughter, he is able to communicate on a level that all respect. He will be successful wherever life takes him."

Jeff has also come to the attention of another talent spotter, Randy Schwoerer, who managed the careers of Arie Luyendyk, Didier Theys and Derek Daly. "His father and I belonged to the same Rotary group," explains Schwoerer. At a meeting, Tom invited Randy to come out to Road America with a youngster who Schwoerer mentors in the Big Brother program. The boy has cerebral palsy, and Randy was struck by how respectful Jeff was toward him and how much fun the two had talking karts and throwing tape balls in the trailer. "At that time," says Schwoerer, "Jeff was 14 years old and I was impressed with his confidence and security in meeting and sharing with others."

Schwoerer offered to assist Jeff in learning how to present to sponsors, what sponsors expect, how to close on sponsorships and how to work with the media. "We started meeting every two months to talk and review his progress," says Schwoerer.

The rapidity with which Jeff has adapted to the speeds of the FF versus kart is also impressive. "Actually, the transition from karts to the Reynard was not too hard to catch on to," Jeff notes. "I would have to say the thing that was the hardest to get used to was shifting, but other than that, most of the same driving principles apply equally to both, especially because we ran the suspension on the Reynard very stiff throughout the whole year."

Poised. Disciplined. Patient. Mature. These are the adjectives that keep popping up when friends and mentors describe young Jeff Bartz. To that list we would add one more: well rounded. "Racing is my hobby," he says. "If I don't make it to the top, I won't be devastated."

Hard to argue with this 16-year-old sage. ●

5 WAYS TO GET MORE ZOOM FROM YOUR MAZDA

VISIT WWW.GOOD-WIN-RACING.COM TO SIGN UP FOR OUR FREE MEMBER BENEFITS PROGRAM TODAY!

MIATA/MX5 • MAZDA2 • RX8
MAZDA3 • MAZDA6 • RX7



RATED THE
EASIEST ONLINE
ORDERING WEBSITE
IN THE INDUSTRY!

LARGEST SELECTION OF MX5 PERFORMANCE PARTS
RADIATORS • ROLL BARS • CAGES • SPLITTERS
CARBON FIBER FLARES • AND MUCH MORE

 **GOOD-WIN-RACING**



It is far enough from the Snow Belt that we cannot call it the North.

But you can't race there in the winter, so we can't really call it the South. You can't see either ocean from it, so we can't call it the East or West. Thus the area is frequently called the "Mid-South." Since I've never really visited the ghost tracks of that area, when I decided to produce a sequel to the first *Ghost Tracks* book (creatively entitled *More Ghost Tracks*), I decided to pay a visit. (If you are interested in either book, they are now available through www.motorsportsracinglegacies.com or www.sccagear.com.)

But, for now, join me as we embark on a journey through time to the lost SCCA tracks of the Mid-South.

LAKELAND RACEWAYS: A MOST CONFUSING STORY

Lakeland Int'l Raceways is perhaps the most confusing ghost track I've ever visited. There was nothing particularly confusing about the track layout if you were a driver. The straightaway was a dragstrip, then the cars made a 180-degree turn before entering a series of kinks, twists, chicanes and esses that ran more or less parallel to the dragstrip. Finally, there was another 180-degree turn that put cars back on the dragstrip to complete a lap. It is a fairly common track concept. And that is perhaps what made it confusing.



Some time ago, I found a map for a track called Shelby County Raceway, which had once been located north of Memphis, Tenn. Initially, I assumed that it had been the origin of today's Memphis Motorsports Park, since it is also just north of Memphis, and having raced there numerous times, I could vouch for the format being pretty much what I just described. So my assumption was that today's track was built on top of the original Shelby facility.

At the same time, I had a map for a track called Lakeland Int'l Raceway, and I had records of that track being in Lakeland, Fla. However, I remained confused because a Terraserver search on the track as it exists today showed nothing resembling the track map I had. This confusion remained until one day I came to realize that there had actually been *two* Lakeland Int'l Raceways, and one of them shared the shape of the original Shelby County facility.

Our story begins in 1969, when a

circuit including a dragstrip and a 1.8-mile road course was built on the site of the former Lakeland Dragstrip northeast of Memphis. The Cotton Carnival Grand Prix for SCCA sports cars was announced as the track's first event. The Group 44 Triumphs of Bob Tullius, Brian Fuerstenau and John Kelly made the trip from the East Coast – and they were also the big winners in the event. USAC also ran on the course that year, for its only visit, with A.J. Foyt claiming the pole and Roger McCluskey taking the race win. NHRA was a frequent visitor to the dragstrip and it was also used to film the movie *Two Lane Blacktop* starring Dennis Wilson of the Beach Boys and folk singer James Taylor.

The facility operated until 1979, although the name was changed from Shelby County Raceway to Lakeland Int'l Raceway along the way. Today the Lakeland Factory Outlet Mall covers the north end of the track and the south end is currently being plowed under by

Standing on what remains of the Lakeland Int'l Raceway front straight, one way looks to the past (LEFT), while the other reveals the future (FAR LEFT). (ABOVE) Confusing matters surrounding the Arkansas Lakeland racetrack is that there was an identically named and similarly configured raceway in Florida.

LOST TRACKS OF THE MID-SOUTH

BY PETER HYLTON,
SCCA HISTORIAN AND ARCHIVIST

The 12th installment of *SportsCar's* Ghost Tracks series

earth moving equipment. The center section is still intact, but the pavement is broken and overgrown, with trees breaking through the pavement.

The original barriers were made of one-foot-diameter round posts sunk in the ground, with a single rail mounted between them. The rails are now gone, but it is obvious that in a crash, it would have been the posts that caused the damage. Today those posts still mark the outside of corners, and it is easy to imagine the impact shock that would have been encountered by a car experiencing a direct hit.

Trees were also left very near the pavement, and with the circuit built into the rolling terrain, it's apparent that some of the corners would have been quite challenging, sending vehicles off and into the barriers and trees. In fact, in the opening event, 28 cars were reported seriously damaged and a worker was badly hurt. Quite a bit of guardrail was removed, including a section taken out by Dick Durant's 427 Corvette.



(ABOVE) The twisty parts of the Lakeland circuit had quite a number of elevation changes and slightly banked corners. (RIGHT) The barriers at Lakeland involved a surprising number of 12-inch diameter wooden posts near the racing surface. (FAR RIGHT) The Lakeland Arkansas circuit.



If anything about the circuit is surprising, it's that with the lack of sound safety equipment, the challenging course and the poor results of the first event, the track lasted as long as it did.

Today's Memphis Motorsports Park was eventually built approximately 10 miles west of Lakeland. The other Lakeland Int'l Raceway operated in Florida during the same timeframe, running a dragstrip, a half-mile oval and a road course. Although the road circuit had not been used for many years, the oval and dragstrip operated up until 2008, most recently called USA Int'l Raceway. Unfortunately, the stock car events running on the oval could not pay the bills and the facility is now closed.

STUTT GART, NEWPORT AND HOPE: ARKANSAS AIRPORTS

From 1959 until 1978, the Stuttgart Municipal Airport was home to a 2.6-mile road course that was one of the most frequently raced circuits

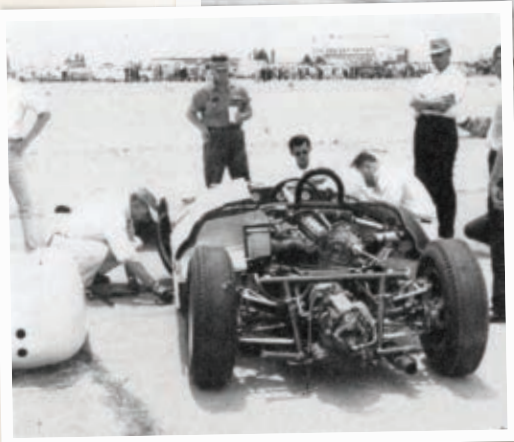
in the Mid-South area. A quarter-mile dragstrip and a dirt track also operated on the property during that time period. The original facility had been quite large, and was home to a World War II glider base. Today, it has two operational runways and is used for private aircraft and FedEx deliveries – for most of the year. However, during duck hunting season, the airport becomes swamped with hunters flying into town with their guns and duck blinds. Most notably, former Vice President Dick Cheney was one of the regular hunters. He frequently flew into the airport, which required one of the runways to be repaved to handle his vice-presidential Boeing 737 aircraft and military transports. The facility manager told me that they always knew when the vice president was coming because a large transport would come in the day before, delivering the vehicles for his entourage.

During the winter, the airport draws large numbers of bird watchers who

Taking place on airport runways (LEFT), the Stuttgart circuit had plenty of room for racing, and saw quite a turnout of drivers and race fans (BELOW).



(RIGHT) During the 1950s and '60s, Stuttgart was one of the most popular Midwest Division racetracks. (FAR RIGHT) Shade was a premium at Stuttgart.



From a racing standpoint, the big event for Stuttgart was the annual Grand Prairie Sports Car Races. The town went out of its way to welcome competitors, with banners across Main Street, a technical inspection display in the center of town with spectators gathered around and restaurants and garages staying open at night for the visitors. In the early years, starting grid positions for the qualifying races were determined by timed drag strip runs of 550 feet. The results of the qualifying races determined the order for the grid for the main event races.

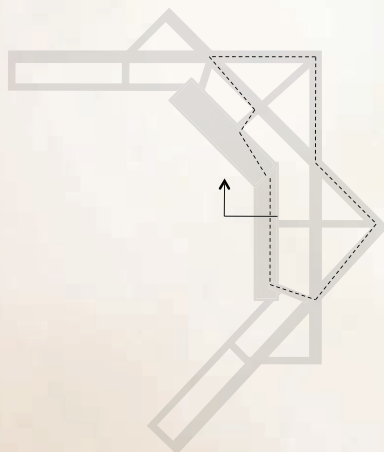
North of Stuttgart, in Newport, another airport – with a very similar 2.0-mile layout – was also used for races for a few years in the 1960s. At first, the similarity of the two airport configurations and the track layouts

had me nearly as confused as the two Lakeland Raceways.

In the southwest corner of the state is the city of Hope, the birthplace of President Bill Clinton. The Hope Municipal Airport was briefly the site of a 1.85-mile circuit that used runways and the parking ramp to form a generally triangular course. To add some entertainment value to keep the course from being too simple, chicanes were built using 55-gallon drums. This practice was fairly common in the Southwest. The barrels were to be 75-percent filled with either dirt or water and connected by either cable or 5/8-inch “hairpins” made from metal rebar, extending at least 2/3 of the way into each barrel. The pit lane wall was made of 225 barrels, and the chicanes were made of rows of them as well.

(ABOVE and RIGHT) SCCA Champ Hap Sharp was a regular at Stuttgart. (BOTTOM RIGHT) Luckily, plenty of runway meant equally as much room for controlling spinning cars. (BELOW) The Newport circuit resembles the Stuttgart layout in many ways.

come to see two endangered species, the Smith's Longspur and the Lapland Longspur. Due to the unique grasses of the area, the airport experiences the largest concentration of these two birds of any location in North America. Because of that unique situation, the airport itself is a member of the National Audubon Society. It is also home to some real ghosts. Three people have died at Stuttgart, one of them decapitated by the propeller of the plane he was working on when a gust of wind caught it and turned the prop. All in all, the side history of this airport makes it one of the most unique ghost tracks I've ever visited.





INSPIRED DESIGN

GP TECH SUIT | TECH 1-ZX GLOVE
TECH 1-T SHOE



ALPINESTARS.COM



Hope, Ark., is home to the Hope Municipal Airport, which used to host SCCA events on a 1.85-mile circuit and featured 55-gallon drums to make chicanes on the long straights.

In the late 1960s, Midwest Division racers wanted a change from airport circuits, so they got creative and utilized the roads around parks, like this one in Burns Park (BELOW). The circuit had many curves, as well as large objects next to the road (RIGHT).

BURNS PARK AND SEBASTIAN: OVER THE HILL AND THROUGH THE DALE

In 1969, Midwest Division sports car racers were becoming bored with the airport circuits, with their lack of elevation changes and the limited types of turns that could be made from the runway crossings. Consequently, some local racers got the idea to utilize Burns Park in North Little Rock, Ark. This large city park had numerous roads accessing the various sports fields, river views, playgrounds and picnic pavilions. It was possible to arrange a closed course of not quite two miles using some of the roads that could be easily closed off. What resulted was anything but boring. The road twisted every which direction, with some very interesting corners. And the circuit was anything but flat, as numerous elevation changes occurred on the road. In fact, at several places, the two attributes combined to create a downhill curve or an uphill charge into an off-camber corner. The scenery

was pretty as well, with trees punctuating the rolling terrain.

However, all these attractive aspects had an unfortunate side as well. When race day came, a number of drivers had trouble keeping their cars on the track. This may have been due to everyone being used to the flat terrain of the airport circuits – or perhaps the Burns Park roads were just too much fun to drive, leading the sports car pilots to charge a bit too aggressively. But one way or the other, the strongest memory that people have of the event is that a number of cars charged off the pavement and impacted trees and stone walls. Fortunately, no one went off the outside of one particularly challenging corner that happened to have a major



bluff located not far away. That could have been *really* exciting.

I have been unable to find any results for the single event run at Burns Park. Regardless, everyone who knows of the event indicates that it rapidly became clear that the dangers of the circuit exceeded its entertainment value, so the races were not repeated. It appears that at about that same time a similar plan was in the works to run on a circuit through the Sebastian County Park near the historic frontier town of Fort Smith, Ark. I have been unable to verify that these races ever occurred, but undoubtedly the circuit would have been just as entertaining – and just as dangerous. So both these park circuits were destined not to have a long future in the SCCA.

STILLWATER, ARDMORE, DODGE CITY AND OKMULGEE: OK IN OKLAHOMA AND A SHOOTOUT IN DODGE

A bit farther west, in Oklahoma, a trio of Mid-South airport circuits were at play in the 1950s and '60s. Ardmore Municipal Airport was home to a 2.6-mile road course for a few years, and Okmulgee Municipal Airport was briefly in use as well. The Airport at Stillwater, Okla., however, was used consistently from 1955 until the early 1970s. The course was a 3.5-mile





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

circuit that was described as “rather tight,” giving the smaller cars an advantage over the larger machines. *SportsCar* called the circuit “Nightmare Alley” for the “many crooks and turns it had” – there were 10 tight corners plus one long sweeping left-hander.

At the 1956 event, it was reported that all the tight corners claimed multiple spin victims. Dominant drivers in the Stillwater events included Midwest Division hotshoes like Loyal Katskee in his D Jaguar, Dale Duncan in a Maserati, Jack Hinkle in a unique F Modified and Jim Hall in a variety of cars.


North of all this was another one-shot-wonder of a racetrack, at the National Guard base in Dodge City, Kan. In 1956, a Regional race was held there. Despite the regional nature of the event, reports were that a Ferrari driver showed up and realized that he was the *ninth* such car at the event. Seeing drivers like Carroll Shelby, Masten Gregory, Dale Duncan and “Honest” John Killborn, the new arrival never even unloaded his car before heading for home.

Gregory’s car was a bit tired from

(BELOW) The course at Sebastian County Park near Fort Smith, Ark., would have proved interesting, had any races occurred there. (RIGHT) Stillwater was another airport circuit, this one featuring many twists, turns and competitors.

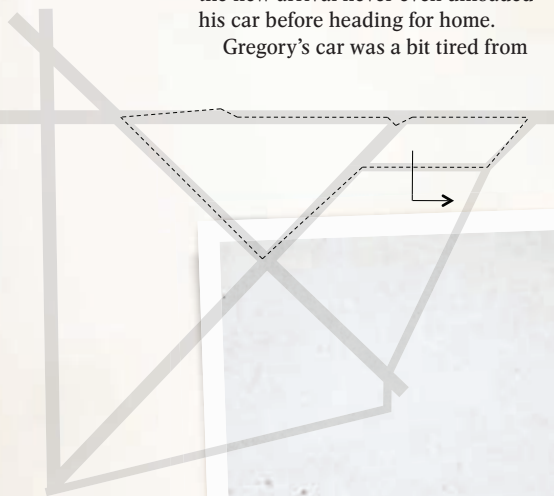


course was asphalt and rather dusty. It wasn’t many laps in practice until all the approaches to the corners were quite rough, and there were so many holes in it that it was impossible to drive any kind of groove. A portion of the backstretch was dusty and driven blind for nearly 200 feet.”

The Bat Masterson Trophy Race and the Ham Bell Trophy Race were both won by Jack Connolly in a Cooper-Climax. Carroll Shelby was the winner of both the Boot Hill Trophy Race and the Front Street Trophy Race. With less than 90 cars, everyone got to run multiple times. But the deterioration of the racing surface took its toll on the cars, and the front ends of most of the cars carried severe scratches and heavy dents from the rocks coming up out of the track. Given all the things the event had to overcome, it is not surprising that the race never reoccurred. 

the start, having been driven to Dodge from Denver by owner “Windy” Morton after the trailer broke down. The day before the event, the temperature was 93 degrees F, but on race day it was 43 degrees. *SportsCar* reported it was so cold that Jack Hinkle had a blanket wrapped around his engine to try to warm it. Many drivers only did a handful of practice laps before heading to the tow vehicle to run the heater.

SportsCar also reported, “The



(RIGHT) The Stillwater facility was consistently raced on from 1955 through the 1970s.

(ABOVE) The Ardmore circuit, a 2.6-mile road course, had a limited amount of use.



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



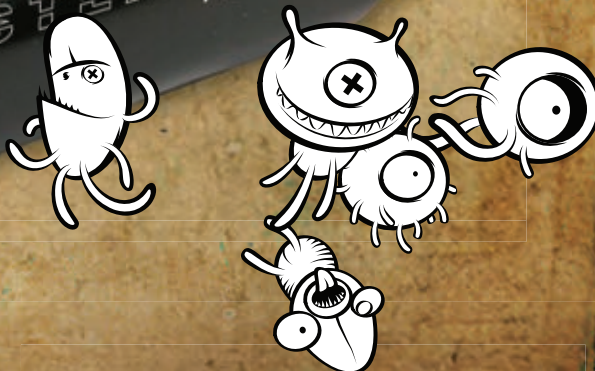
There is no reason to buy from your competition or direct from the manufacturer when you can source all of your needs from one place, Motovicity. We have been a 'wholesale only' distributor for over 10 years, and in that time we have helped many of our customers grow beyond their expectations. In today's 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



AEROMOTIVE
Fuel Systems

The Aeromotive 340 Stealth Fuel Pump is a high-output, in-tank, electric fuel pump that fits most popular EFI applications. The 340 is a compact, lightweight pump that bolts into many existing hanger assemblies. Compared to a typical 255 lph pump at 40 psi, the **340 boasts 340 lph** at the same pressure. Over 30% more flow. Pump is available in the common inlet/outlet configurations.



10 Motovicity
DISTRIBUTION
10 YEARS STRONG



RUNAWAY

A look inside the E Prepared Toyota Corolla that dominated the competition in 2011

BY JASON ISLEY

In 2004, Chris Dorsey claimed his first Tire Rack Solo National Championship, piloting his Honda CRX to the E Prepared (EP) win. In the years both before and after, Dorsey collected a number of trophies at the Solo National Championships with his trusty Honda but, by 2006, the wheels were turning in his head nearly as fast as on his car.

"While the E Prepared [Toyota] Corolla has only been in existence for three seasons, I actually started building the car, on paper, in 2006," says Dorsey. "I had taken the CRX

about as far as I could and improved the reliability to the point where all the car needed was fresh tires, fuel and an occasional nut and bolt."

It wasn't much longer before a plan was set in motion. "I sold the CRX around Thanksgiving 2007 and found myself in Kansas just after Christmas picking up a solid 1987 Corolla GTS Coupe," says Dorsey. "Within a month, I had the car stripped down to its shell and a basement full of parts. My sanity was questioned several times when I decided to sell one of the most developed EP cars in the country to

start the 12-month build on an unproven Toyota from the late '80s."

For Dorsey, Solo is more than driving and competition. "I enjoy the design, build and improvement aspect of the Prepared category as much as I do driving, and the CRX no longer provided that satisfaction," says Dorsey. "I wanted to stay with EP, so I really only had two options: Start over with the CRX or build something new. The idea of a lightweight, rear-wheel-drive coupe, combined with Toyota's legendary 1.6-liter DOHC 4AG was intriguing."



“MY SANITY WAS QUESTIONED SEVERAL TIMES” Chris Dorsey

BUILDING SPEED

While the emphasis in Solo is handling, it is almost impossible to win at the Solo Nationals without the total package. In this case, Dorsey was starting with a solid base – the very same powerplant that drove Formula Atlantic cars to the front for many years. Unfortunately, much of the technology that made it scream in the Atlantic series was not applicable to an EP Solo build.

Under the hood, the first thing you will notice is the custom air box, which utilizes much of the passenger side bodywork, used to feed the

custom intake system. “The aluminum cylinder head was paired with a set of TWM throttle bodies with custom, billet aluminum velocity stacks, and ported as an assembly to improve intake air velocity on the flow bench,” says Dorsey. “Computer simulations on the cylinder head revealed that an off the shelf Toyota Racing Development exhaust header was nearly ideal for the application. A set of custom ground cams and adjustable cam gears kept the intake and exhaust in time. The bottom end was straightforward with custom 14:1 compression pistons, mated to a set of forged chromemoly X beam rods.”

In an effort to make the engine as efficient as possible, the standard drag-inducing power steering was jettisoned, as was the water pump and alternator. “To remove the drag on the engine caused by typical power steering pumps, I sourced an electric pump from a late ’80s Subaru and plumbed the system with high-pressure aerospace fittings and hoses,” says Dorsey. An aluminum flywheel and custom lightweight driveshaft also helped ensure every bit of power transitioned as quickly as possible to the wheels.

To control his new engine, Dorsey turned to the team at 034 Motorsports. “The engine is controlled by an 034 Motorsport Stage IIC engine management system,” says Dorsey. “I’ve been working with 034 for that past six years and have come to trust their products.”

PUTTING IT ON RAILS

With the business under the hood taken care of, Dorsey next turned his attention to the chassis and handling – and, just like when he chose the header, a high-tech tool helped find a solution here.

“Two of the challenges that immersed very early on in the project were that the chassis needed significant stiffening, and the rear suspension had some serious geometry and packaging limitations,” explains Dorsey. “I was able to solve both of these problems using SolidWorks’ solid modeling and Finite Element Analysis [FEA] packages to virtually develop and test multiple solutions. In the end, I settled on a roll structure that was relatively light, yet very rigid, and a spherical baring three-link rear end with a unique inboard shock setup that placed the shocks and springs inside the trunk.”

With the rear suspension complete, it was time to give the front end some attention. “The strut front suspension currently utilizes all stock geometry and consists simply of adjustable spherical bearing lower control arms, billet roll center spacers, modified strut tubes, single adjustable Koni Sport inserts and Ground Control camber/castor plates,” says Dorsey. “To be honest, the front suspension was an interim solution to get the car on the ground. What I never anticipated was that this interim solution was great, right out of the box. In fact, the front spring rates and sway bar have never been changed in three years of competition.”

Getting the car to handle is one challenge, the way the driver accesses that is quite another. “One thing I learned about Prepared cars many years ago is that often you are limited by how quickly you can turn the steering wheel,” he says. “In an effort to mitigate this issue, a power steering rack was installed with custom tie rods and steering arms. A small diameter steering wheel, sourced from a shifter kart, and a steering quickener was also added to improve the steering rate.”

(ABOVE) At the 2011 Tire Rack Solo National Championships, Chris Dorsey took his Corolla to an amazing seven-second lead in EP. (RIGHT) This car looks great for many reasons – one of which are the doors that appear stock but are actually thermoformed ABS, saving 54lbs.

RUPERT BERRINGTON

SUSAN JAWSON





(TOP) The custom air box helps ensure the 4AG engine breathes cool, clean air. (ABOVE) Chris Dorsey assembled this engine himself, and like its Toyota-powered Atlantic relatives, he made sure to extract every bit of horsepower he could. (RIGHT) This custom brake package weighs a mere 7lbs per corner, and what was supposed to be a temporary front suspension solution has more than proven its worth.



SUSAN LAWSON PHOTOS

SHIFTING WEIGHT

After the chassis was stiffened up and the suspension started to come together, Dorsey moved the Corolla to a set of scales so he could address how much weight needed to be removed or, in this case, moved.

“It was immediately obvious that the majority of the car’s mass was on the front tires, so I set to work moving

mass rearward,” Dorsey says. “The driver’s seat was moved 12 inches to the rear and the steering column and shifter extended to match. A custom switch panel was fabricated and installed to the right of the driver’s seat. I also installed a Tilton floor-mounted clutch and brake pedal set along with a custom billet accelerator pedal to put the balance of the driver’s controls within reach.”

The brakes also helped shed some weight from the Corolla, and once again Dorsey turned to his computer to design his lightweight brake package. “SolidWorks was again used to design custom caliper brackets and aluminum brake rotor hats, to facilitate four-piston calipers and 10-inch diameter drilled rotors,” says Dorsey. “The design and fabrication yielded a brake package that weighs less than seven pounds per side.”

To further reduce the total weight of the car, Dorsey sourced lightweight replacements for the rear truck lid, front fascia and a pair of rear fender flares from Japan. The original hood was replaced with a carbon fiber unit, and custom molds were created for replacement front fenders. Most people will likely get caught up looking at the new edgy body panels and miss one of the most unique features of this Corolla: the doors. Fellow Colorado area autocrosser Darren Kidd, owner of FormTight, built a pair of thermoformed ABS doors that mimic the original panels while removing an amazing 54lbs from the car. A Lithium Pros battery provides the power needed to keep the beast alive, even without an alternator present, while weighing a scant 10lbs.

SHOW TIME

The Corolla made its Solo National Championships debut in 2009. Kevin Wenzel shared the car with Dorsey, and the pair claimed second and third places, respectively, with Wenzel coming in only 0.095sec shy of winner Christopher Raglin. One aspect of this that shocked a lot of competitors was that the Corolla was on a DOT competition tire in a class that allows full race slicks. “The car was originally built around the 275/35-15 DOT Hoosier tires,” says Dorsey. “I ran this tire for a year and half until Kevin Wenzel convinced me to test the Avon tires Chris Raglin had successfully introduced to the Solo world a few years prior. The combination of Avon tires on this car was magic.”

SPECIFICATIONS

1987 TOYOTA COROLLA GTS COUPE

WEIGHT: 1,670LBS

ENGINE

TOYOTA 4AG, 1.6 LITER DOHC, CUSTOM 14:1 COMPRESSION JE PISTONS, PAUTER 4130 CHROME MOLY X-BEAM CONNECTION RODS, CUSTOM MANLEY INTAKE AND EXHAUST VALVES, TWM INDUCTION INTAKE MANIFOLD AND THROTTLE BODIES WITH CUSTOM BILLET VELOCITY STACKS, CUSTOM AIR BOX WITH K&N FILTER, DYNAMAT SOUND-DEADENING AND HEAT-REFLECTIVE FOIL, TRD EXHAUST HEADER WITH COAST FAB 4-INCH MUFFLER, BHJ DYNAMICS HARMONIC DAMPER WITH CUSTOM IGNITION PICKUP WHEEL, TRD MOTOR MOUNTS, DAVIES CRAIG ELECTRIC WATER PUMP

FUEL SYSTEM

FIVE-GALLON ALUMINUM FUEL CELL, APIKOL CUSTOM EXTERNAL SURGE TANK, BOSCH 044 MOTORSPORTS FUEL PUMP, AEROMOTIVE FUEL PRESSURE REGULATOR

ENGINE MANAGEMENT AND ELECTRICAL

034 MOTORSPORT STAGE IIC ECU, 034 MOTORSPORT FLYING LEAD ENGINE HARNESS, 034 MOTORSPORT RELAY BOARD, 034 MOTORSPORT HIGH-OUTPUT, 4-CYL WASTE SPARK COIL, AIM STRADA DIGITAL DASH, ENGINE TUNING BY BRENDAN RUDACK AT APIKOL, LITHIUM PROS LITHIUM-ION 12.8-VOLT BATTERY WITH BATTERY MANAGEMENT SYSTEM

DRIVETRAIN

STOCK TOYOTA T50 5-SPEED TRANSMISSION, FIDENZA ALUMINUM FLYWHEEL, SPEC STAGE II PERFORMANCE 4 PUCK, SPRUNG CENTER CLUTCH AND PRESSURE PLATE, CUSTOM LIGHTWEIGHT ONE-PIECE DRIVESHAFT, KAAZ 1.5-WAY LIMITED SLIP DIFFERENTIAL

FRONT SUSPENSION

GROUND CONTROL CASTER/CAMBER PLATES, GROUND CONTROL UNIVERSAL COIL-OVER KIT WITH EIBACH, SINGLE ADJUSTABLE KONI SPORT STRUT INSERTS, TECHNO TOYS TUNING ROLL CENTER CORRECTORS, TECHNO TOYS TUNING ADJUSTABLE LOWER CONTROL ARMS, TCSPORTLINE ADJUSTABLE TENSION RODS, CUSTOM CHROME-MOLY CALIPER BRACKETS, ARP EXTENDED WHEEL STUDS, ALUMINUM LUG NUTS

REAR SUSPENSION

CUSTOM THREE LINK WITH A PANHARD BAR, CAMBERED LIVE AXLE, CUSTOM PUSHROD, INBOARD SHOCK SETUP WITH FABRICATED ROCKER ARMS, CUSTOM-VALVED, DOUBLE ADJUSTABLE QAI PROMA STAR COIL-OVER SHOCKS WITH QAI SPRINGS

BRAKES

OUTLAW 2000 FOUR-PISTON CALIPERS, WILWOOD 10X.25-INCH DRILLED ROTORS WITH CUSTOM ALUMINUM HATS, HAWK BRAKE PADS

WHEELS AND TIRES

SPINWERKS 15X10-INCH SPUN ALUMINUM WHEELS, AVON 10.7/21.5-15 INCH BIAS PLY SLICKS

BODY

CARBON FIBER HOOD WITH AEROCATCH LATCHES, FIBERGLASS REAR DECK LID WITH CUSTOM CARBON FIBER ADJUSTABLE REAR SPOILER, CUSTOM FRONT FIBERGLASS FENDERS, CRYSTAL BODY YOKOHAMA FIBERGLASS FRONT FACIAL AND REAR FENDER FLARES, CUSTOM THERMOFORMED ABS DOORS BY DARREN KIDD, POLYCARBONATE WINDSHIELD, REAR AND SIDE GLASS REPLACEMENT, VINYL GRAPHICS BY ANNIE AT SIGN EDGE RACECAR GRAPHICS

2011 ACCOMPLISHMENTS

E PREPARED SOLO NATIONAL CHAMPION, PROSOLO NATIONAL SERIES R2 CLASS CHAMPION, PROSOLO PACIFIC ZONE R2 CLASS CHAMPION, PROSOLO MID AMERICA ZONE R2 CLASS CHAMPION, RMSOLO X CLASS CHAMPION, RMSOLO PERFECT SEASON (1,000 POINT AVERAGE), RMSOLO DRIVER OF THE YEAR, BLACK MAGIC SHINE AWARD

COBRA
50th
ANNIVERSARY



World Champion

Bob Bondurant

RATING: ★★★★★ 800.842.7223



BONDURANT
SCHOOL OF HIGH PERFORMANCE DRIVING

KONI

Only one thing could be better than
KONI shock absorbers on your vehicle...

KONI shocks ON SALE!

For a limited time 20% off* most products.



SPORT



COIL-OVER



STR.T



*scan to learn more



koni-na.com/shockvalue



ITT

Engineered for life



RUPERT EIRRENGTON

**“IF YOU ARE
STANDING
STILL IN PREPARED,
YOU ARE GOING
BACKWARD”**

Chris Dorsey

At the 2010 Solo Nationals, Dorsey proved the Corolla had staying power as he and Wenzel would again claim the second- and third-place trophies. This time the car owner proved the quickest of the pair.

For the 2011 season, Dorsey focused on making small changes that would make the car easier to drive, and it seems as though he may have gone a bit too far – too far for his competition, anyway. At the 2011 Solo Nationals, Dorsey bested the EP class by some seven seconds. It's noteworthy that several of his chief rivals suffered car troubles and had to find alternative rides for the second day of competition, but it was evident from the start of the event it was Dorsey's year.

MOVING FORWARD

Never one to rest on his laurels, there are already plans in the works to improve the Corolla. “While it's true that the car was mostly untouchable in 2011, I truly believe that if you are standing still in Prepared, you are going backward,” Dorsey explains. “Additionally, I get a lot of satisfaction out of just making the car faster. I spend all winter thinking about that first event, seeing how much faster




(ABOVE) The Corolla was not engineered to be driven from the back seat, so appropriate adjustments were made to the driver's controls. (BELOW) A custom rocker-arm suspension resides in the truck, along with the fuel cell.



my work has made the car.”

In the coming months, tweaks will be made to aid rear traction and stability. “I plan to continue with the improvement phase of the project by improving rear grip for 2012,” he says. “This will be accomplished by further lowering the rear roll center, moving even more weight over the rear tires, and increasing front roll stiffness. I believe these changes will help settle the rear end of the car and provide significant improvements on transition-heavy courses.”

Like many Soloists, Dorsey is a do-it-yourselfer and takes great pride in what he has been able to turn out in his home garage. “One of the accomplishments I am particularly proud of on this project is that I performed the majority of the work myself, in a two-car garage, with common shop tools,” Dorsey says. “This includes design and fabrication of nearly all the custom components and systems, assembly of the engine, creation of a complete electrical system, [the] building of custom composite parts, body work and paint. For me, this made the project and the car's success even more rewarding. Being able to say, ‘I built that,’ is always a proud moment.” 

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 Temp. Stability of 1° F (.5° C)



\$39.95
/500 ml Bottle

Made in
the USA

RS683's Rolex 24 Results

Starworks Motorsports #8 (DP) featuring Allan McNish, Ryan Dalziel, Lucas Luhr, Alex Popow & Enzo Potolicchio:

- › Pole position
- › 2nd place finish
- › Most laps led
- › Fastest lap of the race

RS683 teams in Continental Tire:

- › 1st place with i-Moto Racing
- › 3rd place with Bimmerworld Racing
- › 7 of the Top 10 finishing positions

Prospeed named as exclusive
technical supplier to:



Exclusive factory fill for:



**See Our Website for Authorized
Dealers and Order Today**

www.RS683.com

© 2012 Prospeed, Inc. PROSPEED

SCHROTH ENDURO BELT

Designed to make driver changes fast
FIA Homologation




SAFETY THROUGH TECHNOLOGY

DEALER INQUIRIES WELCOME

www.schrothracing.com

Imported by HMS Motorsport
9A Electronics Ave, Danvers MA 01923
888-884-BELT • 978-774-1640

SCHROTH®
RACING



Maximizing your garage or workshop space could be the winning advantage

BY JEFF ZURSCHMEIDE

When you decided to go racing, garage space was probably the last thing you thought about. You probably spent far more time picking out your car, choosing performance upgrades, selecting your personal gear and maybe buying a tow vehicle and a trailer. If you can afford an “arrive and drive” setup, garage space is not a big problem – but for most of us, the racing shop is whatever we have attached to the house.

Your racing workshop deserves some attention, because for every minute you spend competing, you are likely to spend tens or even hundreds of times more in your workshop. It doesn't matter if you're competing in H Stock or Formula Atlantic; building, maintaining and repairing a competition car is a big job, and you need functional wrenching space to do this work.

Even though a working space may be modest – and often shared with the rest of the household – that doesn't mean your garage can't be a pleasant and effective place to work on your car. You want to spend some time and effort planning and arranging your garage because a good, efficient working space helps your racecar turn out better.

WHAT DO YOU WANT TO ACHIEVE?

The best way to start your plan is by sitting down and going over what you want to do in your garage. Are you looking for a space in which to do basic maintenance on a lightly used sports car, or do you plan to start with a barn find and build it into a racecar? Will you need to perform exceptionally messy work like “fiber-glassing” or even painting the car in your workshop? These needs will tell you a lot about how you should set up your garage – or if you

should be looking to rent shop space.

Try to find a balance between all the things you *might* want to do in your shop and what you know you need to do in the next six months. Sometimes you really just need a clean, dry space to store your car and parts. On the other hand, some racers will need bench space for fabrication tools and floor space to assemble an entire racecar from parts.

The guideline you want is easy: Design your shop to be as spacious and orderly as possible, and then work to keep it that way.

TAKE STOCK OF YOUR SPACE

If you ask builders or realtors, they'll tell you that a standard two-car garage in the United States is at least 18 feet square. Most homes built in the last 50 years will have an “oversize” two-car garage – which is anything up to 24 feet square, and sometimes larger. Single-car garages are generally 12 feet wide by 18 to 24 feet deep.

RACING

BIKING



By comparison, a Mazda Miata is almost exactly 13 feet long and 5 feet, 6 inches wide. So it sounds like you should have plenty of space, right? But that's before you add in the washing machine, water heater, workbench, toolbox, bicycles and whatever else you've got stored in the garage – like maybe another car. Plus, the Miata is still small compared to a Ford Mustang at 15 feet, 6 inches long, and both an E30 BMW and a Corvette measure about 14 feet, 6 inches.

In addition to the basic dimensions of the car, you need more than just enough space to roll the car in and climb out the window. You need at least a couple of feet on each side to use a floor jack, and 3 or 4 feet is much nicer if you don't want to dent the family wagon.

Efficient use of space is critical if you're going to make your garage an effective place to get work done on the racecar. The first step is to know what you're working with. Get out your tape

measure and get the dimensions of your space from wall to wall. Then measure your car, or look up the dimensions if you don't have the actual car handy. Be sure to get the width as well as overall length, and if you drive a production car, consider whether the doors are short (4-door style) or long (2-door style).

While you have the tape handy, don't forget to measure the distance from the floor to the ceiling. If you hope to install a lift, your overhead space is critical. The ceiling and roof also affect your lighting decisions and your insulation and heating plans. If you have a lot of space overhead, you may want to create some long-term storage up there, too.

Armed with the relevant dimensions, you can start planning your space. This can be as simple as sketching things on a standard piece of graph paper, but there are also software solutions, like a free software package called Sweet Home 3D, found

at www.sweethome3d.com. This software is downloadable from the web for the Windows, Mac and Linux operating systems, and it comes in 16 different languages.

The neat thing about Sweet Home is that it builds a 3D view of your space and even allows a point of view walkthrough of your design. You can plug in doors, windows, workbenches and all kinds of other shapes. You can adjust the size of any item and get a good sense of your plan before you start building benches and moving tools. Free add-on software lets you insert well-rendered cars and other features.

Place the cars first, because after the doors and windows, cars are limited in their placement. Then place your workbench and major appliances, like an air compressor, early in the process. If you don't get the big items in first, you'll never get them in at all.

With accurate measurements of cars and other large objects, you can

ROOM



create several possible plans and quickly see how things will fit. This is where the 3D view of the software really helps you visualize the space.

Don't be afraid to get creative at this point in the process – it's just a piece of graph paper (or some space on your hard disk). Take your time and really think it through.

START AT GROUND LEVEL

Most people start with a garage that has a concrete floor, but it's not too rare to find older workshops with wood floors and, in some cases, people are starting with a pole building with a dirt or gravel floor. Obviously, it's just about impossible to work on cars without a hard floor – jacks and jack stands will sink into dirt, and moisture will be a constant threat. Most garages are built with a 3-inch slab of unreinforced concrete. This is plenty of flooring for any car, or even for a four-post lift, but not enough for a two-post lift. For a two-post lift, you want at least 4.5 inches of high-strength concrete, and even then you should have the concrete tested.

One thing you should do with any garage is paint the floor. You want a sealing epoxy paint developed for garages or a polyaspartic paint for best results. When you're choosing paint, remember that lighter colors are better because you can get some light to

bounce off the floor and get more light underneath the car. It's not enough to work with, but every bit helps. Checkerboard floors look sexy, but they don't spread the light. Similarly, consider painting your walls, shelves and workbench white to help diffuse light around the garage.

If you are considering going with floor tiles rather than painting, try to avoid stick-on floor tiles. Sticky race tires have a tendency to rip them right off the concrete.

JUICE IT UP

Electricity is the most important service in your shop. Even if your garage is already wired with outlets, chances are you'll want more circuits. You might need new dedicated circuits for a compressor, 240-volt welder, lift and any additional lighting you want to install. You may also want a separate circuit for your workbench outlets or for ceiling-mounted droplights and extension cords.

The best way to plan your electrical services is to get out your pad of graph paper and make another map of your workspace. You can overlay this map with your floor plan to make sure you've got everything located properly.

Don't forget to take a look at your circuit panel and count the available number of breaker slots. You need one breaker slot for every 120-volt circuit

With careful planning and space management, a garage can become the perfect racecar workshop.

and two slots for a 240-volt circuit. You should also find out whether your house has 50-amp, 100-amp, or some other level of service if you plan to run a lot of current in your garage.

If your plans call for installing an electric lift but you know that the actual installation is likely to be several years away, it doesn't hurt to install the conduit and wires and simply coil the loose ends at either end of the circuit. Just don't connect the wires to the circuit panel until you're ready to use them.

A word of caution: Electricity is the most useful service available to you, but it is also the most dangerous service to install and work with. You can be killed if you're not careful with your wiring, or you can set your garage full of cars on fire. Always use proper work methods, adhere to the

This setup is a racer's dream – but you can accomplish many of the same tasks in a standard home garage.



JEFF ZURSCHWEIDE PHOTOS



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...

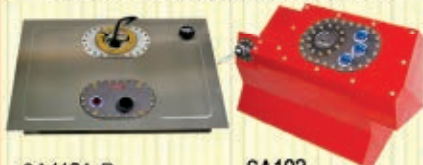


...or Part No. SA110A, designed for a late model Mustang.



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

BE SAFE. KEEP WINNING.



OMP • ALPINESTARS • ISG
RACING APPAREL



SCHROTH HARNESSES
FIA AND SFI APPROVALS



COBRA SEATS • HANS DEVICES • STILO HELMETS
AND MANY OTHER SAFETY PRODUCTS

HMS
motorsport

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

building and wiring codes and, most of all, use common sense when working on your wiring.

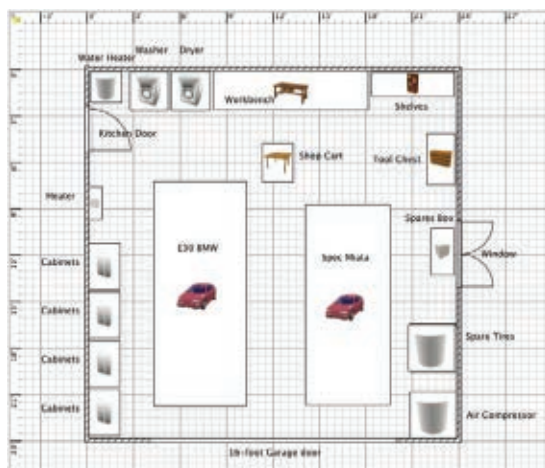
STAY WARM AND BRIGHT

One key to a successful garage is to make sure the place is comfortable. That means heat and light. If your garage is attached to your house, it may already have a heater vent to keep it warm, or at least a heating duct nearby that you can tap for a heating vent. If that's not possible, there is a range of electric heaters in various sizes that can take the edge off the winter cold. If you opt for a kerosene or propane heater, be sure you install a carbon monoxide alarm at the same time!

There are many different options when it comes to overhead lighting in your shop. In general, new is far better than old. When it comes to fluorescent lights, you do not want the old standard T12 bulbs any more. These are the old-style shop lights that hum and flicker, plus they don't work well when it's cold. The newer, narrower T8 fluorescents cost a little more but they use an instant-on ballast, and they take less energy to produce the same light. As a bonus, they don't hum. T8 is really the budget choice these days, as T12 is being phased out of the market.

The other items to get are a few halogen work lights – you can get them cheap at the discount tool stores, and they double as heaters. At the same time, invest in a nice retracting

Garage space planning can be completed with something as simple as graph paper and a pencil, or by using advanced tools like those found in free software from the likes of Sweet Home 3D.



reel droplight, or a retracting power cord you can attach a droplight to.

When you plan your lights it's tempting to mount the lights right over the car, but it's better if you put the light off to the side because it will spread the light better into your engine bay – and you get some reflection off the concrete.

You always want to err on the high side with lights, because while it's easy to work in low light levels when you're 20 years old, as we age our eyes need more light. The rule to remember is: You always need more lights than you think you're going to need.


PREPARE FOR HEAVY LIFTING

Auto lifts are wonderful because you can comfortably and safely walk under

The thing to remember about any lift is that while a 10-foot ceiling in your garage may look like plenty of room, even a Spec Miata is about 4 feet tall, so by the time you lift it up 6 feet, you risk hitting the ceiling with your hardtop. If your garage has a 9-foot ceiling, you're limited to 5 feet. Luckily, most lifts allow you to put in a stop to prevent ceiling accidents. Also, remember that most lifts take up about 12 feet of width, by the time you include the posts and the power pack. However, with enough ceiling clearance, you can often park one car on the lift and another underneath for storage.

If you plan to do a lot of engine removal and installation, you'll want to invest in an engine hoist. You can get these in the standard shop crane style, or hang a chain hoist from the ceiling in your garage. If you opt for the shop crane (which is much more versatile) your best option is the kind that folds up – even the lightest one is plenty for most SCCA engines and other heavy parts. If you opt for the chain hoist, you must be absolutely certain that your rafters are up to the task – you don't want the garage ceiling to collapse on top of you, your racecar and your formerly suspended engine.

A DIFFERENT KIND OF RACING BUDGET

Any big project always costs more than you expect. Use a scheduled budget to keep track of each project with detailed costs for supplies and equipment and a time estimate for completion. Don't forget labor costs if you decide to hire some of this work out. If you're doing the work yourself, be sure to account for the cost of tools you'll need to buy. Prioritize this list both in terms of what's important to you and what you need to get done first. Don't worry too much if you get behind on the schedule – everyone does. The trick is to enjoy the process as much as the results. 

Looking for more workshop and garage tips? The author of this article, Jeff Zurschmeide, is also the author of How to Design, Build & Equip Your Automotive Workshop on a Budget. Pick up a copy at www.amazon.com.



a car, or work on the brakes and suspension at any convenient height. But lifts are expensive, and the

two-post lifts most racers want will probably not work in a standard garage both because the concrete floors are not designed for the stress and the ceilings are not tall enough – you need 12 foot ceilings for most two-post lifts.

However, all is not lost! You can usually fit in a four-post lift, which will cost far less, and with the proper options will allow you to lift the car enough to remove the wheels and work. Many four-post lifts can also be purchased with wheels, so you can move them around a little. Most four-post lifts run on a dedicated 240-volt circuit, so be sure your wiring is up to the task before you lay out your money.





#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-RENOUNDED 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, 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.

THE MAJORS

BY SCCA STAFF PHOTOS RUPERT BERRINGTON

In mid January, the SCCA announced a new, top-level Club Racing program dubbed the “Majors,” launching as a pilot program in the Midwest, Rocky Mountain and Southwest Divisions in 2012.

Focused on providing fresh, enhanced opportunities for National-level classes within a geographical racing area, the Majors offer a new format race weekend focused on clustering competition and providing greater value for racers.

The Majors concept comes from a two-year planning committee directive from the SCCA Board of Directors to evolve the top level of SCCA Club Racing with the changing times. For decades, “National” racing has served as the top Club Racing level, providing a path toward both Divisional Championships and the National Championship Runoffs.

A BREAK FROM THE NORM

The most significant philosophical and structural change from the current Club Racing model deals with treating competition classes differently from one another at select events. Classes in the Majors program are placed in one of two groups – Invitational or Showcase. The highest subscribed classes in a particular geographic zone will be included in the Invitational program, with the remaining classes comprising the Showcase group. Both the Invitational and Showcase classes will have special opportunities throughout the season.

“There are too many National program classes to create a championship-level experience for each of them on each race weekend,” SCCA President and CEO Jeff Dahnert says. “We are able to do that once per year, at the Runoffs, and it takes a full week. We need a departure from the philosophy that we can be all things to all people at every event. We can provide better programs, but we need to spread new opportunities out over several race weekends.”

THE 2012 MAJORS PILOT PROGRAM

For 2012, the Majors program will coexist with the current Regional and National programs in the Midwest, Rocky Mountain and Southwest Divisions. These three Divisions will be combined to make up the Majors “Zone.” The Majors Championship will be comprised of six weekends, two being geographically held in each division, including the three BFGoodrich Tires Super Tour events and three Invitational class-only events (one per division). Additional opportunities will be planned on separate weekends for Showcase classes.

While all 29 National classes will be part of the BFGoodrich Tires Super Tour events, the Invitational weekends will be a special opportunity for the highest-subscribed classes based on combined participation numbers within the Zone. Limiting classes for the Invitationals, allows organizers to target two classes per race group, allowing for split starts to cluster like-classed cars together on the racetrack.

“Multi-class racing, whether in amateur or professional motorsports, is done out of necessity,” Dahnert adds. “That’s why the Runoffs and special festival events are so popular. If you can fill a field with only one class, the drivers are much happier. Every car on the track represents a position.

“The problem is, with so many classes, we need an event as long as the Runoffs to accommodate everyone. The Majors Invitational events take the top 10 or so, classes within the Zone and give them additional opportunities to run in large fields without the impact of several other classes on the track.”

The top 10 National classes represent nearly 70 percent of the entries on a given weekend at an SCCA National event.

All six Majors races in 2012, including the BFGoodrich Tires Super Tour events and the Invitationals, will feature a common pre-event registration process, chief steward and management team from the National Office for continuity and consistency, while still being operated by the local regions to provide the local flavor and atmosphere. The idea is to take the best elements of the Club Racing experience and meld them with some components often found at professional events. Making events better than, and different from, other events is a key focal point.

EVENTS

Each of the Majors events will feature a pair of “points” races toward the Majors Championship (for the Invitational classes) that will also count toward the existing National and Divisional Point Championships. At Invitational events, drivers can expect to be on track two to three times per day for no less than 20 minutes each. For two-day events, Saturday will feature traditional timed qualifying followed by a 45-mile points race. Sunday will grid cars based on the fast laps from Saturday’s race for a brief qualifying race, which will set the grid for Sunday’s feature 45-mile points race based on finishing position.

Following each race and the winner’s victory laps, the entire field will be brought to impound for technical inspection and award presentations.

A NEW CHAMPIONSHIP AND PATH TO THE RUNOFFS AND SUPER SWEEP AWARD

Combining participants from the Midwest, Rocky Mountain and Southwest Divisions for the six Majors events in 2012 creates a new

SCCA launches Club Racing pilot program for the 2012 season

opportunity for a meaningful Championship. Not only does a driver need to better the competition from his own division, but also those from the neighboring divisions as well.

A driver will count his or her best eight finishes (out of 12 possible) toward their respective class championship, using the GCR points schedule established for Divisional championships. Along with the prestige and prize package – to be announced later – the champions will be recognized as having met the second leg (Divisional championship) of the four-legged Super Sweep award.

Additionally, recognizing that participating in the Majors pilot events could hamper a driver’s ability to qualify for the 2012 National Championship Runoffs through the traditional process, any driver who starts at least one race on each of three Majors weekends in the same class will receive a Runoffs invitation.

In addition to the Majors Point Championship for the Invitational classes, other awards will be offered, including, but not limited to, special recognition to up-and-coming drivers who are new to championship racing and a year-end prize for the best performers in qualifying races. Majors Point Championship awards will be announced at a later date.

“There are a great many opportunities to race, score points and qualify for the Runoffs across the country,” SCCA Planning Committee Chairman Bill Kephart says. “The goal of the Majors is to identify key events that a driver can count on for a good field of competitors, not only from within his or her division, but drawing from the surrounding divisions as well.



SYDNEY DAVIS



“For the most serious racers in [the] SCCA, competition is the most important aspect of a weekend. Recognition programs and social aspects are important components, but giving a racer a full field to compete in is our primary objective.”

The Midwest, Rocky Mountain and Southwest Divisions were grouped into the pilot zone based on the ability to travel out of division within, for the most part, one day's tow. Additionally, the average entry counts of each division could benefit greatly with the

The Majors program will include new racing opportunities for many classes, including Spec Miata (ABOVE), Formula F (BELOW) and all the Production classes (FAR LEFT), to name a few.

incentive for drivers from the neighboring divisions to participate in one or more of the events outside of their own division.

SHOWCASE EVENTS

Showcase Events are for the National classes in the program not covered in the Invitational program. For the pilot program, this will include the other 19 classes not included in the Invitational program, with those 19 classes making up just over 30 percent of the total entries based on 2011 participation numbers. Showcase classes will have additional racing opportunities at other events, likely a Bonus National in 2012. This program could also include festival events, anniversary races or marque-specific opportunities.

Like the Super Tour and Invitational events, the goal is to shine a spotlight on these events for the classes they include, creating an atmosphere and opportunity designed to draw racers to that event, thus clustering competition.

PILOT PROGRAM INVITATIONAL CLASSES

Based on combined participation numbers from 2011 in the Zone including the Midwest, Rocky Mountain and Southwest Divisions, as well as taking trends into consideration, the following classes and groupings will take place in the three Invitational races and Majors Championship.

- Spec Racer Ford
- Spec Miata, Super Touring Under
- E Production, F Production, H Production
- Formula 500, Formula Vee
- Formula Mazda, Formula F

THE FUTURE OF THE MAJORS

The 2012 Pilot program is designed to both provide the Majors opportunity and experience for those within the pilot Zone, but also be a test-bed for a coast-to-coast rollout targeted for 2013. While the Invitational program will initially include approximately 10 classes, there is nothing locking the program into one set of Invitational weekends per Zone. If more than 10 classes within a Zone can support the concept of clustering competition and providing good car counts at each event, then that number can, and will, evolve as needed.

“In a perfect world, we’d have all of our National classes strong enough to support an Invitational-style program,” Dahmert says. “If we have 15 or more classes that can support that concept, then we would look to expand the number of Invitational weekends accordingly.”



MAJORS EVENTS

THE FOLLOWING EVENTS HAVE BEEN DESIGNATED AS PART OF THE 2012 MAJORS CHAMPIONSHIP PILOT PROGRAM

DATE	TRACK	REGION	CLASSES
March 9-11*	Texas World Speedway	Lone Star	Super Tour (all 29 classes)
April 14-15*	Hallett Motor Racing Circuit	AVRG	Super Tour (all 29 classes)
May 5-6*	Texas Motor Speedway	Texas	Invitational classes only
May 5-6	Heartland Park Topeka	KVRG	Showcase event component
May 25-27	Pikes Peak International	Continental Divide	Showcase event component
June 16-17*	Pueblo Motorsports Park	Continental Divide	Invitational classes only
June 30-July 1*	High Plains Raceway	Colorado	Super Tour (all 29 classes)
July 14-15*	Heartland Park Topeka	KVRG	Invitational classes only

*Part of the Majors Points Championship

Note: One additional Showcase event may be added in the Southwest Division



THE SOUTHEAST SUPER TOUR



Sebring Int'l Raceway
Sebring, Fla. Jan. 8, 2012

BY REECE WHITE PHOTOS DAVE GREEN

The 2012 BFGoodrich Tires Super Tour kicked off on Sunday, Jan. 8, at Sebring Int'l Raceway in Sebring, Fla. The Sebring race marked the first of nine Super Tours in 2012, with some 267 drivers competing over the course of the weekend's Club Racing Double National. The schedule featured three race groups in the morning, followed by four more races after lunch. Each Super Tour race was scheduled for 13-laps around the 17-turn, 3.7-mile circuit.

The morning action was highlighted by Group 3's ground-pounding sports cars. Simon Gregg's No. 59 Gregg Motorsports Chevrolet Corvette was battling with polesitter John Schaller's No. 08 Central Power Distributors Chevrolet Corvette for the overall and GT-1 class win, until Schaller made contact with the American Sedan machine driven by Michael Lavigne on lap seven, retiring from the race with damage.

Gregg cruised to the win in a race that was shortened to 10 laps after a fire in Russ Snow's STO-class No. 20

Chevrolet Corvette. Snow pulled off course and got out of the burning car, but was transported by helicopter as a precaution against smoke inhalation. He was subsequently released from the hospital.

The abbreviated race helped the No. 86 Fall-Line Motorsports Porsche GT-3 of Mark Boden top Mark Jurczyk's No. 121 BTRacing Porsche GT3 Cup. Jurczyk had lost two gears in his transmission during the race, allowing Boden to move past on the final lap and take the victory. John Yarosz's No. 89 Hoosier/Phoenix Performance Chevrolet Corvette was poised to challenge David Pintaric's Kryderacing/Hoosier/Carbotech/WRP Investments Dodge Viper for the STO win, but the yellow and checkered came out early, solidifying the win for Pintaric.

Keith Grant drove to a 17.923sec overall win in Group 2 that looks drama-free in the box score, but Grant came from the back of the field in his

No. 70 Hoosier Tires Swift 014a Formula Atlantic machine to take the commanding victory. Grant was late to the grid, but by his own estimation passed "about 15 cars" on the front straight at the green flag as cars in front checked up for a slowing vehicle, and climbed through the field over 13 laps for the win.

The Group 2 battle came in D Sports Racing, where Scott Tucker's No. 55 West WX10 held off a charging No. 85 KD Racing/Goodyear Tire Stohr WF-1 piloted by Charles Dempsey by 0.325sec. Dempsey set a new Sebring class record with a fast time of 2:02.980. In Formula Continental, Chuck Moran's No. 45 Van Diemen RF99 moved past the No. 80 Hoosier Van Diemen RF01 of Brian Belardi in the final turn of the race to take the win.

The morning started with 51 Spec Miatas taking the green flag. Todd Buras' No. 178 Krispy Kreme Mazda Miata led flag to flag to take a 2.216sec



Greg Ira took on a five car E Production field and finished victorious.

(RIGHT) With this SSC win, Mark McCaughey is on his way to another Super Sweep. (BELOW) Jason Knuteson took a commanding win in F500. (BOTTOM RIGHT) David Pintaric put his Viper on top in STO competition.



MARK WEBER



Sweep the Competition



Super Sweep

If winning a National Club race was not difficult enough, the Super Sweep takes it up a notch. This points-based championship requires the herculean feat of winning one of the nine Super Tours, winning your Divisional title, taking the top spot in the National Point Standings and a win at the National Championship Runoffs, all in the same class.

It may sound impossible, but a number of talented individuals have already completed this very task. The 2011 race season saw Scott Rettich claim the Super Sweep title in Formula Enterprises. "It certainly means a lot to win the Super Sweep," says Rettich. "It's a great thing to have on the racing resume."

On its own, Rettich's 2011 Super Sweep is remarkable – but when you consider it was his second consecutive Super Sweep title in the class, its outstanding.

Also claiming the Super Sweep titles in their respective classes in 2011 were Mark McCaughey (SSC), Darryl Wills (FM) and Michael Mallinen (FA).

Winning the Super Sweep not only requires the raw speed to win at key event weekends like the BFGoodrich Tires Super Tour and the National Championship Runoffs, but also the consistency to finish at the top in your division and the National Point Standings in the SafeRacer National Racing Series. Making a run at the Super Sweep title is a season-long commitment, and one misstep can easily take you out of the running. But should you pull it off, you will join a very short and extremely elite group of racers.

The remaining eight 2012 Super Tour events are:

2012 BFGOODRICH SUPER TOUR SCHEDULE

March 9-11	Southwest Super Tour, Texas World Speedway, Lone Star Region
April 15-16	Midwest Super Tour, Hallett Motor Racing Circuit, Arkansas Valley Race Group
April 28-29	SoPac Super Tour, Buttonwillow Raceway Park, Cal Club Region
May 5-6	Northeast Super Tour, Summit Point Raceway, Washington DC Region
June 1-3	Great Lakes Super Tour, Mid-Ohio Sports Car Course, Ohio Valley and Cincinnati Regions
June 30-July 1	Rocky Mountain Super Tour, High Plains Raceway, Colorado Region
July 13-15	NorPac Super Tour, Portland International Raceway, Oregon Region
Aug. 4-5	CenDiv Super Tour, Blackhawk Farms Raceway, Blackhawk Valley and Milwaukee Regions

victory and set a new track record with a lap of 2:35.518, averaging 86.575mph.

After lunch, with the sun still shining and temperatures reaching a high of 79 degrees F, Group 4's production classes took to the track. Greg Ira's CU Yacht Charters Datsun 240Z pulled away from the E Production field and the rest of the group, cruising to a dominating 3.960sec win. Mark Weber survived the attrition in F Production to earn the win in the No. 125 Goodyear/Red Line Oil/Exclusive Sports Car Photography Mazda Miata.

The No. 126 Irish Mike's BMW 325 of Michael Flynn topped Group 5 with a 16.549sec margin of victory overall and in STU.

The tightest race of the group came in Touring 2, where John Kachadurian's No. 180 Grey Fox Racing BMW M3 topped Mark Boden's Fall-Line Trim-Tek Porsche GT3. Boden fell off at the end of the race, but both took turns battling for the overall lead early in the race.

Brian Schofield's No. 61 PM Racing Spec Racer Ford took the top spot in the Group 6 race, holding off Andrew Charbonneau's No. 27 Lord of The Rings Spec Racer Ford by just 0.408sec. The two swapped positions several times over the last half of the 13-lap race, with Schofield taking the victory.

The battle for the overall lead in the

final group of the day was between two classes, with the No. 1 Hillenburg Motorsports Formula Mazda of Darryl Wills setting a new track record of 2:09.068 (averaging 104.317mph) and taking the overall win by 1.808sec over the No. 23 Jay Motorsports Formula Enterprises car of Jason Wolfe. Lewis Cooper III earned a Formula F win and lowered the track record to a 2:16.062 in his No. 0 Polestar/Martini/Voss Water Van Diemen Ford.

The last class to cross the finish line was also the closest, as is typical for a Formula Vee race on a track with long, drafting straights like Sebring. In the end, the No. 37 Hoosier Vortech 2004

of Charles Hearn squeezed out a follow-the-leader win over the No. 28 www.NorthShoreVetHospital.com Caracal D of Russell Fredericks by a paper-thin 0.197sec.

Round 2 of the nine-race BFGoodrich Tires Super Tour comes at Texas World Speedway on March 9-11, for the BFGoodrich Tires Southwest Super Tour. Coverage of that Super Tour will appear shortly after the event on www.scca.com, and in the June issue of *SportsCar*.

For more information on the BFGoodrich Tires Super Tour or the SafeRacer National Series, head to www.scca.com. 

(RIGHT) In a tight 33-car SRF field, Brian Schofield tasted victory – by a margin of 0.408sec. (BELOW) Bill Steinhoff (187) took the win in T3. (BOTTOM) The FV battle didn't disappoint, with Charles Hearn taking the win with 0.197sec to spare. (BOTTOM RIGHT) Mark Boden (center), Mark Jurczyk (left) and Scott Tucker (right) celebrate their GT-2 finishes on the podium.



MARK WEBER



MARK WEBER

SEDIV NATIONAL

CENTRAL FLORIDA REGION / SEBRING INT'L RACEWAY / JAN. 6-8, 2012



GTI: (7 starters) 1. Simon Gregg (Chevrolet) 2:06.137; 2. Jordan Bupp (Chevrolet); 3. Ken Bupp (Chevrolet); **GT2:** (6 starters) 1. Mark Boden (Porsche) 2:14.900; 2. Mark Jurczyk (Porsche); 3. Scott Tucker (Porsche); **GT3:** (2 starters) 1. Bill McGavic (Mazda) 2:27.168; 2. Steven Lustig (Acura); **GTL:** (5 starters) 1. Peter Shadowen (Honda) 2:28.845; 2. Paul Mevoli (Nissan); 3. Charles Leonard (Nissan);

AS: (5 starters) 1. Brian Lacroix (Chevrolet) 2:26.786; 2. Michael Lavigne (Ford); 3. Patrick Wilmot (Ford); **EP:** (5 starters) 1. Greg Ira (Datsun) 2:24.090; 2. Steven Hickham (Mazda); 3. David Hussey (Acura); **FP:** (5 starters) 1. Mark Weber (Mazda) 2:40.599; 2. Gary Johnson (MG); 3. Harold Flescher (Austin-Healey); **HP:** (4 starters) 1. Jay Griffin (Honda) 2:38.898; 2. Ken Francke (MG); 3. Andrew Wright (Lotus);

STO: (8 starters) 1. David Pintaric (Dodge) 2:14.165; 2. John Yarosz (Chevrolet); 3. Rodney Williamson (Ford); **STU:** (8 starters) 1. Michael Flynn (BMW) 2:26.695; 2. Buzz Marcus (Mazda); 3. John DeBarros

(Mazda); **STL:** (10 starters) 1. Jim Drago (Mazda) 2:36.129; 2. Raymond Philibert (Mazda); 3. Peter Keane (Acura); **T1:** no entrants; **T2:** (8 starters) 1. John Kachadurian (BMW) 2:26.563; 2. Mark Boden (Porsche); 3. Brian Kleeman (Ford); **T3:** (4 starters) 1. Bill Steinhoff (Nissan) 2:31.823; 2. Mike Kramer (Saturn); 3. Carlos Lira (Ford); **S8B:** (8 starters) 1. Toby Grahovec (BMW) 2:36.998; 2. Rob May (Mazda); 3. Steven Zink (Ford); **SSC:** (4 starters) 1. Mark McCaughey (Toyota) 2:46.492; 2. James Place (Acura); 3. Steven Christopher (Mazda); **SM:** (51 starters) 1. Todd Buras 2:35.518; 2. Craig Berry; 3. Jim Drago; **CSR:** (3 starters) 1. Lean-Luc Liverato (Swift) 2:03.872; 2. Larry Lambert (Van Diemen); no other finishers; **DSR:** (3 starters) 1. Scott Tucker (West) 2:04.533; 2. Charles Dempsey (Stohr); 3. Jim Hallman (Stohr); **S2000:** no entrants; **SRF:** (33 starters) 1. Brian Schofield 2:33.396; 2. Andrew Charbonne; 3. Thomas Anspach;

FA: (8 starters) 1. Keith Grant (Swift) 2:01.029; 2. Lewis Cooper Jr (Swift); 3. Jeff Kowalik (Swift); **FC:** (10 starters) 1. Chuck Moran (Van Diemen) 2:09.937; 2. Brian Belardi (Van Diemen); 3. J.R. Smart (Van Diemen); **FM:** (8 starters) 1. Darryl Wills 2:09.068; 2. Stuart Rettie; 3. Davis Parr; **FE:** (7 starters) 1. Jason Wolfe 2:09.796; 2. Paul Schneider; 3. Patrick Linn; **FB:** (1 starter) 1. George Leven (Stohr) 2:19.654; **FF:** (8 starters) 1. Lewis Cooper III (Van Diemen) 2:16.062; 2. John Benson (Swift); 3. Joe Colasacco (Van Diemen); **FV:** (5 starters) 1. Charles Hearn (Vortech) 2:39.205; 2. Russell Fredericks (Caracal); 3. Mike Landon (Wasp); **F500:** (8 starters) 1. Jason Knutson (Scorpion) 2:18.037; 2. Jeremy Morales (Raptor); 3. H. Cory McLeod (Red Devil).



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.

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

KEEPING IT CLEAN

Do fuel additives really work?

BY RUSTY WAPLES PHOTOS COURTESY GUMOUT

Have you ever stood in front of the fuel additive section at your local auto parts store and found yourself perplexed? It is a bit overwhelming trying to determine what each product does, what's in them and if the claims are legit. A lot of times you are trying to fix a fuel system related issue but don't know what is causing the root problem – and tearing the engine apart doesn't necessarily fit into your weekend plans. The best way to eat an elephant, as the saying goes, is one bite at a time, so let's take a look at the fuel additive category and break it down into easy to digest bites.

TYPES OF FUEL ADDITIVES

Typically, there are four types of cleaning related fuel additives: gas treatments, fuel injector cleaners, fuel system cleaners and multi-system cleaners. There may be different variants of these types, but for the most part all fuel additives fall into one of these categories.

Gas treatments are typically the lowest priced fuel additive, but they also offer the fewest product benefits.

Fuel Injector Cleaners are the next step up and offer the largest variety of choices, but most tend to offer similar benefits. These products will offer more advantages than a gas treatment.

Fuel System Cleaners are the top shelf option in fuel additives; they have more robust formulations, additional claims and benefits compared to gas treatments and fuel injector cleaners – and a premium price to go with them.

Multi-system cleaners include products that claim to work in the crankcase and the fuel system. Pour them in and they do it all. If it were only that easy – we'll discuss this in detail later on.

TYPES OF INGREDIENTS AND FORMULATIONS

The main reason most people use fuel additives is to fix combustion-related issues. Often gasoline, even top tier gasoline, leaves deposits on vital fuel system parts, and once the level of buildup is significant, performance of these parts starts to degenerate. Also, many racing fuels have little to no detergents at all. In order to restore or improve combustion, these parts must first be cleaned, and there are a variety of ingredients in fuel additives that have this capability. Most of these cleaning additives are nitrogen based and act as a detergent in your fuel – if the product lacks a nitrogen-based additive, then their cleaning ability is negligible at best.

There are three main types of detergents used in most of the top-selling brands. They are polyisobutene (PIB), Polyisobutylene amine (PIBA) and Polyetheramine (PEA).

The use of these detergents and the total amount found in the formula determines the level of cleaning

of fuel system parts. Basically, PIB is good, PIBA is better, and PEA is the best, but a higher dose rate of PIBA may provide the same cleaning level as PEA that has a lower dose rate, so there is some overlap. However, PEA is in a league of its own when it comes to cleaning certain parts of the fuel system; PIB and PIBA just don't have the cleaning power to get the job done.

AFFECTED FUEL SYSTEM PARTS

There are multiple parts associated with the fuel system, but we will focus on the important parts that are primarily involved in the combustion process. They are: intake ports, intake valves, fuel injectors, carburetors, piston tops, cylinder heads and combustion chamber. Deposits tend to form on these parts and cause a variety of performance-related ailments such as hesitation, stalling, knocking, pinging, overall acceleration and fuel economy loss.

Intake port positioned fuel injectors have pintles that allow the fuel to disperse from the injector. This is a microscopic orifice that, when clean, delivers an atomized spray of fuel that when combined with an air mixture is easily detonated in the combustion chamber. Once deposits start to build up, this spray pattern becomes irregular and an optimal mist can turn into droplets that are harder to combust.

On port intake fuel-injected and carbureted engines, the intake valves and ports are subjected to these fuel sprays, regardless of whether they are delivered in a mist or in a denser droplet form. Over time these deposits act like a sponge and negatively affect the amount of fuel that would normally be introduced into the combustion chamber. The denser the spray pattern from the injector, the higher the chance of deposit buildup. This can cause fuel economy problems, stalling, hesitation and overall decreased performance.

Port injection fuel delivery systems tend to be the norm, but new gasoline direct injection or GDI technologies are becoming standard equipment on many new cars,

especially in high-performance vehicles. In this type of innovative fuel delivery system, the injector is found inside the combustion chamber, and the net result is improved combustion resulting in better performance, improved gas mileage and fewer emissions. However, there is a catch – putting the injector inside the combustion chamber increases the chances of deposit build up due to higher temperatures and pressures that cook the deposits onto the injector.

The combustion chamber is a war zone inside your engine. Noxious chemical reactions, severe temperatures, extreme pressure and detonations are happening over and over again. These conditions do horrible things to non-combusted fuel. The deposits on the intake valves and ports tend to be gummy and can harden over time, but they don't come close to what combustion chamber deposits look like. They can become extremely hard because they are cooked and forced onto the surface of the combustion chamber, piston top and cylinder head. These deposits can cause hot spots that cause pre-combustion and increased compression ratio, which can cause knocking and pinging and can even cause valve issues in extreme circumstances. Poor combustion also can mean higher emissions and lower fuel economy.

HOW FUEL ADDITIVES SOLVE POOR COMBUSTION PROBLEMS

As mentioned, detergents and other additives are put into fuel additives to clean fuel system parts and sometimes lubricate the upper cylinder. Gas treatments tend to have PIB- or PIBA-based detergents and the dose rate is typically very low. They do a decent job of removing water, and some may keep new deposits from forming on fuel system parts (also known as the “keep clean” effect), but they don't remove existing deposits.

Fuel injector and carb cleaners also have PIB or, more likely, PIBA detergents with a higher dose rate. The more of the nitrogen based additive in the formulation means

The difference between a clogged fuel injector (TOP) and one operating at maximum capacity (BOTTOM) can be rather startling – and can make a real difference in horsepower.

more cleaning power to remove existing deposits, more parts are cleaned, an increased length of time the “keep clean” effect lasts, it will clean up the parts in one tank full and longer times between application.

If the directions state to use the product every fill up, the detergent is going to be weaker and the additive dose rate lower compared to those that say to use it every oil change, 3,000 miles or 10 fill ups.

Most truly effective, complete fuel system cleaners utilize PEA based detergents and offer the best cleaning power. Not only do they clean better than PIB or PIBA, they can clean more fuel system parts. It takes an extremely powerful detergent to remove the pressure-cooked deposits found on cylinder heads, piston tops and combustion chamber walls, and PEA can do this. In direct injection systems it will also clean up the injectors and then keep them clean.

Gumout, the official performance chemicals of the SCCA, has a few items in its portfolio including Regane, High Mileage Regane and All in One Complete Fuel treatments. Chevron Techron pour-in fuel additives also have this type of detergent. Check out the various manufacturers’ Websites, MSDS and technical bulletins and you may find what types of additives they use in their formula.

There are other additives besides detergents that help the efficacy of the product. Among these are dispersants, lubricants and friction modifiers. If any of these products also have an upper cylinder lubricant in the formula, make sure it is not mineral oil based. This type of lubricant can actually cause new deposits to form because it is cooked onto surfaces before it can do any actual lubricating. Plus, you will get increased tail pipe smoke because the oil is being burned up and sent out in the exhaust – same effect as oil blow by caused by worn cylinder rings. However, if the product has a friction modifier, it can actually reduce friction in the upper cylinder, resulting in improved combustion, lower heat and reduced wear. Gumout’s All in One complete fuel system cleaner has this type of additive.

Lastly, there are a few products on the market called multi-system cleaners. They claim to solve a multitude of problems in the fuel system and oil crankcase – however, each of these delivery system can have separate issues that require specific types of additives and detergents to fix the problems. Often times these additives do not interact well and can cause more issues than they solve. Some of these brands will say that you can see them work because more smoke will come out your exhaust pipe, meaning the deposits are being burned off. In reality, those products have introduced a mineral oil into the combustion chamber causing the smoke and actually creating new deposits. Also, many of these additives will dilute the motor oil, lessening its overall effectiveness. As much as we’d all like to have one product to solve all of our oil and fuel related problems, the reality is that modern engines require additives built for a specific purpose to address many of the issues that arise in the fuel system and oil crankcase.

There are different types of fuel additives on the market and you will have to determine what kind is the best fit for you based on the issues you’re having. Fuel additives, as a whole, can help most of these problems, but only if they have formulations that will actually do what the label says they will do. The key thing to remember is that it takes a powerful detergent to reach all areas of the fuel system, and as new engine technologies advance, the more important it will be to use a complete fuel system cleaner.

Finally, make sure you pay attention to the amount of gallons that are treated and how long the product will last – you may think paying 10 bucks for an additive is crazy, but you could end up spending a lot more than that if the product doesn’t fit your needs. 🚫

Rusty Waples is the Group Brand Manager for ITW Global Brands, which includes the Gumout line of fuel additive and fuel system cleaners. Gumout is also the official performance chemicals of the SCCA.



Series Reports

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

RACING ROOM

CLUB RACING BY JIM WHEELER, CHAIRMAN, CLUB RACING BOARD

THE 2.5 RULE, LETTER WRITING AND MORE

With apologies to Shakespeare: 2.5 or not 2.5? That was the question. Whether 'tis nobler in the mind to suffer the slings and arrows of single car classes or to make competition adjustments to realign, perchance to dream of full fields; aye, there's the rub.

The 2.5 Club Racing rule is no more (to bring you the shortened version of that rule: 9.1.13.A in the GCR read, "A class retains its National status as long as its annual average number of entries achieves 2.5 or higher per National event") and the Board of Directors has charged the CRB with actively managing the Club Racing classes. They have directed that the CRB present a proposal for alignment of classes that could reduce the number of National classes by double digits. So, suspension of the 2.5 rule does not mean that classes with low participation numbers will automatically continue in the National racing program.

The CRB, in turn, has asked the Advisory Committee to start working on how to make this happen. The BoD has directed that the proposal be presented to them at the SCCA National Convention on March 3, 2012.

The Touring and Showroom Stock Advisory Committee has already started on this, with the earlier proposal to turn five (or six, counting B-Spec) classes into four.

This could mean slowing down the fastest of the T1 cars a little bit and moving some of the faster T2 cars up, with competition adjustments. The remaining Touring and Showroom Stock cars would fill out the T2 and T3 classes, with T4 consisting of B-Spec cars. Those are just working titles; the B-Spec cars could remain B-Spec instead of T4. T1 racers who want to go faster can move up to Super Touring Over. That would help STO make a reasonable number of entries and save that class from being one of the classes that is cut.

There are currently eight formula classes. Some of those are standalone, like F500 and FV. Of the rest, FA, FB, FC, FE, FM, FF, there are some classes that could play well together, with minor adjustments. The Formula/Sports Racing Advisory Committee, with several new members, is looking at all of those classes as well as the Sports Racers. CSR and DSR are practically the same, currently running identical lap times. Could those two classes become one? And, what do we do with Sports 2000? Those numbers have been dwindling and the class could end up as a Regional-only class.

Production, GT, American Sedan and Super Touring Advisory Committee are also looking at how those classes are performing.

SCCA is all about real racing, not just track days, so putting full class fields on the track is a priority for the CRB and BoD. There aren't any easy answers to these questions. I'm sure that whatever is done will please many and not please some. Any changes will be gradual and will probably be implemented over several seasons. You will all be kept informed through *Fastrack* when proposals are made.

LETTER SYSTEM

While it is fine to e-mail or phone your BoD representative, CRB members or Advisory Committee members about issues affecting your class, it is more important to get your comments on record through the mail system. Go to www.crbsscca.com or www.clubracingboard.com and submit your comments. The site is very easy to use and the letters are directed to your representatives.

At a recent Advisory Committee conference call concerning restrictor plates and weights for one class, there was one letter on the subject. Several members of the CRB, the BoD and the Advisory Committee all had been contacted by racers, either by e-mails or by phone. I, personally, talked to several racers who had valuable input. I encouraged them to submit a letter. Others involved in the discussion had received calls and e-mails as well. The only problem was that only one person sent in a letter through the official route. Because of this, all the comments did not make it to all of the people involved in the decision process.

Unfortunately, this happens way too often. If you want your voice to really be heard, put it into the system at CRBSSCCA.com or ClubRacingBoard.com. Make it short and on point.

NEW CRB MEMBERS

We would like to welcome **Mirl Swan** as a new member of the CRB. Since 2003, Mirl has won seven National Championships as a crew chief, two of those as a driver in Formula Atlantic. He has also worked as crew chief in Indy Lights and the Formula Atlantic Pro Series. Mirl will be the CRB liaison to the Formula/Sports Racing Advisory Committee just in time to work on the alignment of those classes.

We also welcome back **Peter Keane** to the CRB. Many of you know Peter from his insightful and acerbic commentary on GoRacingTV.com and his work with the B-Spec cars, and the Touring/Showroom Stock Advisory Committee. He has a long and checkered resume in Regional and National Club Racing in various classes. He is also involved in Grand-Am racing, and is a consultant to SCCA Pro Racing. Peter was serving a two-year time out from the CRB, and



DENNIS WOOD

While the 2.5 rule has been suspended, that doesn't mean classes won't be adjusted.

we are very glad to have him back.


The CRB also welcomes our new Secretary. **Pam Richardson** is a retired NASA engineer who races American Sedan and is the mother and crew chief for **Danny Richardson**, an American Sedan racer. Pam, who is a member of the Washington DC Region, is also a steward and is serving on the American Sedan Advisory Committee.

BOD LIAISONS

The BoD has returned **Dick Patullo** as one of its liaisons to the CRB. Dick is the Director from Area 1, and is a member of New England Region and an Improved Touring RX-7 racer. **Todd Butler** is a new liaison, replacing **Marcus Meredith**. Todd is a network engineer and lives in the Pacific Northwest in the Willamette Valley Wine Country near Portland Oregon. He has been racing Spec Racer Ford for more than 14 years in the Northern Pacific Division with occasional seat time in a Spec Miata. Once upon a time he also owned and raced a Lola 342 in Club Ford. Todd previously served for five years as Oregon Region race director and is in his third year on the BoD.

Club Racers are very fortunate to have these two guys working to keep communication open between the CRB and BoD. They attend all of the CRB conference calls and meetings and carry the load back and forth between the CRB and the BoD.

There are also new members who have been added to the various Advisory Committees. I encourage you to go to the SCCA Website and look for the Committee member lists so that you know who to yell at through the coming season. Of course, you can always yell at me.

In the meantime, remember that the best way to ensure the health and future of your class is to get out and race. 

WeatherTech®

2012 Chicago Region

June Sprints®



PRESENTED BY THE MILWAUKEE JOURNAL SENTINEL

57 Consecutive Years

A SCCA NATIONAL RACE
IT'S NOT JUST ANOTHER RACE®

June 15-19, 2012

ROAD AMERICA *Road Racing at its Best®*

Elkhart Lake, WI

Register on-line: www.junesprints.com

Or by Phone: (847) 729-2211



Mechanic/Racing Training Programs

NEW, AFFORDABLE **SHORTER**
3.5 & 7 MONTH PROGRAMS!

race2000.com

BRIDGESTONE
RACING ACADEMY
racing schools • corporate events • mechanic training

RACECAR for Sale or Rent!

TA2 cars available for sale or rent. New and used availability!
Cars are 2011 Camaro bodied, 2011 Howe chassis cars, all new in 2011. LS1 fuel injected power, 480hp, Jerico transmissions, quick-change rear ends, 10" slicks, big brakes, and great fun to drive! TA2 is the best pro racing value for the dollar.

Seeking funded drivers to run part or all of the 2012 Trans-Am season.

Go pro racing with V8 power for MX5-Cup range money!



CONTACT BOB STRETCH

(817) 668-5433

OR E-MAIL BOB@FIXRIM.COM

PROSOLO FOR 2012

The 2012 ProSolo National Series Rules will be an evolutionary step from last year's rules. Ideas are already floating around for the 2013 version, but we'll discuss some of those in a future article. Right now, here are the highlights of what's new for this season. And as always, what is written here is not official – please consult an official copy of the rulebook for details.

After much debate and number crunching, it was decided that the Tire Rack ProSolo National Series will once again use the PAX/RTP index, though it is well understood that there are some inequities due to the dragstrip start. Incidentally, this is one of the major areas of potential rules changes for 2013, which *could* include something like a new class structure where similar power and drive type cars compete on an index. Needless to say, this concept is way “out of the box” from what we're used to, and is still being worked on, but an ideal solution would probably also result in a smaller number of classes, as we are nearing the point where the Gumout Super Challenge will be made up of just class winners. Essentially, picture an event where each class has 10 drivers, not a bunch of five-car classes and a couple 20-car classes.

The RT class will be a place for

Stock-legal vehicles on ST-legal tires to play in ProSolo, just as in the Tire Rack Solo National Tour. This will be a single class indexed against each other. Given the problems with trying to equalize the performance differences due to tire allowances, RT will not participate in the usual bumping process, though as long as the class has at least five entrants at an event, it will be eligible for Challenge competition just like any other class.

For the first time in decades, the Ladies classes will be expanded. To fit in with the usual Solo model of faster classes generally being the lower numbers and letters, L1 will now be entrants from the higher level of prep classes, like Street Prepared, Street Modified, Prepared and Modified. L2 will be all of Stock. Two more classes have been added to the mix, as L3 will be all of Street Touring and L4 will be for drivers in RT-class cars. Just as on the Open side, RT does not fit into the usual bumping scheme, so L4 will need to have five drivers at an event in order to be eligible for the Challenge.

R1 and R2 will also see a bit of revision as increasing interest in these cars allows a split. XP vehicles will now run with all the other Prepared-category cars. R1 will now be all vehicles from the Modified ranks. R2 will be all Prepared-category cars.

We'll see a repeat of the Zone Championship, returning pretty much unchanged from 2011, but now drivers will be able to count their best two Challenges, no matter how many they

run. One reason for this is to encourage participation in the late-season events, which typically suffer a drop in attendance late in the year as competitors have used up all their points-paying opportunities. Now every event can count, either as points towards a Zone championship or towards overall Challenge points.

Drivers in indexed classes (L1, R1 and so on) will no longer be able to accumulate points as separate entries within those classes. If an L1 competitor enters an ASP car in one event and an EP car in another, those two events will count for her as an L1 competitor, not separately as L1/ASP and L1/EP as in the past. Another tweak we'll see for those unfortunate cases of mechanical issues is that competitors in indexed cars will not only have the usual allowance of changing to a different car (that ASP L1 competitor finding another ASP car to drive), those competitors could find a car from another class that is eligible in their indexed class (that ASP L1 competitor can't find another ASP car, so she changes to an EP car). If the index changes, all times the competitor has on the books are going to be disqualified (much like the long-forgotten rule about changing tire brands during an event).

And last, but certainly not least – and a change that may carry over to all National events – one tech sticker per car!

The Tire Rack ProSolo National Series returns for 2012 with some rules tweaks.

CONTACT PAUL BROWN
L8apexrs@q.com



RUPERT BERRINGTON

REGIONS OF RECORDS

In November, the 2011 awards for the Annual SCCA RoadRally National Championship were announced. A total of 31 awards were earned in the various series and categories that make up the championship. A championship season begins with the first event that follows the United States Road Rally Challenge (USRRC) and ends with the following year's USRRC.

The awards are earned in three series: Course, Tour and GTA. In each of those series, contestants earn points in four categories: Sportsman, Senior, Expert and Grand Master.

Winners earn points based on their finishing position in class on the rallies they enter. Double points are award for an SCCA National RoadRally and triple points are earned on each of the three USRRC events. Winners can earn a maximum of 70 points on Regional events and can also earn points for working an event.

Awards are given to the top 10 percent of those competing in each category but a minimum of 50 points is required to earn an award. The maximum possible number of points is 100.0.

For the 2011 season, **Steve Gaddy** and **Bruce Gezon** won one award each in each of the three series. **Jack von Kaenel** won two awards, one in the Course Series and one in the Tour series.

All the award winners are to be congratulated.

A quick study of the results shows some great Regional accomplishments.

Mike Bennett, the Great Lakes Division RoadRally Steward, was quick to notice the number of champions from Detroit Region and the Great Lakes Division. Of the 31 awards to 26 different people, 18 awards went to members of GLDiv and 10 of those went to Detroit Region members. Those winners were primarily in the Tour Series where Detroit Region captured nine of the 18 Tour Series awards.

Other Regions with strong Regional RoadRally programs chased Detroit's achievements. Indianapolis Region members gathered five awards, four in the GTA Series and

one in the Course Series. South Jersey Region members had just one fewer with four awards, two each in the Course and Tour Series.

"My personal take on the situation is that the principal reason for the success is the existence of a regularly scheduled Regional Rally Championship," observes Indy Region's **Chuck Hanson**. Hanson noted that the nine Regional RoadRallies in their series are "enough for folks to be Nationally competitive without having to travel. Adding that to the friendly competition among friends completes the recipe for success."

Hanson continues, "What I note is most beneficial is that all of these folks have felt challenged to take their competition on the road; i.e., to start traveling to other regions and to National events including the USRRC. And all have commented that the fun of seeing new territory is as motivating as the competition and new friends that they make."

Detroit Region's **Rob Moran** echoes Hanson's thoughts. Moran pointed out that Detroit Region organized five Regional rallies and one National rally. There were also two or three other Regional rallies in the Great Lake Division. "Even with the 70-point maximum for Regional rallies, it would still have been possible to get as many as 90 points out of the maximum 100 without running anything outside the Great Lakes Division championship series."

Jim Wakemen also saw the advantages of a strong Regional series. Wakemen is the South Jersey Region rally chairman. His SJR series gave rallyists in the region an opportunity for points. The proximity of Northern New Jersey Region and Washington DC Region allowed them other opportunities for points without an overnight stay. The closeness of Steel Cities Region allows attendance at a few more events without resorting to airline flights or rental cars.

These regions illustrate the importance of a strong Regional program in their members' success in the Annual SCCA RoadRally National Championship.

Ken Wiedbusch states the advantages. "Participation leads to winning under the National points structure. The results are not always predictable. That is what is exciting about competition. It is fun."

CONTACT RICK BEATTIE
RLBArchitect@gmail.com

The Winners

TOUR SERIES, GRAND MASTER CATEGORY

- **First Place:** Bruce Gezon, 100.0; Stu Helfer, 100.0; Greg Lester, 100.0; Jack von Kaenel, 100.0

TOUR SERIES, EXPERT CATEGORY

- **First Place:** Rob Moran, 68.0
- **Second Place:** Chuck Hanson, 67.8

TOUR SERIES, SENIOR CATEGORY

- **First Place:** Dennis Wiedbusch, 69.0
- **Second Place:** Daniel Harkcom, 62.0
- **Third Place:** Frank Beyer, 51.0; Ken Wiedbusch, 51.0
- **Fourth Place:** Frank Bochanski, 50.0; Peter Chezick, 50.0; Janis Ford 50.0; David Sellers, 50.0

TOUR SERIES, SPORTSMAN CATEGORY

- **First Place:** Matt Rhoads, 70.0.
- **Second Place:** Adam Spieszny, 64.0
- **Third Place:** Piotr Roszczenko, 56.0; Aaron Usher 56.0

GTA SERIES, GRAND MASTER CATEGORY

- **First Place:** Steve Gaddy, 88.0; Bruce Gezon, 88.0

GTA SERIES, SPORTSMAN CATEGORY

- **First Place:** Wendy Harrison, 94.0
- **Second Place:** Craig Beidelman, 84.0
- **Third Place:** Susan Vogt, 80.0
- **Fourth Place:** Ted Drummond, 60.0

COURSE SERIES, GRAND MASTER CATEGORY

- **First Place:** Steve Gaddy, 100.0; Bruce Gezon, 100.0
- **Second Place:** Jack von Kaenel, 94.0

COURSE SERIES, EXPERT CATEGORY

- **First Place:** Mark Haas, 100.0
- **Second Place:** Chuck Hanson, 94.0

COURSE SERIES, SENIOR CATEGORY

- **First Place:** Jim Wakemen, 100.0
- **Second Place:** Richard Wetzel, 82.0





World Challenge podium as long as they possess a never quit attitude and a lot of friends willing to lend a helpful hand.

Brown earned his championship title by winning five of 12 races driving a Ford Mustang Boss 302 S. According to Brown, the Boss 302 S, an \$80,000 turnkey racecar from Ford Racing, is the best deal available if someone wants to get into professional racing. And it was fitting that Brown won his first Pirelli World Challenge title in a Mustang since, as a teenage boy, he worked for his father, **Kenny**, who was the crew chief for **Steve Saleen**.

Brown was on the pit crew for Saleen when Saleen was racing Mustangs during the mid-1980s in the SCCA/Escort Endurance Championship Series (which eventually became Pirelli World Challenge).

When asked how old Brown was when he was jumping over the wall to fill Saleen's Mustangs with gas, he replied, "According to SCCA's records I was 18 years old for three years straight."

After working with Saleen, Brown's dad went on to start his own business, Kenny Brown Performance, tuning Mustangs in the Mid-West. Brown grew up in Omaha, Neb., competing with the SCCA in Solo with his dad and by running rallies with his mom. In 1992, Brown entered his first SCCA Club race with an American Sedan Mustang that was cobbled together by him and a friend with leftover Saleen parts. Brown's dream was to get into the SCCA Pro Racing Trans-Am series,

PRO FILE

SCCA PRO RACING BY ROB KRIDER

A STORY OF SUCCESS IN WORLD CHALLENGE GTS

Winning an SCCA Pro Racing championship isn't something you accomplish in between running a few errands around town. Winning a championship takes dedication, support and a little luck. History hints that in order to win a professional motorsports championship you need to have wheelbarrows full of money along with some level of factory support. But during the 2011 Pirelli World Challenge season, GTS competitor **Paul Brown** proved that is not necessarily the case. His yearlong effort showed that a privateer could, indeed, stand atop the

With his 2011 SCCA Pro Racing Pirelli World Challenge GTS championship, Paul Brown proved an independent can win a major professional racing title.



KENNETH HAWKING

but in 1993 it was a lot easier for a Club racer to move up to World Challenge. So, that year, Brown ran his first professional race in the World Challenge B class at the Des Moines Grand Prix street race.

From 1993 through 2000 Brown ran at least one World Challenge race a year, with 1999 being his first full season. What attracted Brown to World Challenge was the one-hour format and the drama of a field filled with different manufacturers.

The beginning of the 2001 World Challenge season took Brown out of the pro racing game as the car he was driving needed \$20,000 worth of upgrades to fulfill rules changes for the new season – sadly, the funding just wasn't there. He quit driving for a while and began building, customizing and testing vintage racecars at Tiger Racing. There he worked as a crew chief for **Carol Hollfelder**, a female paraplegic racecar driver who competed in World Challenge, driving a Mustang with hand controls. Hollfelder and Brown worked so closely together they eventually got married in 2005.

For the 2011 season, Ford Racing committed to providing competitive cars to be purchased by drivers who were interested in pro racing. So Brown jumped back into driving with a car he knew a lot about: a Mustang. Brown bought his Boss 302 S with co-owners **Tracey** and **Jodi Wellendorf**, and with some support from Lucas Oil, Brown headed to the first race of the year at St. Petersburg. He wasn't really sure he would be able to run an entire season, but after he won on the street course at Long Beach he knew he couldn't stop there. K&N Filters helped out, as well as a host of other sponsors which came along during the season, including Luminex Watches, Optima Batteries and One Hour Heating & Air Conditioning. Brown's car looked different every time it hit the track with various businesses coming on as sponsors.

The entire season was an uphill battle to make every race, but Brown never quit. The first race of the year he towed the Boss 302 S in a single car trailer behind a pickup truck. His competitors, Realtime racing, arrived with their transporter. "Nobody looked at us twice at the beginning of the season," says Brown.

With a crew of friends and family supporting him, Brown drove hard all season long and continued to try to find ways to make the Boss 302 S perform a tenth of a second better at every event. At Mazda Raceway Laguna Seca, Brown clinched the GTS Drivers' Championship as well as the Manufacturers' Championship for Ford with another win.

Coincidentally, that weekend was also his and his wife's wedding anniversary. "She told me to either win the race or buy her jewelry for our anniversary, says Brown. "The win saved me some money!" 📍



ULTRA

LIGHT, DURABLE & EASY!

NEW!

PRO-LITE ULTRA™ HOSE

- An upgraded addition to our popular Pro-Lite 350™ hose
- Half the weight of traditional stainless braid hose while maintaining high pressure delivery
- Consists of an inner tube of oil resistant "PKR" synthetic rubber that is also E85 compatible
- Partial coverage wire inner braid and an oil, weather abrasion resistant, black, entangled filament nylon fiber cover provides additional hoop strength for high pressure ratings
- Maximum pressure rating of 500 PSI
- Use as water, oil & fuel lines, pressure gauge lines, heater hoses, radiator & vacuum lines
- Sizes 4 thru 20 available
- Designed for use with Swivel-Seal™, Auto-Fit™ and Auto-Crimp™ hose ends for more plumbing options at the track.



EXPANDED LINE OF ANO-TUFF™ HOSE ENDS & ADAPTERS

The same hard anodized skin as all other Ano-tuff™ items is now available on selected sizes of all our reliable designs.

- Ano-Tuff™ Auto-Fit™
- Ano-Tuff™ Swivel-Seal™
- Ano-Tuff™ Speed Seal™
- Ano-Tuff™ Adapters
- Ano-Tuff™ In-Line Fuel & Oil Filters
- Ano-Tuff™ Shut-off Valves



TECH LINE: 270-781-9741 | www.earlsplumbing.com



PROTECT YOUR ENGINE AND STOP OIL PRESSURE LOSS

www.CantonRacingProducts.com
Call: 203.481.9460

Accusump™ The Original Accumulator

We have oil accumulators down to a science, after all we have been designing and building them for 30 years! Our oil accumulators protect against dry starts, pressure surges and oil pressure loss!





MADE IN U.S.A



AFI Turbo Honda S2000



Divisional Reports

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

KNEE DEEP IN NEDIV

NORTHEAST DIVISION BY G.W. HENDERSON

PLENTY OF STUFF TO DO

As the editor of this fine publication refuses to allow me my own expression on certain topics, I will refrain from all of the usual April Fools references. Instead here is a listing of some events taking place in NeDiv in the coming month.

Hopefully by now you have heard about the Washington DC Region Summit Point Driver School on March 23-25. The early school usually sells out fast. Go to www.wdcr-scca.org to find details. Also at the end of March and beginning of April the Jersey Racing Board (JRB) will be holding a Driver's School at New Jersey Motorsports Park (Thunderbolt Raceway) as a start to their racing season. www.njmp.com or any one of the regions associated with the JRB will have information on this (NNJR, SNJR, etc.). The school is March 31-April 1.

On April 14-15, Washington DC Region will also run a RallyCross event on the Summit Point property. Contact **Jared Lantzy** at rallytech@wdcr-scca.org for additional info.

On April 21-22, New England Region will host its second Rational Club race at New Hampshire Motor Speedway (NHMS). A "Rational" being a Regional race and a National race run on track together. www.ner.org has up-to-date information. And, on the same weekend, Washington DC Region will run a MARRS (Mid Atlantic Road Racing Series) at Summit Point Raceway in West Virginia. Check www.wdcr-scca.org for info.

Northern New Jersey Region will hold its annual tech inspection for racecars at Driving Impressions in Dover, N.J., on Saturday, April 14. Contact **Robert Zecca** for info and directions at www.teamdi.com.

At the end of April, the JRB returns to NJMP to run their 12-hour enduro "The Devil in the Dark" on April 27-28.

Log on to the Northern New Jersey Region Webpage for more info at www.scca-nnjr.org.

Early warning: **Cheryl Ann Zebrowski** sent a note announcing the Glen Region hosting the May Madness Double Regional Club races at Watkins Glen over Memorial Day, May 26-27, in conjunction with the people from MARRS. Mark your calendar. More info on the Glen Region Website as the date approaches.

CHECKERED FLAGS

It is with sadness that we note the passing of a couple of NEDiv members. **Bill Morse**, an SRF driver for many years, took his final checkered flag this past January. Morse was a longtime member in the NEPA area and a mentor to many SCCA'ers and drivers.

Also, NEDiv lost **Frank Dominianni**, 1964 B Production National Champion and Corvette stalwart, who campaigned so strongly at tracks in the northeast like Bryar, Watkins Glen and Bridgehampton. There is a video chronicling his life at www.youtube.com by searching for "Frank Dominianni." There is a planned celebration of his life at his shop in Valley Stream, N.Y., early this spring.

CONTACT G.W. HENDERSON
(631) 491-4075
geedub@hendersonseast.com

REVVIN' IN SEDIV

SOUTHEAST DIVISION
BY SUSAN H. YOUNG

MOREHEAD, A DEDICATED 50-YEAR MEMBER

Bruce Morehead has volunteered to restore our aging electrical system at Sebring Int'l Raceway. Recently, Morehead did a little reminiscing for us about his 50 years of membership with the Club, and about sports cars.

"My first sports car was a 1954 MG TF, bought in 1957," Morehead says. "I entered gymkhanas and rallies. I also worked a corner in a race at Dunnellon, as a member of the Tampa Bay Sports Car Club. Next I bought a 1957 AC Ace Bristol, in 1959. This was an ex-Duncan Forlong racer. I rebuilt the AC and entered more events, including the 13-hour CFR-POR rally. Then I purchased a 1960 Morris Minor, in 1961, for the Central Florida Sedan class as I joined SCCA. I went to [the] Daytona Driver's School. When asked to drive a friend's Formcar Formula Vee in the first major FV race at Daytona, I finished sixth overall. This was the Vee's first race, and my first time driving a rear engine car!

"In 1963 I bought a Bug-eye Sprite that had been raced by **Milo Vega** and [I] raced it until I joined the Air Force. I also bought a new MG Midget as my everyday driver.

"In the Air Force, I was assigned to a base in the UK. I drove formula cars at Brands Hatch on track days to get more experience. Returning to Tampa in 1967, I shared a ride in Milo Vega's Beach FV. I also taught open-wheel drivers at [the Central Florida Region] Driver's Schools.

"While attending [the University of South Florida], I was president of the USF Sports Car Club – many of our USF members worked Timing and Scoring at CFR races. In 1969, I bought a new AMX and prepared it for racing. Until 1974, I raced it, winning several Divisional and Regional annual championships.

I was the District Two governor for several years, and I served as CFR Regional Executive in 1978. I've been a regular at District Two meetings, and



NANCY SCHILLACE



DAVID GOSBERG / GOTOONE.COM

have helped with the Annual Meetings that our district has hosted.”

So what are his current cars? “A 1990 Ferrari 348tb and a 2008 Smart fortwo,” he says. “2012 marks a 50-year association with CFR, and 54 years of driving sports cars.”

FROM THE DESK OF THE REGISTRAR

“We would like to share with you the generosity of fellow racer [and Central Florida Region member] **Neil Lund**,” says CFR’s Registrar **Deanna Harry**. “Neil had eye surgery just before the Sebring Double National [BFGoodrich Tires Super Tour] and was unable to race that weekend. He donated his entire entry fee of \$495 to the Workers Fund in lieu of a refund. We also want to thank all racers who have donated \$5, \$20, etc., to the workers funds over the years as well.”

V8 STOCK CAR ROAD RACING SERIES GETS NEW SPONSOR

It has a great “ring” to it. Crane Cams, an iconic name in the racing industry, is the 2012 title sponsor for the V8 Stock Car Road Racing Series.

“We’ve been looking to expand our presence in the road racing and Club Racing community, and we feel that the V8 Stock Car Series is an excellent vehicle for that purpose, as they compete mainly with the big, booming American V8s that we love,” says **Terry Johnson**, Crane’s Ignition Product Manager. “Crane has the right products, technical expertise and product support to provide V8 competitors with the power and reliability they need.”

“We are thrilled that Crane Cams, one of the great names in motorsports, has elected to partner with us,” says V8 Stock Car President **Lee Arnold**. “We look forward to growing the series, and this partnership certainly affords us a great opportunity.”

The Spring Nationals returns to the Midwest Division on May 26-27 at Lincoln Airpark in Lincoln, Neb.

(OPPOSITE) At the Neohio Region October 2011 Spook-Tacular Regional, Debbie and Maurice LaFond surprised many, including Bill Shearer, when their “Mini-Me” appeared on grid next to Shearer’s ITC Honda.

In addition to championship rings for each class champion, and significant contingency payments, eligible competitors will have access to some of the industry’s best technical support.

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

NORTH COAST NEWS

GREAT LAKES DIVISION
BY **NANCY SCHILLACE**

MEMORIES AND GOODBYES

Glenn Haninger wrote regarding his wife, **Elsie Blalock Haninger**, who passed away on Dec. 5, 2009, and shared fond memories. Glenn recalls, “Some old timers will remember Elsie as the first woman to be elected to the Solo Board, and one who worked diligently to recruit women drivers. She attended many official meetings of the Solo Board, including traveling to potential sites for the National Championship in order to help inspect them for safety and other issues. She instigated re-inspections of cars that finished in the first three places in their class – would you believe that some contestants modified their cars after the initial inspection, and before their official runs? She was twice National Champion in ASL. Her first win was in her familiar tangerine 1973 911-S, which she called her ‘Tangerine Tornado.’ Her second win was in **Brooke Mossgrrove’s** 911 Porsche. She won many Regional events, and was awarded many trophies as testimonials to her driving.

“In 1980, she was voted Driver of the Year by our local region, Ohio Valley Region. Elsie was noted for blunt honesty, often the nemesis of cheaters, but a woman who enjoyed the sport and camaraderie of the ‘good folks.’ Some may recall her accepting the invitation of a band in the motel where we were staying for the Nationals. She joined them by singing country and western songs, such as *Good Hearted Women*. I recall that **Red McNear** and some others on the Solo Board were slack-jawed when they walked into the establishment and saw ‘serious and tough’ Elsie in her ‘having fun’ mode.

“There are so many memories that I have of Elsie’s involvement in SCCA. She was a naturally smooth driver who looked slow when she was

fastest. I learned a lot about male chauvinism from observing the reactions of some men to her driving skills. Lord! I miss her.”

Thank you, Glenn, for sharing these memories.

MOVING ONWARD

Great Lakes Division member **Mike Olivier** (driver of the No. 43 ITA car) took an opportunity to move to the West Coast for his career that was good for both him and the family, but it was bittersweet regarding the SCCA family still back here.

Sharing his thoughts about his racing – past and future, Olivier says, “The Great Lakes Division will always be home to me. I started racing with SCCA seven years ago, and still remember how little I knew about driving a racecar, and how friendly, patient and helpful everyone was. Even the competitors in my class would be quick to give advice, which made me a much better racer. And, in no time at all, this became my racing family, with a common passion for racing and friendships that went beyond the track. Race weekends became as much about gathering around the bonfire and sharing stories about the day’s battles as it was about the races themselves.

When asked what he will miss the most, he reflects, “I will miss getting together with my racing family in the Great Lakes, and my home track, Mid-Ohio. Driving the perfect lap at Mid-Ohio is the impossible dream, so it adds another layer of challenge on top of the competitors you are racing against. It is a fantastic track and the perfect spot to stage SCCA races. I’ll still get together with my racing friends, but not as often living on the West Coast. I hope to run at least one Mid-Ohio event each season, and have invited everyone to come out west and join me for races in my new region.

Regarding his future race plans, Mike shares, “I will be joining the San Francisco Region this spring. They run their events on three tracks for the most part, Laguna Seca, Thunder Hill and [Infiniteon]. Thunder Hill is the region’s home track and Laguna and [Infiniteon] both have long histories, so I look forward to the new challenges they represent. As far as hopes go, I don’t expect I will ever be able to replace my current racing family. I grew up as a racecar driver with the friends I met in Great Lakes, so they will always be extra special to me. I hope I find a new group of



DAVE GREEN

drivers in the west with a passion for racing like I had in Great Lakes. I hope that they appreciate how lucky we are to be able to compete as drivers and share these experiences.”

When asked what his advice to someone just starting out in the Club would be, Olivier gives two pieces of advice. “Don’t be shy, reach out to your fellow competitors and workers, ask questions, seek advice, walk up to the bonfire and introduce yourself, share your passion! And second, remember we’re doing this for fun, so respect your fellow SCCA members. Racing is dangerous, so we have to watch out for each other, on and off the track.

Finally, Olivier wants to thank everyone he’s crossed paths with in the Great Lakes Division over the years. “It has been an honor and pleasure to race with all of you. Great memories!”

Surely he will find out that no matter where you find your race family, that it’s not “goodbye” but “see you later!”

DÉJÀ VU?

As we wait out the seemingly eternal length of time until race season starts, memories can still make us smile and bring warm feelings. One funny story was from the Neohio Spook-Tacular event at the end of October 2011. The double take of seeing a pint-sized racecar decorated strikingly like ITC racer **Bill Shearer**’s yellow Honda CRX complete with racer inside. Curiosity took over and, camera in hand, I asked Shearer if this was his parts car or his “Mini-Me.” The culprits revealed themselves as **Debbie** and **Maurice LaFond**, who took much delight in the replica’s creation, which included helmet, driver’s suit and window net. Coordinating with the event’s theme, the “driver’s” head was a pumpkin.

Shearer took it all in stride and did, by the way, beat his Protégé’s fastest lap.

CONTACT NANCY SCHILLACE
nhschillace@wowway.com

THE FISH WRAP

CENTRAL DIVISION
BY SAM KARP

THE FIRST FACE YOU SEE

One of the items that glues all of the aspects of the SCCA together is that the first faces you see are those in registration. Managing registrars from a divisional standpoint is a tough feat. For many, many years, the registrar divisional administrator position has been held by Blackhawk Valley Region’s **Mary Ann Kendall**. Kendall has been a staple at Regional, Divisional and National Club Racing events. She was also the recipient of the 2010 BFGoodrich Tires Registration Worker of the Year. She will be leaving some large shoes to fill. In fact, it seems like it’s going to take two people, as **Sue Green** and **Kay Imig** are taking over the post.

DO THE RIGHT THING

Milwaukee Region will be hosting a Tire Rack Street Survival on May 5. That sentence should speak for itself, but for those who want to know more about the program, here is more.

Street Survival is a teen driver education program. It’s designed not to be a “learn to drive” class, but instead a program to make teens safer drivers. Unlike many other teen driving safety courses, Street Survival has teens using their own vehicles, and they are put in real world situations. Hours in a classroom, parallel parking procedures and proper signaling is not part of the Street Survival agenda – rather, teens

Two-time Formula Mazda SCCA National Champion, and SWD member, Darryl Wills continued his winning ways when he traveled to Florida in January to compete in the first BFGoodrich Tires Super Tour of the 2012 season.

are taught how to properly control their vehicle in some of the worst situations while in a safe and calm learning environment. If you have a teen, know a teen or are a teen, you should sign up for this class. We will all thank you.

Regardless of whether you sign up or encourage someone else to attend the event, you can always volunteer to help out. If you’re an SCCA member, you are probably more than qualified to help out, and there are many ways to get involved and help save lives. This is really the best way to give back to the Club that has given you so much – and to help reduce the rate of teen driving accidents and fatalities.

Those interested can go to www.streetsurvival.org or www.scca-milwaukee.org. The contacts for the Milwaukee Region program are sisters Kay Imig and **Jane Gosz**.

For those heading to this year’s March 1-3, 2012, SCCA National Convention in Las Vegas, Nev., consider sticking around through March 4, as there will be a Street Survival summit. For more information on the SCCA National Convention and the Street Survival summit, head to www.scca.com/convention.

CHECKERED FLAG: ED WALTON

Sadly, the division has lost a lot of members lately, and I am afraid to report that tragedy has struck again. Longtime Land O’Lakes Region member **Ed Walton** passed away early in December at the age of 60. Walton was a longtime volunteer in Club Racing as a Pit Steward. Walton is survived by his daughters **Tanya** and **Tina** as well as a grandson, his mother and father and several nieces and nephews.

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

GATEWAY TO MIDIV

MIDWEST DIVISION
BY EILEEN WATERS

CALENDAR HIGHLIGHTS, RALLYCROSS ADVENTURES AND MORE

Last month in *SportsCar* you learned how to go racing. This month, after looking through the 2012 MiDiv schedule (and several regional calendars), you’ll find plenty of opportunities to put that newfound knowledge to use. MiDiv’s schedule is

TRACK TESTED AND RACE PROVEN!



ATI Super Dampers are used all over the world by top engine builders like Katech Engineering, who use ATI Dampers on their SCCA Cadillac GTS CTS-V R and Grand Am Camaro engines!



Why should you make the switch to an ATI Super Damper?

ATI	ATI Dampers VS OEM	OEM
✓	Improves horsepower & torque	✗
✓	Effectively reduces crankshaft harmonics at ALL RPM	✗
✓	Reduces oil pump, timing chain and distributor failure	✗
✓	SFI Certified for competition	✗

WARNING!

OEM dampers are not for racing!



917288	GM Ecotec - 12% UD	918250	Mitsu. Evo 8 & 9 4G63*
918476	Honda B-Series	918251	Mitsu. Eclipse/DSM 4G63*
918468	Honda H-Series	918588	Nissan 350Z
918464	Honda F-Series	918641	Nissan GT-R
918477	Honda K-Series	917756	Nissan KA24
918522	Mazda Miata	918598	Nissan R33/34 RB26
917992	Mini Cooper S	917753	Nissan R33/34** +600HP
918253	Mitsu. Evo 10 - 3% UD	917752	Nissan R32 RB26** +600HP

918599	Nissan R32 RB26
918582	Nissan SR20 (RWD)
918607	Nissan SR20 (FWD)
918562	Toyota 2JZ-GTE
918525	Toyota 7MG
918560	Toyota 5MG
918479	Toyota 1GRFE
917991	Subaru WRX

* Includes lower timing gear hub

** Includes billet aluminum water pump pulley

MORE DAMPERS AVAILABLE ONLINE!!

FAMILY OWNED • AMERICAN MADE

(877)298-4580

www.superdamper.com

6747 Whitestone Road • Gwynn Oak, Maryland 21207

ATI PERFORMANCE PRODUCTS

© 2012 ATI Performance Products, Inc

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



Vertex Standard

sparco

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

packed with a ton of fun and interesting events for all to enjoy well into November. Here are a few highlights (the full calendar of MiDiv events can be found on the Midiv.org Website at www.midiv.org):

Memphis Int'l Raceway and Gateway Motorsports Park are both back racing courtesy of new owners, and the Mid-America Motorplex is all cleaned up after the flood last year, thus providing eight road racing weekends in MiDiv this season! One of the most interesting Club Racing events will be the May 5-6 Double School, Double Regional, PDX and vintage weekend at Heartland Park Topeka.

Have you been looking for a unique gift for your favorite SCCA Club racer? Check out the 24in. by 36in. full color posters of the track record holders at Mid-America Motorplex and Motorsports Park Hastings offered by **Jerry Doctor**. They are \$40 each, which includes shipping and handling, and all profits go to the Nebraska Region's RallyCross program. If you'd like to see the posters, visit the MiDiv.org forum's Club Racing section. Doctor also points out that 2011 was the 10th year of racing at Mid-America.

Salina Region's RE **Bill Dayton** sends word that the region will host its 35th Mirrorkhana on June 16-17. "Mirrorkhana is a unique Solo event, where drivers go head to head with another car on the same course, starting across from each other, and the first driver to his own start/finish line wins," Dayton explains. "It is a double elimination bracket system. The only time clocks are used is when co-drivers go against each other. It was started approximately 40 years ago by **Rocky Entriiken** and held on an almost annual basis, on the same site every year. The course is permanently marked." The region is looking to include a bit of history in the festivities to mark this milestone.

In other Solo news, the Spring Nationals, set for May 26-27 at the Lincoln Airpark in Lincoln, Neb., include both Tire Rack ProSolo and Solo National Tour events.

For information on each individual region's specific Solo events, check out your local region's Website. Links to all the MiDiv Websites can be found at Midiv.org.

Congratulations to Arkansas Region as they add a RallyCross program to the region's schedule this year. If you're interested in starting a RallyCross program in your region, Jerry Doctor is a great resource for information (you'll

find a link to him on the "Contacts" page of Midiv.org). If you'd like to read some great pieces from the driver's viewpoint about the 2011 Rallycross National Championship, check out the <http://wichitascca.wordpress.com>

Website for an article by **Guy Roberts**, and then head over to the Nebraska Region's Website, www.nrscca.com, and look for **Jan Gerber's** account of the National Championship event on the forum and RallyCross general section. Gerber won the Stock All Wheel Drive class in a down-to-the-wire nail biter).

After a year without a home facility, St. Louis Region's Performance Driving Experience (PDX) series will be back in full swing this year at Gateway Motorsports Park with five dates. This includes a full day PDX on Aug. 18.

And a big thanks goes to the new to 2012 Regional Executives: **Joe Wheeler** of Mid-South, **Mark Walker** (returning for his fourth term) with Nebraska and **Cesare Venegoni** (also a returning RE) for St. Louis. Along with all their fellow MiDiv REs, officers and committee chairs they will need *all* of us to help make these events fun and safe.

CONTACT EILEEN WATERS
Eileenwaters10@gmail.com

SOWDIV SUNSET

SOUTHWEST DIVISION
BY SYDNEY DAVIS

2012 CLUB RACING PREVIEW – THE SEASON IS ALREADY UNDERWAY

Let's take a moment to reflect on the 2011 Club Racing season, and look ahead to what's on the plate for Club Racing in 2012.

Congratulations go out to Texas Region's **Denny Stripling** and Houston Region's **James Rogerson** for winning Driver of the Year Awards for their respective regions.

Stripling, who drives a Spec Racer Ford, finished the 2011 season with five wins, two second-places and one fourth-place. He won the divisional championship for SRF by a 32-point margin over second-place driver, **Kerry Bonner**, who also entered 12 National races.

Rogerson also took home the divisional championship in his class, H Production. He also was the SafeRacer National Racing Series Champion with two BFGoodrich Tires Super Tour race wins at Texas World Speedway and Mid-Ohio, and a fourth-place finish at the National Championship Runoffs.

The next time you see one of these guys, be sure to give them a pat on the back for a job well done in 2011.

The Southwest Division National Club Racing season kicks off at the end of February at MSR Houston, but for some the season has already begun with a trip to Sebring Int'l Raceway in Florida for the first of the 2012 BFGoodrich Tires Super Tours.

Our division had a very strong showing in Formula Mazda with **Darryl Wills**, **Stuart Rettie** and **Davis Parr** atop the Sebring podium on Sunday. Wills also beat his previous track record by more than a second. **Charlie Hearn** sprayed the champagne in Formula Vee.

Craig Berry brought home second place in Spec Miata and **Sydney Davis** (that would be me) was happy with her fifth-place finish in E Production.

The next stop for the BFGoodrich Tires Super Tour is our very own Lone Star Region's Texas Two Step Double National at Texas World Speedway in March. After that, the Super Tour heads to Hallet and Buttonwillow in April, Summit Point in May, Mid-Ohio in June, High Plains and Portland in July and concludes at Blackhawk in August. For those drivers looking to get a taste of different tracks across the country, this is a great way to experience them while battling new competition.

A few changes have been made to the Southwest Division calendar for 2012. First off, the Eagles Canyon Race has been moved from April to the July 28-29 weekend. We are also still working on the logistics of the fall enduro, with updates to be announced as soon as we have them. To keep up with the latest on the calendar, visit the Southwest Division forum on our Website, www.sowdivscca.org.

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

Despite having to run a different class than planned, Colorado Region member Kubo Kordisch still had a successful RallyCross National Championship.



RUPERT BERRINGTON



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

PONY EXPRESS

ROCKY MOUNTAIN DIVISION
BY DAVID MURAMOTO

2011 RMDIV WORKER OF THE YEAR

At the RMDiv Mini-Convention in November 2011, Rio Grand Region (RGR) member

Larry Haynes won the Worker of the Year Award. Haynes, who was profiled in *Pony Express* for his efforts this past season to revive racing at RGR's home track of Sandia Speedway, has a long history with sports cars. He is yet another SCCA member who makes many a Club member envious with the list of classic sports and racing cars he's owned: 1965 Triumph TR4A, 1962 Elva Mark 6, 1979 TVR Taimar, 1965 Corvair Corsa, 1972 Winkelman WD2, 1972 Elden Mark 8 and Mark 10, 1972 Royale RP16, 1987 Van Diemen FC and an RX-7 Spec 7.

The TR4 was the car in which he got his start with SCCA in 1974. "We started with it in Solo and traveled to events nearly every weekend. It was a very competitive car in its day, when I still had the skills," he says modestly.

Haynes began working Flagging and Communications back in 1976 and has been a familiar sight in his whites ever since. He had a brief break in 1996 when family concerns cropped up, but was soon back with the sport he loves.

His outstanding efforts to revive the Western Sprints race in 2011 brought him much respect – but there's far more to his RGR career. He's served as an RGR Board member and even had a stint as the editor of the regional publication *RoadRunner*. Beyond that, he has held licenses as a Regional Tech official, Divisional F&C, National Starter, Solo Safety Steward and, of course, as a driver. This is one well-deserved award, and *Pony Express* joins in offering congratulations to Haynes for his many contributions!

The Ridge Motorsports Park in Shelton, Wash., already has a number of events planned. Once SCCA track certification is complete, let the racing begin!



RALLYCROSS CORRECTION

In the January issue, *Pony Express* reported that **Kubo Kordisch** won the 2011 Prepared AWD National RallyCross title in a Subaru that had race seats in it. That wasn't the case, as the biggest issue moving Kordisch into the prepared ranks was he used an alternate set of OEM wheels on his car. Since those wheels were not the same as stock, he elected to compete in the Prepared class rather than Stock. Despite a car not built to the limits of the class, Kordisch still emerged victorious.

HPR REPAVING

The last *Pony Express* brought welcome news that Pueblo Motorsports Park (PMP) had undergone a complete repaving in the fall of 2011. The dragstrip and 2.2-mile PMP road course were given the rest of the winter to fully cure. But PMP wasn't the only track getting a makeover – High Plains Raceway (HPR) also underwent limited repaving and repairs in late November 2011.

Good weather and fortuitous scheduling with Premier Paving Inc., made the job that much better. HPR Track Manager **Glenn Conser** reported Turns 6, 8 and 13 had the worst damage to the asphalt surface.

"After some discussion and planning with the job foreman, we were able to find a way to squeeze in Turn 5 as well," reports Conser. Turn 5 also had some moderate damage, and the good news was the Turn 5 repair and repaving was incorporated into the scope of the original estimate.

HPR allowed the new pavement to cure over four weeks. This meant the circuit would reopen the week after Christmas – just in time for the famous HPR customer appreciation days. Conser examined the weather forecast for the week between Christmas and New Year's day and picked two days with the best weather for *free* open lapping days! Dec. 28 was the day selected for the car clubs and customers who supported HPR in 2011, while Dec. 29 was devoted to motorcycles.

For those who think Colorado is only good for skiing in the winter, Dec. 28 dawned clear with overcast skies giving way to brilliant sunshine. Snow dotted the landscape and covered parts of the HPR paddock as everyone unloaded their rigs. Together with 70-80 other automotive enthusiasts, everyone split into two groups to run multiple sessions over the full 2.55-mile circuit.

In my case, it took a while to warm up my BFGoodrich R1s, but once the temperature moved into the mid 40s, it was fun to blow the winter cobwebs off the racecar and fly around the track. The pavement repairs held up well, and as everyone loaded up at the end of the day, we were all left with ample reason to look forward to the coming season.

PPIR DOLLAR DAYS

On the southern end of the state, Pike Peak International Raceway (PPIR) had some more gifts for cash-strapped racers. On the week after Christmas, PPIR opened at 11 a.m. each day and checked the air temperature. If it was 44 degrees F that day, it cost Sports or Formula car owners a whopping \$44 to test until the track closed at 4 p.m. Despite some reports of snow on the high banks, the entire week was relatively warm and dry on the 1.5-mile roval circuit.

Together with HPR, it was a great time for many RMDiv racers to exercise their need for speed!

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

BLOWING SMOKE

NORTHERN PACIFIC DIVISION
BY SHERRI MASTERSON

WELCOME NEW PEOPLE, PLUS A TRACK UPDATE

In the October 2011 issue I challenged everyone to improve the way you meet new people. The season has begun – are you meeting the challenge? Take care of the existing people in the Club, and don't forget to appreciate yourself – after all, you are participating. Now ask yourself these questions: How do we get more people like you to join the Club? Also, how can my region be more welcoming? Do we have a welcome sign? Do people receive a nice, warm, human smile? How can I, in the position I am in, be more welcoming? When have I felt welcome and what made that happen? And don't forget to thank those who have been around "forever."

NEW TRACK UPDATE

The special use permits were granted in June for The Ridge Motorsports Park in Shelton, Wash. The pavement for the road course was completed on Nov. 6, 2011. The first official function



3/2 Cecit, 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



Cal Club Region's Renee Angel (left) passed away on Dec. 17, 2011.

was held Dec. 10-11 as a fundraiser for local charities. Giving back to the community is very important to track owners **Joe Manke** and **Rod Powell** (both SCCA members) and the weekend allowed them to give over \$10,000 and two truckloads of food to local Mason County charities. Each club had five slots for "mature" drivers, and the day was run like a lapping event.

Drivers from both Northwest Region and Oregon Region participated. "The Ridge is a fabulous track and is going to be terrific fun to race on," says NWR Spec Racer Ford driver **Tom Burt**. "It has great elevation changes, challenging corners with many fast sweeping turns, blind entries and exits and good passing opportunities. The management has done an amazing job making so much progress so quickly. Hopefully weather will cooperate so the improvements still needed to get an SCCA sanction can be completed just as quickly. Feedback from participants was very positive and I expect to see big grids at SCCA events at the Ridge. Can't wait to go racing!"

Possibly the best comment that weekend was simply, "They got it right!" By this spring, barriers, grass and turn stations will be in place and Northwest Region is scheduled for two weekends, providing certification is completed in time. The first race weekend is April and the second in July. Check the region's Website for specifics:

www.nwr-scca.org/race.

The track includes a 16-turn, 2.47-mile road course that is 40 feet wide with an elevation change of 300 feet. The Ridge Complex drops 60 feet in less than 300 feet. The track is 40 feet wide and will have a minimum of 50 feet of runoff in most areas, averaging 100 with some exceeding 300. Amenities will be light for the first events, but this is a five-year ongoing project and some things take time.

The drag strip is groomed and ready for its surface. Showers, control buildings, campgrounds, garages and more are all in the plan.

The Ridge Motorsports Park is located 20 miles northwest of I-5 at Olympia and two miles off Hwy 101. For more information on the track, head to www.ridgemotorsportpark.com

OUR AREA 9 DIRECTOR

Congratulations to new Area 9 Director **Brian R. McCarthy**, and thanks to **Dave Deborde** for tossing his hat in the ring. It wouldn't be a race without at least two!

CONTACT SHERRI MASTERSON
BlowingSmoke.SCCA@gmail.com

SKID MARKS

SOUTHERN PACIFIC DIVISION
BY JASON ISLEY

JUST AROUND THE CORNER

Wow is this year getting off to a quick start. By the time you read this we will be approaching our busiest month in the SoPac division: April. April will bring with it a visit from every major SCCA series that makes a stop in the area.

SCCA Pro Racing Pirelli World Challenge will hit the streets of Long Beach on April 13-15, where the GT and GTS class cars will put on a show. This event attracts workers from near and far, and anyone sitting in the stands will likely see Cal Club Region's emergency services vehicle in action.

The Tire Rack SCCA Solo National Tour will visit Qualcomm Stadium in San Diego on April 27-29. This is typically one of the largest Solo Tour events of the year, thanks in part to its great Southern California location, a site that offers great courses and the fact that San Diego Region always puts on a first-class event.

Just one week later, the Tire Rack ProSolo National Series arrives at El Toro airfield in Irvine, Calif. This unbelievable location allows for expanded courses, which are some of the longest that will typically be seen in the ProSolo series.

Also stopping by the division is the BFGoodrich Tires Super Tour and Cal Club Double National at Buttonwillow Raceway Park on April 28-29. The BFGoodrich Super Tour offers a Runoffs atmosphere, complete with the podium champagne spray, but without the long tow to Wisconsin.

This may be cutting it a little close, but it's not too late to register for the Cal Club Region Super School at Buttonwillow on March 22-24. This three-day school meets all the requirements for your novice Club Racing permit, and those who graduate jump right in with a Regional race on Sunday.

For information on any of these events, visit www.scca.org or www.calclub.com.

OLD NEWS

The first SCCA Club Racing National has come and gone, and even the second and third may have passed by the time you read this. Auto Club Speedway was the place to be on Jan. 20-22, for the Cal Club Double

Regional/Single National. The entry list was over 400 strong, but poor weather on Friday and part of Saturday may have deterred some, as the car count appeared to be a little short of that number.

Even with rain drenching nearly every practice and qualifying session, the event went smoothly, and many great races took place as the weekend progressed and the weather improved. For the most part, everyone seemed to manage with the newly mandated head and neck restraint rules, and the tech trailer was stocked with decals for those who did not prepare their cars with the required minimum weight signage.

At lunchtime on Saturday, parade laps were completed in memory of **Renee Angel**, and reportedly more than 100 Solo competitors participated, along with the Club Racers and spectators who were on hand. The workers also did an F1-style flag salute in her memory.

For results from this event, visit www.calclub.com.

CHECKERED FLAG: RENEE ANGEL

Renee Angel lost her battle with cancer on Dec. 17, 2011. As a 30-plus year member of Cal Club, Renee was a permanent fixture, and one of the rare few who went beyond one discipline, participating in almost everything the SCCA had to offer. She did it all, and she did it at the same time. From one weekend to the next, Renee would be participating in a Solo event, working grid at a Club Race, or participating in the planning and organization of another.

It would be impossible to cover everything Renee accomplished – she did a lot for the region, and she touched so many during her time with us. In 2009, she was recognized as the Pit and Grid Worker of the Year at the National Championship Runoffs, and previously she received the John Lewis Award for her contributions to the SoPac Division. On the track, she was always a force in whatever Solo class she competed in, and helped more novices find their way than most of us have ever met.

On Jan. 28, friends and family gathered to remember Renee, and plans call for a memorial tree to be planted at Buttonwillow in her and **Craig Angel's** honor.

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



**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



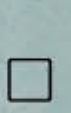
PROTECTS
ENGINE PARTS



CLEANS SLUDGE
AND VARNISH



ALL IN
ONE BOTTLE



USE YOUR MOTORHEAD. DRIVE SMARTER.

©2011 ITW GLOBAL BRANDS. ALL RIGHTS RESERVED.

GUMOUT
CLEANING SINCE 1945

Record Book

SPORTS CAR CLUB OF AMERICA **APRIL 2012**
RESULTS FROM SCCA CLUB RACING,
RALLY AND SOLO EVENTS

SEDIV NATIONAL/ SUPER TOUR

CENTRAL FLORIDA REGION
SEBRING / JANUARY 7-8, 2012

SATURDAY

GT1: (6 starters) 1. John Schaller (Chevrolet) 2:04.53; 2. Simon Gregg (Chevrolet); 3. Ken Bupp (Chevrolet); **GT2:** (5 starters) 1. Mark Jurczyk (Porsche) 2:15.790; 2. Richard Smith (Mazda); 3. Mark Boden (Porsche); **GT3:** (2 starters) 1. Bill McGavic (Mazda) 2:25.043; 2. Steven Lustig (Acura); **GTL:** (5 starters) 1. Peter Shadowen (Honda) 2:30.905; 2. Paul Mevoli (Nissan); 3. Charles Leonard (Nissan);

AS: (5 starters) 1. Brian LaCroix (Chevrolet) 2:26.603; 2. Michael Lavigne (Ford); 3. John Lechner (Ford); **EP:** (7 starters) 1. Greg Ira (Datsun) 2:26.270; 2. Steven Hickham (Mazda); 3. David Hussey (Acura); **FP:** (6 starters) 1. Glenn Cameron (MG) 2:37.177; 2. Mark Weber (Mazda); 3. Brian Beasley (Mazda); **HP:** (4 starters) 1. Jay Griffin (Honda) 2:39.251; 2. Tim Pitts (VW); 3. Ken Francke (MG);

STO: (7 starters) 1. John Yarosz (Chevrolet) 2:13.787; 2. Randy Kinsland (Chevrolet); 3. Russ Snow (Chevrolet); **STU:** (8 starters) 1. Michael Flynn (BMW) 2:23.922; 2. Buzz Marcus (Mazda); 3. Kolin Aspegren (Dodge);

STL: (11 starters) 1. Raymond Philibert (Mazda) 2:36.074; 2. Jim Drago (Mazda); 3. Peter Keane (Acura); **TI:** no entrants; **T2:** (7 starters) 1. John Kachadurian (BMW) 2:25.156; 2. Brian Kleeman (Ford); 3. Mark Boden (Porsche); **T3:** (4 starters) 1. Bill Steinhoff (Nissan) 2:31.709; 2. Mike Kramer (Saturn); 3. Carlos Lira (Ford); **SSB:** (9 starters) 1. Tobey Grahovec (BMW) 2:35.609; 2. Michael Scornavac (Pontiac) 2:35.840; 3. Rob May (Mazda); **SSC:** (5 starters) 1. Mark McCaughey (Toyota) 2:46.880; 2. James Place (Acura); 3. Voytek Burdzy (Mazda); **SM:** (53 starters) 1. Todd Buras 2:35.771; 2. Craig Berry; 3. Patrick Sandlin;

CSR: (4 starters) 1. Jean-Luc Liverato (Swift) 1:58.796; 2. Jacek Mucha (Swift); 3. David Watson (Stohr); **DSR:** (3 starters) 1. Scott Tucker (West) 2:08.578; 2. Jim Hallman (Stohr); 3. Charles Dempsey (Stohr); **S2000:** no entrants; **SRF:** (35 starters) 1. Brian Schofield 2:33.231; 2. Shawn Morrison; 3. David Donovan;

FA: (8 starters) 1. Keith Grant (Swift) 2:00.701; 2. Jeff Kowalik (Swift); 3. Bruce Hamilton (Swift); **FC:** (8 starters) 1. Brian Belardi (Van Diemen) 2:09.211; 2. Timothy Paul (Van Diemen); 3. Robert Wright (Radon); **FM:** (8 starters) 1. Darryl Wills 2:09.451; 2. Stuart Rettie; 3. Carson Weeder; **FE:** (7 starters) 1. Jason Wolfe 2:09.162; 2. Paul Schneider; 3. Thomas Green; **FB:** (1 starter) 1. George Levien (Stohr) 2:18.953; **FF:** (8 starters) 1. Lewis Cooper III (Van Diemen) 2:18.105; 2. John Benson (Swift); 3. James Goughary (Van Diemen); **FV:** (6 starters) 1. Charles Hearn (Vortech) 2:39.103; 2. Lisa Noble (Vortech); 3. Mike Landon (Wasp); **F500:** (6 starters) 1. Jason Knuteson (Scorpion) 2:16.825; 2. Jeremy Morales (Raptor); 3. H. Cory McLeod (Red Devil).

SUNDAY

See BFGoodrich Tires Super Tour coverage

SEDIV DOUBLE NAT'L

FLORIDA REGION
HOMESTEAD MIAMI SPDVY / JANUARY 14-15, 2012

SATURDAY

GT1: (5 starters) 1. Simon Gregg (Chevrolet) 1:17.906; 2. Ken Bupp (Chevrolet); 3. Jaun Vento (Chevrolet); **GT2:** (3 starters) 1. Scott Tucker (Porsche) 1:23.232; 2. Tim Gray (Porsche); no other finishers; **GT3:** no entrants; **GTL:** (1 starter) no finishers;

AS: (3 starters) 1. M Ellis (Ford) 1:30.776; 2. Thomas West (Chevrolet); 3. John Lechner (Ford); **EP:** (2 starters) 1. Greg Ira (Datsun) 1:29.766; 2. Steven Hickham (Mazda);

FP: (5 starters) 1. Austin Britton (Lotus) 1:35.822; 2. Mark Weber (Mazda); 3. Robert Bentz (Flat); **HP:** (2 starters) 1. Tim Pitts (Volkswagen) 1:39.427; 2. Andrew Wright (Lotus); **STO:** (2 starters) 1. John Yarosz (Chevrolet) 1:22.838; 2. Russ Snow (Chevrolet); **STU:** (6 starters) 1. Michael Flynn (BMW) 1:30.430; 2. Ian Stewart (Honda); 3. Richard Fisher (Volkswagen); **STL:** (4 starters) 1. Raymond Philibert (Mazda) 1:37.852; 2. Peter Keane (Acura); 3. Bill Patridge (Nissan); **TI:** (1 starter) 1. Joe Aquilante (Chevrolet) 1:28.220; **T2:** (4 starters) 1. Bill Steinhoff (Nissan) 1:33.382; 2. Richard Fisher (Volkswagen); 3. Carlos Lira (Ford); **SSB:** (6 starters) 1. Edward Zabinski (Ford) 1:38.510; 2. Andrew Charbonneau (Mazda); 3. Steven Zink (Ford); **SSC:** (2 starters) 1. James Place (Acura) 1:44.032; 2. Steven Christopher (Mazda); **SM:** (32 starters) 1. Andrew Charbonneau 1:38.923; 2. Selin M. Rollan; 3. Jim Drago;

CSR: (3 starters) 1. Jacek Mucha (Swift) 1:15.900; 2. Jean-Luc Liverato (Swift); 3. David Watson (Stohr); **DSR:** (4 starters) 1. Jim Hallman (Stohr) 1:19.431; 2. Scott Tucker (West); no other finishers; **S2000:** no entrants; **SRF:** (26 starters) 1. Brian Schofield 1:37.133; 2. Chad Galloway; 3. Shawn Morrison;

FA: (7 starters) 1. Lewis Cooper, Jr. (Swift) 1:17.386; 2. Bruce Hamilton (Swift); 3. Luiz Nogueira (Swift); **FC:** (8 starters) 1. Brian Belardi (Van Diemen) 1:22.757; 2. J.R. Smart (Van Diemen); 3. Robert Allaer (Van Diemen); **FM:** (4 starters) 1. Douglas Peterson 1:22.71; 2. Shane Doles; 3. Bruce Crockett; **FE:** (4 starters) 1. Patrick Linn 1:23.985; 2. Joel Janco; 3. Chet Zerlin; **FB:** (2 starters) 1. Bill McLaughlin (RFR) 1:19.524; 2. George Levien (Stohr); **FF:** (6 starters) 1. John Benson (Swift) 1:25.583; 2. Lewis Cooper III (Van Diemen); 3. Jason Generotti (Swift); **FV:** (5 starters) 1. Charles Hearn (unknown) 1:40.367; 2. Lisa Noble (Vortech); 3. Russell Fredricks (unknown); **F500:** (7 starters) 1. Jeremy Morales (Raptor) 1:28.756; 2. Jason Knuteson (Scorpion); 3. H. Cory McLeod (Red Devil).

SUNDAY

GT1: (5 starters) 1. Douglas Peterson (Ford) 1:17.264; 2. Simon Gregg (Chevrolet); 3. Jordan Bupp (Chevrolet); **GT2:** (3 starters) 1. Scott Tucker (Porsche) 1:23.295; 2. Richard Smith (Mazda); 3. Tim Gray (Porsche); **GT3:** no

entrants; **GTL:** (1 starter) 1. Peter Shadowen (Honda) 1:35.680;

AS: (3 starters) 1. Thomas West (Chevrolet) 1:31.054; 2. M Ellis (Ford); 3. John Lechner (Ford); **EP:** (2 starters) 1. Greg Ira (Datsun) 1:30.892; 2. Steven Hickham (Mazda); **FP:** (5 starters) 1. Austin Britton (Lotus) 1:35.772; 2. Mark Weber (Mazda); 3. Robert Bentz (Flat); **HP:** (3 starters) 1. Jay Griffin (Honda) 1:40.638; 2. Tim Pitts (Volkswagen); 3. Andrew Wright (Lotus);

STO: (2 starters) 1. John Yarosz (Chevrolet) 1:23.734; 2. Russ Snow (Chevrolet); **STU:** (2 starters) 1. Michael Flynn (BMW) 1:31.134; 2. Richard Fisher (Volkswagen); **STL:** (5 starters) 1. Raymond Philibert (Mazda) 1:38.136; 2. Peter Keane (Acura); 3. Selin Rollan Jr (Mazda); **TI:** (1 starter) 1. Joe Aquilante (Chevrolet) 1:28.224; **T2:** (3 starters) 1. Bill Steinhoff (Nissan) 1:30.979; 2. Albert Nocerine (Chevrolet); 3. Carlos Lira (Ford); **T3:** (3 starters) 1. Bill Steinhoff (Nissan) 1:33.973; 2. Richard Fisher (Volkswagen); 3. Carlos Lira (Ford); **SSB:** (7 starters) 1. Tobey Grahovec (BMW) 1:38.281; 2. Edward Zabinski (Ford); 3. Andrew Charbonneau (Mazda); **SSC:** (2 starters) 1. James Place (Acura) 1:43.698; 2. Steven Christopher (Mazda);

SM: (34 starters) 1. Andrew Charbonneau 1:39.684; 2. Jim Drago; 3. Todd Buras;

CSR: (3 starters) 1. Jacek Mucha (Swift) 1:16.492; 2. Jean-Luc Liverato (Swift); 3. David Watson (Stohr); **DSR:** (2 starters) 1. Scott Tucker (West) 1:20.830; 2. Jim Hallman (Stohr); **S2000:** no entrants; **SRF:** (27 starters) 1. Brian Schofield 1:36.695; 2. Chad Galloway; 3. Andrew Charbonneau;

FA: (6 starters) 1. Lewis Cooper, Jr. (Swift) 1:17.365; 2. William Goldkind (Swift); 3. Bruce Hamilton (Swift); **FC:** (9 starters) 1. Brian Belardi (Van Diemen) 1:21.708; 2. Robert Allaer (Van Diemen); 3. John McMurray (Van Diemen); **FM:** (4 starters) 1. Douglas Peterson 1:22.898; 2. Shane Doles; 3. Bruce Crockett; **FE:** (4 starters) 1. Patrick Linn 1:23.472; 2. Joel Janco; 3. Chet Serlin; **FB:** (3 starters) 1. Bill McLaughlin (RFR) 1:19.598; 2. George Levien (Stohr); 3. Charles Dempsey (Stohr); **FF:** (6 starters) 1. John Benson (Swift) 1:26.306; 2. Lewis Cooper III (Van Diemen); 3. Jason Generotti (Swift); **FV:** (6 starters) 1. Charles Hearn (unknown) 1:40.851; 2. Russell Fredricks (unknown); 3. Lisa Noble (Vortech); **F500:** (6 starters) 1. Jason Knuteson (Scorpion) 1:25.740; 2. Charles Mcabee Jr (AU's); 3. Jeremy Morales (Raptor).

CLUB RACING

GT1-3 = GT-1, GT-2, GT-3
GTL = GT-Lite
AS = American Sedan
EP-HP = E-H Production
STO = Super Touring Over
STU = Super Touring Under
TI-T3 = Touring 1-3
SSB = Showroom Stock B
SSC = Showroom Stock C
SM = Spec Miata
CSR = C Sports Racing
DSR = D Sports Racing
S2000 = Sports 2000
SRF = Spec Racer Ford
FA = Formula Atlantic
FC = Formula Continental
FM = Formula Mazda
FE = Formula Enterprises
FB = Formula 1000
FF = Formula Ford
FV = Formula Vee
F500 = Formula 500

SOLO (L=LADIES)

SS = Super Stock
A-HS = A-H Stock
A-FSP = A-F Street Prepared
XP = X Prepared
C-GP = C-G Prepared
A-FM = A-F Modified
ST = Street Touring
STS = Street Touring S
STX = Street Touring X
STU = Street Touring Ultra
SM = Street Modified
SMF = Street Super Modified
FWD = Street Modified FWD
FI25 = Formula 125
FJA = Formula Junior A
FIB = Formula Junior B

RALLYCROSS

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

ROADRALLY

S = Stock
L = Limited
E = Equipped

Darryl Wills swept the FM competition at the SEDiv National and BFGoodrich Tires Super Tour.



MARK WEBER PHOTOS



Brian Lacroix kept his Camaro out front at Sebring, picking up the AS win each day.

2011 CLUB RACING NATIONAL MARQUE SCOREBOARD

This scoreboard is unofficial

GT1		STO		CSR	
CHEVROLET	4	CHEVROLET	3	SWIFT	4
FORD	1	DODGE	1	STOHR	1
GT2		STU		DSR	
PORSCHE	5	BMW	4	WEST	3
GT3		MAZDA	1	STOHR	2
MAZDA	2	STL		S2000	
TOYOTA	1	MAZDA	4	CARBIR	1
GTL		T1		FA	
HONDA	3	CHEVROLET	3	SWIFT	4
AS		T2		STAR-MAZDA	1
CHEVROLET	3	BMW	2	FC	
FORD	2	NISSAN	2	VAN DIEMEN	4
EP		HONDA	1	FB	
DATSUN	4	T3		RFR	2
BMW	1	NISSAN	4	STOHR	2
FP		SSB		FF	
LOTUS	2	BMW	3	VAN DIEMEN	3
MAZDA	2	FORD	1	SWIFT	2
MG	1	SSC		FV	
HP		ACURA	2	VORTECH	2
HONDA	3	TOYOTA	2	GLAMDRING	1
TOYOTA	1	HONDA	1	F500	
VOLKSWAGEN	1			SCORPION	3
				RAPTOR	1

SPDIV NATIONAL

CAL CLUB REGION

AUTO CLUB SPEEDWAY / JANUARY 22, 2012

GT1: (3 starters) 1. Kyle Kelley (Chevrolet) 1:32.789; 2. Andy Porterfield (Chevrolet); 3. Michael Lewis (Jaguar); **GT2:** (2 starters) 1. Erich Joiner (Porsche) 1:42.771; no other finishers; **GT3:** (4 starters) 1. Wolfgang Maikie (Toyota) 1:45.772; 2. Mike Henderson (Mazda); 3. Richard Gray (Nissan); **GTL:** (3 starters) 1. John Bower (Nissan) 1:56.273; 2. Bill Gilcrease (Mini); 3. Michael Fazzi (Mazda);

AS: (1 starter) 1. Christopher Qualls (Ford) 2:10.101; **EP:** (3 starters) 1. John Longwell (BMW) 1:55.170; 2. Roger Karlson (Elva); no other finishers; **FP:** (1 starter) 1. Brian Linn (Mazda) 2:08.522; **HP:** (2 starters) 1. Jason Isley (Toyota) 2:04.209; 2. Jamie Bestwick (Toyota);

STO: no entrants; **STU:** (3 starters) 1. Marc Hoover (Mazda) 1:50.115; 2. Tom Wickersham (Honda); 3. Dale Shoemaker (Mazda); **STL:** no entrants; **T1:** (5 starters) 1. William Brinkop (Chevrolet) 1:45.868; 2. Kyle Kelley (Chevrolet); 3. Robert Kahn (Chevrolet); **T2:** (1 starter) 1. Tom Wickersham (Honda) 1:52.595; **T3:** no entrants; **SSB:** no entrants; **SSC:** (3 starters) 1. Sage Marie (Honda) 2:08.488; 2. Lee Niffenegger (Honda); no other finishers; **SM:** (15 starters) 1. Don Thibaut 2:02.147; 2. Grant Westmorland; 3. Dean Busk;

CSR: (2 starters) 1. Joseph Schifini (Stohr) 1:38.134;

2. Rene Lohr (Radical); **DSR:** (4 starters) 1. Lee Alexander (Stohr) 1:33.324; 2. Dave Tweddle (Stohr); 3. Henry Botkin (Stohr); **S2000:** (2 starters) 1. Joe Moran (Carbir) 1:46.273; 2. Gary Holcomb (Swift); **SFR:** (19 starters)

1. Todd Harris 1:57.852; 2. Mike Miserendino; 3. Kyle Eggleton;

FA: (6 starters) 1. Zach Veach (Star-Mazda) 1:35.141; 2. Carlos Linares (Star-Mazda); 3. Lloyd Read (Star-Mazda); **FC:** no entrants; **FM:** (3 starters) 1. Steve Brown 1:41.859; 2. Tom Hope; no other finisher; **FE:** (1 starter) 1. Tyler Hunter 1:42.357; **FB:** no entrants; **FF:** (5 starters) 1. Ethan Shippert (Van Diemen) 1:46.164; 2. Ed Erlandson (Swift); 3. Mark Keller (Piper); **FV:** (7 starters) 1. Mark Edwards (Glamdring) 2:01.219; 2. Mark Felsen (Vortech); 3. Terran Swanson (Piper); **F500:** no entrants.

ROADRALLY NAT'L

LAND O'LAKES REGION

WINONA, MN / DECEMBER 10, 2011

SATURDAY – TOUR

E: (2 starters) 1. John Emmons/Lois Van Vleet (Honda) 32; 2. Bob DeMeritt/Marianne DeMeritt (Subaru) 36; **L:** (1 starter) 1. David Parps/Jay Nemeth-Johannes (GMC) 83; **S:** (10 starters) 1. Jim Jurgenson/Jessie Jurgenson (Subaru) 91; 2. Leighanne Holmes/Tim Winkler (Audi) 179; 3. Matt Baker/Joe Samek (Audi) 512;

SportsCar MARKET PLACE

APRIL 2012

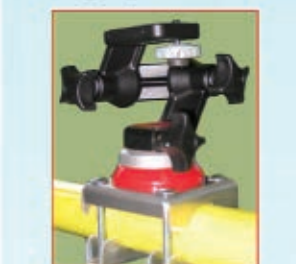
Deadlines for the June 2012 Issue: 03.21.12 for
space; 03.28.12 for materials; and 04.13.12 issue mails.

10 Accessories/Apparel

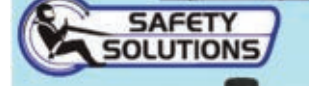
- RACETECH, KIRKEY Seats
- LONGACRE Chassis Setup, Scales
- LONGACRE, SYTEC Battery Master Switches
- PROSPEED RS683 Brake Fluid
- RED LINE Oils and Additives
- ESS, SAFECRAFT Fire Systems
- SAFETY SOLUTIONS, HANS Head and Neck Restraints
- SCHROTH Harnesses
- TRAGMATE Data Acquisition
- CONTOUR, CHASE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



- AMB Transponders and in-car timing
- AUTOPOWER Cages, Restraints
- BELL, PYROTECH, 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



Head and Neck Restraints SFI 38.1 Rated



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



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



SCHROTH
RACING

BELL
HELMETS

HJC
HELMETS

Now Available!
SA2010
HELMETS



hans
FACTORY TRAINED DEALER



S P A
TECHNIQUE



sparco

**STABLE
ENERGIES**
GIFT CARD
Now
AVAILABLE!

SINCE
1978 **STABLE
ENERGIES**

GARFIELD, NJ
973.773.3177
WWW.STABLEENERGIES.COM

STABLE ENERGIES



MYLAPS
SPORTS TIMING



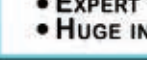
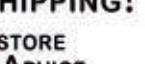
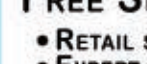
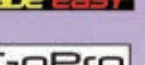
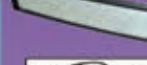
BLIND APEX



longacre
RACING
PRODUCTS



ALLVIEW
RACING



FREE SHIPPING!

- RETAIL STORE
- EXPERT ADVICE
- HUGE INVENTORY

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

Find all your

Fastrack news on

scca.com/fastrack

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

PORTERFIELD
RACING BRAKE PADS



PERFORMANCE
FRICTION
BRAKES

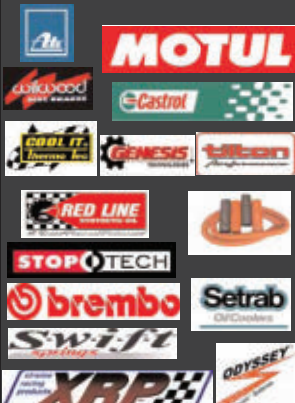
HAWK
PERFORMANCE
BRAKE PAD TECHNOLOGY OF CHAMPIONS™

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



Super-Flex
PTFE Lined
Aramid
Braided
Hose

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

REAL RACERS™
depend on

RACER PARTS WHOLESALE
Racing Parts & Safety Equipment

Your One Stop Source
for Racing Parts &
Safety Equipment

We've added more
Safety Products!
Now In-Stock:

IMPACT

OMP

OMP
SPORT

Also In-Stock:

hans **G-FORCE**
RACING GEAR
Sabelt

FREE SHIPPING on
Orders over \$100!
Guaranteed Lowest Prices!

411 Dorman, Indianapolis, IN 46202

1-800-397-7815

RacerPartsWholesale.com

SportsCar

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

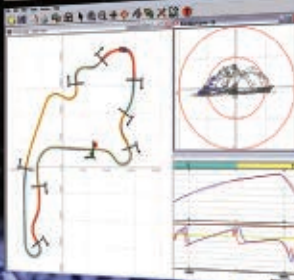
24 Computers & Equip.

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



TRACMATE
GPS DATA ACQUISITION
DATA MADE EASY

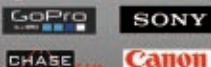
1-877-289-0312
www.tracmate.com

TRACMATE is a registered trademark of Woodman Labs, Inc. in the United States and other countries.

100% GPS RACE LOGGERS

100% GPS Lap, Split, And Predictive Timing, GPS Aerial Track Mapping, Accurate Data Logging And Plug-N-Play Expandability.

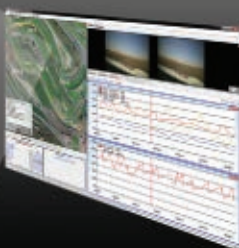
Synchronized Video



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.RLC Racing.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



veracityracingdata

**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.



Race Technology

805.238.1699

paso robles, california
veracitydata.com



~~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

For more information
on SportsCar
Marketplace
advertising, contact
Mark Carballo
800.722.7140

26 Communications

RACING COMMUNICATIONS INC.



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

Available while supplies last!

"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

SRC Sampson Racing Communications



SRC Sampson Racing Communications

"Where We Race What We Sell"
4 watt Starter System \$517
5 watt Expert System \$799
5 watt Pro System \$1213

sparco

1-866-396-7231

Same Day Shipping
On-Line Catalog @
www.SampsonRacing.com

SportsCar
advertisers know
how to make
your car go **FAST!**

49 Competition Cars

COMPETITION CARS:

GTI/Trans-Am - Cars and spares inventory from Hypermax Engineering, Max and Jerry Lagod.

1968 Camaro - Original car as raced in A-Sedan and Trans-Am.

1995 R&S Camaro Updated chassis No. 039. Two GTI championships and numerous T-A podiums.

2004 Corvette - Revolutionary chassis designed by Carl Seaberg.

T&E Hauler - Fully equipped, 220v generator, TIG welder, scale pad, full cabinets and awning, F-350 Diesel pickup.

All priced to sell. Contact Jerry (847) 428-5655 days, (847) 428-5350 nights. [24557-05]

50 Spec Racer

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

www.EliteFab.com

- expert fabrication -
suspension, exhaust, radiators

sports - formula - vintage cars

Download *Fastrack*
and stay up to date
scca.com

Fastracknews

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'ls • Nat's

847.849.5115

www.lindellmotorsports.com

Spec Racer Ford Rentals

Race Prep • Trackside Service
Arrive and Drive (your SRF or ours)
Schools • Test Days
Regional, National or Pro Races
GR certificates available

SEI Motorsports .com

(386) 295-5252 • FAX (386) 238-0139



52 Sports Racers



IMSA LITE ELAN DP02. Little track time. Ford Duratec 2.3 liter, 16v delivered by Elan Power Products. 215hp, 185ft-lbs torque. Hewland 6-speed sequential. Chassis is in excellent condition and has only 5 club races and 2 test days in 2008. No crash damage. Carbon wing. SS headers. Cockpit adjustable front anti roll bar. Alcon 4-piston brakes. Vented/Floating brake discs. New floor installed. Add tunnels for IMSA Lites ALMS Series or great for CSR and Enduros. Includes spares. Professionally maintained. Continued race team service is available. Southern California. Price: \$68,750. Contact: (951) 674-7676. [24569-05]



OMS FOR SALE. '02 GSXR 1000 Motor, carbon fiber tunnel floor, double adjustable Penske shocks, Yoko ECU wiring harness, numerous spares: built 2002 GSXR motor (0 hours); 3 sets wheels (incl. rains mounted); susp. components, etc., body needs some minor repair. SARRC DSR Champion 08', 09' and 2nd CSR '09', '10 CSR lap record Nashville. A WINNER! Price: \$15,000 FOR QUICK SALE! Please contact: Rich LaTerra (704) 488-1779 or e-mail autovation@carolina.rr.com [24561-03]



CARBIR CS2 2003. Serial No. 21 Elite Engine 2009 Runoffs; one test day on it. Car not run in 2010; full carbon; two carbon noses; 3-way Ohlin shocks; 4 BBS wheel sets; 34 gear sets; Stack dash; transponder; Magnesium polished, blueprinted gear box; lightened rotors; heavy duty steel hubs. \$35,000. Car near Chicago. Contact: Rob Sherwood (314) 973-4070 or rsherwood@paceproperties.com [24582-06]

54 Improved Touring



To view advertising
information online, visit
racer.com



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



2010 NARRC CHAMPIONSHIP ITS RX-7. 2008 and 2010 NARRC Championship ITS RX-7. Track Record at Lime Rock. Limited races in 2009. 4 wins in 2010. This is a fully developed RX7 and one of the fastest in the country. Built in 2006 and maintained by Flatout Motorsports. '87 chassis, '89 driveline, 5:12 Torsen rear end, Race Technology DL and Dash-3 setup, Haltech ECU, Konis, 3 sets of rims, 2 sets of Hoosier slicks, 1 set of rains, 1 set of dirtstockers. \$14,000 Contact: Nick: (508) 507-0002 or www.flatout-motorsports.com [24560-05]



1971 DATSUN 240Z. Race-prepared for SCCA IT. Full roll cage and fuel cell. Price: \$5,000. Contact: (917) 440-2661 or asachs@mindspring.com [24581-05]



944 TURBO. 2,360lbs w/ 1/2 tank, 330RWH/308lbs Trq @ 18psi @ 6,500ft, totally sorted - High Plains SCCA ITE-O TRACK RECORD, P-Club GT-3, NASA Super Touring R1,R2 - ENGINE ALL NEW FOR 2012, Vitesse Hammer Head, 3 sets of wheels with new Hoosiers. RACE READY! \$100k invested. Price: \$36k OBO. TOO MUCH TO LIST. Contact: Bruce Larsen (719) 332-6968 or brucearlarsen@gmail.com [24567-04]

55 Touring



2004 MAZDA RX-8 T3. Car built by TriPoint. Daryl Drummond engine installed two races ago. Updated 2009 Mazdaspeed transmission installed with engine. AEM cold air induction system, Racing Beat header. Adjustable Konis, MXL Data acquisition system with 2 viosport cameras. Many wins in T3, also eligible for STU. Fast and fun to drive! Price: \$18,500. Contact: (650) 322-9167 or griffiths31@me.com [24571-04]

For more information on
SportsCar Marketplace
advertising, contact
Mark Carballo
800.722.7140

58 GT Cars



MAZDA MIATA 1.8. Close ratio transmission, JIC colovers, 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. 145 at MSR Houston with multiple first places. Asking \$18,250 OBO. Contact: Octavio (832) 455-8362 or octavioalvillo@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. [24537-03]



GT-1 CORVETTE. Built in '04, by Riggins Engineering. REGTA-04S Chassis; '00 DERHAAG T/A Body; Wegner 358 Cu. in, 822hp eng, 526lb-ft torque. Jerico 5-Spd, 9" Ford Style Rear Axle, Complete custom 3-pc. Wheels. Call: David Machavern (802) 865-8292 or Tommy Riggins (904) 786-7261 w/ questions. [24558-05]



2002 E46 M3. Very Fast. 216's flat @ Sebring. 1:34's @ Road Atlanta. Turnermotorsports power, TC Kline suspension, carbon fiber hood, deck, doors, fenders and bumpers. 2,600lbs. All the good pieces. Too much to list. Receipts over 130k. Extra motors, transys and diffs 4:10 and 3:93. All parts are race prepped. Lots of spares. Harley crash ends my career. If you see it...you will buy it. \$59k for all OBO. Must go. Let's talk. Contact: (239) 849-1453. Sponsorship for right opportunity. [24562-03]

Find all your
Fastrack news on
scca.com/fastrack



2008 DERHAAG CORVETTE. 2010 Trans-Am Mosport race winner and record holder. Built, prepped, and maintained by Derhaag Motorsports. Penske shocks, Brembo brakes, Hewland wide gearbox, complete spare body and nose box, three sets of wheels, fresh motor. \$165,000. Contact: Peter Mohrhauser (262) 498-4473 or p.mohrhauser@ascential.net [24564-05]



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 pfmengineering.com. \$45,000. Contact: (770) 617-0222 or Jimmy@pfmengineering.com [24552-04]



NISSAN 240SX GT3. Preston/Timmons tube frame, carbon fiber and one spare body, MGRE KA24E engines, Saenz, Winters, Carrera, Tilton, Wilwood, 12 Weld wheels and much more. 14 SW National Championships and 89 National wins. Reasonable offer. Lubbock, TX. Contact: Malcolm Garrett Jr (806) 785-8036 or megir@suddenlink.net [24578-05]

SportsCar

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. 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@kach55.com or (312) 501-0650. [24525-03]

65 Formula Cars



SELL OR TRADE NO. 1 CLUB FORD IN USA. Winner of the Formula Ford 40th Reunion. 1978 Tiga FFA - fresh zero hour motor. Call for intensive list of updates and trade options. Contact: (815) 353-5862. [24572-03]

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

scca.com
visit often



BeadSeat
"Get comfortable with speed"
Bead Seat Kits From \$149
Pennon
4245 Coyo Road, • Jamesville, NY 13078
315.498.4401

**PORTER RACING
PACIFIC CROSSE**
Warehouse distributor and dealer
for the following products
panosport **PENSK** **HAWK** **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

114 FF2000/Continental

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
CAMPBELL MOTORSPORT
www.campbellmotorsport.com
(906) 863-5003
Made in the USA

Download *Fastrack*
and stay up to date
scca.com
Fastrack news

HyTech Exhaust
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

Taylor
RACE ENGINEERING
The Driveline Solutions Company
NOW OFFERING
**PERFORMANCE[®]
FRICTION
BRAKES**
1-800-922-4327
www.taylor-race.com

**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

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]
VAN DIEMEN FC. 2001, 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: (352) 406-8724 or
Weldmotorsports@gmail.com [24536-04]
Visit **scca.com**

CARBIR FC/ZETEC. Built in 2006. It is fast and
reliable. Elite race prepared engine (3,100 miles),
forward mounted, Pectil T2 ECU, Compact
alternator, 3 way Dynamic's, Cockpit adjustable
front anti roll bar, AIM MXL pro dash / logger.
Twist adjust front wing flaps. Low drag aero
upgrade. HiTech headers. Spares included (gear
ratios, wheel set, suspension, body work and
wings). Professionally maintained. No crash
damage. Very little time. Continued race team
service is available. Southern California. Price:
\$19,750. Contact: (951) 674-7676 [24568-05]

116 Formula Mazda
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 Gresson, Texas
817.512.4752
texasautosports.com
WORLD Sonoma, CA
707.935.9761
worldspeed.com
SPEED Sanford, NC + Tampa, FL
919.795.4790
thespeedconnection.com
LAKE Spring Lake, MI
816.846.3947
lakeeffectmotorsports.com
MANUFACTURED BY: MOSES SMITH RACING
Crawford, TX
tel 817.512.4752
formulamazda.com
ONLINE CATALOG > formulamazdaparts.com

Get all of your
scca racing news
at **scca.com**

117 Solo Cars & Equip.
2000 **MIATA W/TRAILER.** 2008 Solo II Nat'l
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. [24490-04]

120 Road Sports Cars



1999 VIPER RT/10. Silver. Showroom. 15K
miles. 2nd owner with 200 miles on new tires
since purchase 1yr ago. Always garaged and
covered. Front end modified, looks much
better. Price: \$39,500. Pictures available. In
San Diego, CA. Contact: (858) 273-1073 or
curts80@yahoo.com or curts@sandiego.edu
[24559-05]



1971 CHEVROLET VEGA. 2-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]

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]

SportsCar

134 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) 297-3765

134 Safety Equipment

lifeline
Champions of Safety

ZERO 360 Systems

- Latest Novac™ extinguishant
- Unique remote discharge
- Ultra light-weight
- Compact size

ZERO 2000

- Unique foam extinguishant
- Specially designed atomizer nozzle

FIA & SFI Approved
Sales & Service in the USA

INDUSTRY LEADING FIRE KNOCKDOWN CAPABILITY
QUICK RELEASES • BARN LIGHTS • ROLL CAGE PLUGGING

(714) 847-1501
www.subesports.com

Sube Sports

140 Parts/Tools/Shop Equip.

QUALITY RACE PARTS FOR 25 YEARS



TRUECHOICE
EQUIPMENT & Motorsports TECHNOLOGY

1-800-388-8783
www.truechoice.com

e-mail: info@truechoice.com

MasterCard VISA American Express Discover



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

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

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

Fastrack news at
scca.com/fastrack

FUEL RACING FUEL CELLS




• FIA • SCCA
• ALMS • IMSA
• Grand Am
• NASA

RACING ATL 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@atlinc.com
Fax: 201-825-1962

150 Tires & Wheels

WWW.RACING-STUFF.COM

panasport

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
infoct@competitiontire.com

MIDWEST
COMPETITION TIRE WEST
Brooklyn, MI
(517) 592-6681
infoctw@competitiontire.com

SOUTHEAST
COMPETITION TIRE SOUTH
Daytona Beach, FL
(386) 274-5332
infoctsc@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

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

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



CHICKEN HAWK
Racing 

TIRE WARMERS

- Go fast right away
- Set hot pressures in the pits
- Save heat cycles on race day
- Heat cycle tires at home

Stohr Cars
North America



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"



866-HOT-TIRE
ChickenHawkRacing.com

When you
need parts or
services, call a
SportsCar
advertiser

TOYO TIRES
driven to perform

Sonoma, CA. 800-578-2071
Thunderhill Park 530-934-5588

AIM
Tires

www.AIMTIRE.com



310.373.0071 or visit
www.panasport.com

Spec Miata Wheels



D-Force SM \$109.99



TR Motorsport C1M \$89.00

PHILSTIRESERVICE.COM

Hoosier • Toyo • Hankook
949 Racing • D-Force • Enkei
845-647-7407

www.philstireservice.com

Visit **scca.com**

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

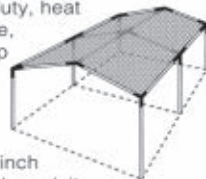
4722 N.E. 148TH AVE.
PORTLAND, OR 97230
(503) 255-1123

www.iveyengines.com

162 Canopies

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

Holiday
Canopies

canopyguy.com



800-788-3969

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

scca.com
visit often





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

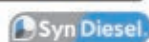
Order Today
www.RS683.com

© 2011 Prospeed, Inc. PROSPEED

Race Fuel to Go

HYPERFUELS

Ships Nationwide
Every Weekday



www.hyperfuels.com
281-447-7200

166 Services/Sponsorship

**TRACK RENTAL
AVAILABLE**

Rent Roebing 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.roebingroad.com

168 Performance Driving Schools

EnduranceKarting.com

- All Karts Provided
- Beginner to Pro
(no experience necessary)
- Average Age is 39
- Instructional Video
(on our website)

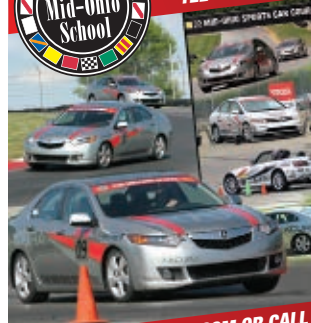
Schools & Races
at these tracks:

Lime Rock, CT
Englishtown, NJ
Jacksonville, FL
Charlotte, NC
704-992-2812

Enroll Today!
**Experience Driving
At It's Best!**



**16 PROGRAMS FOR
TEENS TO PROS!**



**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

CLASSIFIED AD FORM

HOW TO DISPLAY A DISPLAY AD (spread down to quarter)

1. Please call Sophia Lopez toll-free at (800) 722-7140, outside U.S. and Canada (949) 417-6722 or fax (949) 417-6116.

2. Consult deadline calendar, below, for issue availability.

3. Publisher can provide production art and type services at additional cost.

HOW TO PLACE A MARKETPLACE AD

Please contact Mark Carballo at (949) 417-6713 or e-mail mark.carballo@racer.com. Include billing and contact information.

HOW TO PLACE A CLASSIFIED AD

Please organize your ad before you call. Contact Mark Carballo at (949) 417-6713, outside U.S. and Canada (949) 417-6700, fax to (949) 417-6116 or e-mail mark.carballo@racer.com – Monday through Friday 8a.m. to 5 p.m.

1. Please print and punctuate your message in the space provided.

2. proofread your ad. We are not responsible for longhand or poor copy.

3. Select the classification in which you would like your ad to appear. See classifications listed above right.

4. Please have your Visa/MasterCard/AMEX ready.

5. 40 word maximum. Extra words billed at 70 cents each. There is no charge for one name, address and phone number in each ad. Consult deadline calendar (below) for issue availability.

DEADLINES

NEXT AVAILABLE ISSUE: JUNE 2012

BUSINESS DISPLAY ADS:

- Space reservations: Wednesday, March 21, 2012
- Materials: Wednesday, March 28, 2012
- Mails: Friday, April 13, 2012

PRIVATE PARTY ADS:

- Personal Classifieds: Monday, March 26, 2012
- Please place by e-mail, fax or snail mail.

PRICES *sorry no refunds*

GOLD PACKAGE:

1x **\$ 75**
2x **\$115**
3x **\$150**
6x **\$240**

SILVER PACKAGE:

1x **\$ 48**
2x **\$ 73**
3x **\$ 93**
6x **\$113**

Minimum billing 40 words
\$48. Gold and silver packages include 25 words. Gold includes color pictures. Extra words, **70 cents** each, per insertion.

REMEMBER Your check, money order or Visa/MasterCard/AMEX number must accompany order.

MAKE PAYABLE TO Haymarket Worldwide LLC

MAIL TO Haymarket Worldwide LLC, SportsCar Marketplace,
16842 Von Karman Ave., Suite 125, Irvine, CA 92606

OR CALL TOLL-FREE (800) 722-7140 or (949) 417-6700 for outside the U.S. and Canada. 8:30am to 5:30 p.m. Pacific Time, Fax (949) 417-6116

CLASSIFICATION NUMBERS

10 Accessories/Apparel	57 Production Cars	135 Opportunities
20 Announcements/Events	58 GT Cars	140 Parts/Tools/Shop Equip.
21 Timing & Scoring	59 American Sedan	141 Pit Tools/Accessories
24 Computers & Equip.	65 Formula Cars	150 Tires & Wheels
25 Communications	70 Formula 500	160 Engines/Transmissions
26 Artwork & Collectibles	75 Formula Vee	165 Fuels/Oils/Lubricants
27 Automotive	111 Formula 1000	170 Perf. Driving Schools
45 Vintage Cars	112 Formula Enterprises	172 Karting
46 Trans-Am Cars	113 FF1600	175 Graphics
47 World Challenge Cars	114 FF2000/Continental	176 Driver Data Coach
48 MX-5 Cup Cars	115 Formula Atlantic	180 Services/Sponsorship
49 Competition Cars	116 Formula Mazda	183 Entertainment
50 Spec Racer	117 Solo Cars & Equip.	185 Opportunities Available
51 Sports 2000	118 Rally Cars & Equip.	190 Real Estate
52 Sports Racers	120 Road Sports Cars	191 Scooters
53 Spec Miata	125 Tow Cars & Trailers	192 Games & Accessorie
54 Improved Touring	128 Race Car Constructors	194 Racing Opportunities
55 Touring	133 Wanted	195 Canopies
56 Showroom Stock	134 Safety Equipment	

CLASSIFIED AD FORM Classification No.:

1	2	3	4
5	6	7	8
9	10	11	12
13	14	15	16
17	18	19	20
21	22	23	24
25	26	27	28
29	30	31	32
33	34	35	36
37	38	39	40

PAYMENT

Full payment must accompany all orders. Checks, Visa, MasterCard or American Express accepted. All foreign orders must be paid with international Money Order in U.S. funds drawn on U.S. bank. All advertisements are subject to acceptance by publisher. Publisher not responsible for advertising left after three (3) months.

Payment by:

Name:

Address:

City:

State:

Zip:

Phone:

No. of words:

Please circle the number of months you'd like your ad to run: 1 2 3 4 month(s)

Photo enclosed:

Account No. (charge only):

Expiration date:

I give Haymarket authorization to charge my credit card for advertising in *SportsCar* magazine.

Signature

Date

(required)

FOR YOUR ADVERTISING NEEDS OR QUESTIONS Call toll-free (800) 722-7140, fax (949) 417-6116 or e-mail: sophia.lopez@racer.com – ask for Sophia for mail-order or Marketplace information, and Mark for Classified information.

Calendar

SPORTS CAR CLUB OF AMERICA APRIL 2012
FIND SCCA CLUB RACING, RALLY AND
SOLO EVENTS NEAR YOU

**DON'T
SEE AN EVENT
NEAR YOU?
GO TO SCCA.COM/
EVENTS TO FIND
MORE!**

PRO RACING



WORLD CHALLENGE

www.world-challenge.com

Mar 23-25 Streets of St. Petersburg, Fla.

Apr 13-15 Streets of Long Beach, Calif. (GT, GTS)

Apr 27-29 Miller Motorsports Park, Utah

May 10-12 Mazda Raceway Laguna Seca, Calif.

Jun 1-3 Detroit Belle Isle Grand Prix, Mich. (GT, GTS)

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

Mar 14-16 Sebring Int'l Raceway, Fla. (double)

May 10-12 Mazda Rowy Laguna Seca, Calif. (dbl)

Jun 8-10 Mid-Ohio Sports Car Course, Ohio

Jul 20-22 Mosport Int'l Raceway, Ontario, Canada

Sep 14-15 Virginia Int'l Raceway, Vir.

Sep 21-23 Naval Air Base Coronado, Calif.

Oct 17-19 Road Atlanta, Ga.



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

NORTHEAST www.nediv.com

Apr 21-22 New Hampshire Motor Speedway/

New England

May 5-6 Super Tour – Summit Point/

Washington DC

May 26-27* Nelson Ledges/Mahoning Valley

Jun 2-3 NJMP/South Jersey

Jun 22-23 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.sedivacing.org

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

Aug 31-Sep 2 Barber Mtrsprts 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* Super Tour – 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

Jun 15-17 Road America/Chicago Region

Jul 20-22 Road America/Milwaukee

Aug 4-5 Super Tour – Blackhaw Raceway/

Blackhawk Valley, Milwaukee

Blackhawk Valley (815) 772-4881

Chicago (847) 729-2211

Land O' Lakes (952) 479-7467

Milwaukee (262) 241-8371

MIDWEST www.midiv.org

Mar 31-Apr 1* Memphis Int'l Raceway/Mid South

Apr 14-15* Super Tour-Majors – Hallett Motor

Racing Circuit/NEOkia, Oklahoma, Wichita

May 19-20 Gateway Motorsports Park/St. Louis

Jun 2-3* Mid America Motorplex/Des Moines Valley

Jul 14-15* Invitational-Majors – Heartland Park

Topeka/Kansas, Kansas City

Jul 28-29 Gateway Motorsports Park/St. Louis

Aug 18-19* Motorsport Park Hastings/Nebraska

Des Moines Valley (316) 775-7627

Kansas, Kansas City (816) 795-8520

Mid South (901) 377-2849

Nebraska (402) 592-7918

NEOkia, Okla, Wichita (918) 744-6392

St. Louis (614) 249-6571

SOUTHWEST www.sowdivscca.org

Feb 25-26* MSR Houston/Houston

Mar 9-11* Super Tour-Majors – Texas World

Speedway/Lone Star

May 4-6* Invitational-Majors – 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 Rowg/Cont. Divide

Jun 16-17 Invitational-Majors – Pueblo Mtrsprts

Park/Continental Divide

Jun 30-Jul 1* Super Tour-Majors – 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

Mar 10-11* Thunderhill/San Francisco

May 18-20 Portland Int'l Raceway/Oregon

May 26-29* Pacific Raceways/Northwest

Jul 13-15* Super Tour – Portland Int'l Raceway/

Oregon

Northwest (360) 6082

Oregon (503) 224-9469

San Francisco (530) 934-4455

SOUTHERN PACIFIC www.scca-sopac.org

Feb 25-26* Willow Springs/Cal Club

Apr 28-29* Super Tour – 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.nediv.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 1-3* 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

All dates/events subject to change.

* = Double Event **CH** = Charity Rally

= Enduro **R** = Restricted

+ = Addition/Change **V** = Vintage

HC = Hill Climb **T** = Tentative

CT = Club Trial **TT** = Track Trial

PDX = Performance Driving Experience

RR = Regional Rally **D** = Divisional

GTA = Game, Tour, Adventure Rally

GRC = Great Race Class **NT** = National Tour

NC = National Course **RT** = Regional Rally

CR = Course Rally **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) 232-7658. For

changes to the Rally schedule, call (785) 357-7259.

Oct 6-7 Summit Point/Washington DC

Oct 20-

The BFGoodrich Tires Super Tour heads to
Hallett Motor Racing Circuit on April 14-15.



SPYDER DAVIS

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
Oct 20-21* Nelson Ledges/Neohio
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
Apr 29 Blackhawk Raceway/Blackhawk,
Chicago/Land O' Lakes, Milwaukee
May 26-27* Brainerd/Land O' Lakes
Jun 2-3* Milwaukee Mile/Milwaukee Region
Jul 7-8* Blackhawk Farms Raceway/Blackhawk
Valley, Milwaukee
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
Milwaukee (262) 241-8371

MIDWEST www.midiv.org
Mar 31-Apr 1* Memphis Int'l Raceway/Mid South
Apr 14 Hallett Motor Racing Circuit/NEOKla,
Oklahoma, Wichita
May 5-6* Heartland Park Topeka/Kansas, Kan. City
May 19-20 Gateway Motorsports Park/St. Louis
Jun 2-3* Mid America Motorplex/Des Moines Valley
Jul 14 Heartland Park Topeka/Kansas, Kan. City
Jul 28-29 Gateway Motorsports Park/St. Louis
Aug 18-19* Motorsport Park Hastings/Nebraska
Des Moines Valley (316) 775-7627
Kansas, Kansas City (816) 795-8520
Mid South (901) 377-2849
Nebraska (402) 592-7918
NEOKla, Okla, Wichita (918) 744-6392
St. Louis (614) 249-8571

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/Conti-
nental Divide
Apr 28-29* High Plains Raceway/Colorado
May 26-27* Pikes Peak Int'l Rowy/Cont. Divide
Jun 16 Pueblo Mtrsprts Park/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 Mtrsprts 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
Apr 28-29* Portland Int'l Raceway/Oregon
May 18-20 Portland Int'l Raceway/Oregon
May 26-29* Pacific Raceways/Northwest
Jun 7-10* Laguna Seca/San Francisco
Jun 15-17* Portland Int'l Raceway/Oregon
Jul 6-8* Infineon/San Francisco
Jul 28-29 Thunderhill/San Francisco
Aug 11-12* Portland Int'l Raceway/Oregon
Aug 31-Sep 2* Thunderhill/San Francisco
Sep 7-9* (triple) Portland Int'l Raceway/Oregon
Northwest (360) 6082
Oregon (503) 224-9469
San Francisco (530) 934-4455

SOUTHERN PACIFIC www.scca-sopac.org
Feb 25-26* Willow Springs/Cal Club
Mar 24-25 Buttonwillow/Cal Club
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.nediv.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
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 Gingerman/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

MIDWEST www.midiv.org
May 4-5* Heartland Park Topeka/Kansas, Kan. City

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
(770) 939-7600 www.jimrussellusa.com

Pettiford's Go 4 It Racing Schools
(303) 666-4113 www.go4itservices.com

Skip Barber Racing School
(860) 435-1300 www.skipbarber.com

REGIONAL ONLY

Allen Berg Racing School
(888) 722-3220 www.allenbergdrivingschools.com

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.nediv.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-ShortCourse/Cen. Florida
Sep 15-16 CT Carolina Mtrsprts Prk/South Carolina
Sep 15-16 PDX Carolina Mtrsprts 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) 318-1835
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 Mtrsprts Park, Cecil, Ga.
Mar 16-18 Texas ASM, 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.nediv.com
Apr 1 Street Survival – Warminster Community
Park/Philadelphia
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 7 Street Survival – Delaware Park/Philadelphia
Oct 13-14 Mid State Airport/Central Pennsylvania
Central Pennsylvania (814) 933-9428
Philadelphia (484) 949-4100

SOUTHEAST www.sedivrracing.org
Mar 4 Hutchinson Island/Buccaneer
Apr 1 Hutchinson Island/Buccaneer
May 6 Hutchinson Island/Buccaneer
Jun 10 Hutchinson Island/Buccaneer
Jul 8 Hutchinson Island/Buccaneer
Sep 16 Hutchinson Island/Buccaneer
Nov 14 Hutchinson Island/Buccaneer
Buccaneer (912) 398-0147

GREAT LAKES www.greatlakes-scca.org
Feb 26 Walesboro Airport/Columbus Club
Mar 25 Walesboro Airport/Columbus Club
Apr 21-22 Walesboro Airport/Columbus Club
Apr 29 UPS Grade Lane/Kentucky
May 12 Walesboro Airport/Columbus Club
May 19 Papa John's Cardinal Stadium/Kentucky
May 28 Walesboro Airport/Columbus Club
Jun 3 Papa John's Cardinal Stadium/Kentucky
Jun 9 Papa John's Cardinal Stadium/Kentucky
Jun 24 Walesboro Airport/Columbus Club
Jul 8 Papa John's Cardinal Stadium/Kentucky
Jul 15 Walesboro Airport/Columbus Club
Jul 21 Papa John's Cardinal Stadium/Kentucky
Jul 28 Walesboro Airport/Columbus Club
Aug 12 Papa John's Cardinal Stadium/Kentucky
Aug 26 Walesboro Airport/Columbus Club
Aug 26 UPS Grade Lane/Kentucky
Sep 2-3 Walesboro Airport/Columbus Club
Sep 9 UPS Grade Lane/Kentucky
Sep 16 Walesboro Airport/Columbus Club
Sep 30 UPS Grade Lane/Kentucky
Oct 7 Walesboro Airport/Columbus Club
Oct 21 UPS Grade Lane/Kentucky
Nov 4 Walesboro Airport/Columbus Club
Columbus Club (317) 796-0123

MIDWEST www.midiv.org
Sep 29 Street Survival – Heartland Park Topeka/
 Kansas

SOUTHWEST www.sowdivscca.org
Mar 3-4 New Orleans Mtrspirts Park/Delta
Mar 25 Burton Coliseum/Southwest Louisiana
Apr 15 New Orleans Mtrspirts Park/Delta
May 6 New Orleans Mtrspirts Park/Delta
Jun 3 New Orleans Mtrspirts Park/Delta
Delta www.delta-scca.org
Houston (281) 782-7512
Southwest Louisiana (337) 478-5347

ROCKY MOUNTAIN www.coloradoscca.org
Feb 18 Front Range Airport/Colorado
Mar 3-4 Cohen Stadium/Pan American
Mar 18 Cohen Stadium/Pan American
Mar 24 Front Range Airport/Colorado
Mar 25 Cohen Stadium/Pan American
Apr 8 Cohen Stadium/Pan American
Apr 14 Pikes Peak Int'l Raceway/Cont. Divide
Apr 22 Cohen Stadium/Pan American
Apr 29 Front Range Airport/Colorado
May 5 Cohen Stadium/Pan American
May 19 Pikes Peak Int'l Raceway/Cont. Divide
Jun 3 Cohen Stadium/Pan American
Jun 9 Front Range Airport/Colorado
Jun 9-10 Pikes Peak Int'l Raceway/Cont. Divide
Jun 13 Cohen Stadium/Pan American
Jul 15 Cohen Stadium/Pan American
Jul 29 Front Range Airport/Colorado
Aug 5 Pikes Peak Int'l Raceway/Cont. Divide
Aug 5 Cohen Stadium/Pan American
Aug 19 Front Range Airport/Colorado
Aug 19 Cohen Stadium/Pan American
Sep 16 Pikes Peak Int'l Raceway/Cont. Divide
Sep 16 Cohen Stadium/Pan American
Sep 29 Front Range Airport/Colorado
Oct 13-14 Cohen Stadium/Pan American
Oct 21 Pikes Peak Int'l Raceway/Cont. Divide
Nov 4 Front Range Airport/Colorado
Nov 4 Cohen Stadium/Pan American
Nov 11 Cohen Stadium/Pan American
Nov 18 Cohen Stadium/Pan American
Colorado (970) 588-9671
Continental Divide (719) 598-8261
Pan American (915) 540-1723



PHILIP ROYLE

NORTHERN PACIFIC www.norpacscca.org
Feb 19 Oracle Arena/San Francisco
Mar 11 Marina Airport/San Francisco
Mar 11 Street Survival – Portland Int'l Raceway/
 Oregon
Mar 25 Oracle Arena/San Francisco
Apr 1 Marina Airport/San Francisco
Apr 15 Oracle Arena/San Francisco
Apr 29 Oracle Arena/San Francisco
May 5 Street Survival – Reno-Stead Airport/Reno
May 6 Oracle Arena/San Francisco
Jun 3 Oracle Arena/San Francisco
Jun 10 Oracle Arena/San Francisco
Jul 29 Oracle Arena/San Francisco
Sep 30 Street Survival – Portland Int'l Raceway/
 Portland
Oregon (503) 327-8990
Reno (775) 267-4845
San Francisco www.sfrscca.com

SOUTHERN PACIFIC www.scca-sopac.org
Feb 26 Maui Raceway Park/Hawaii
Feb 26 Marana Regional Airport/Arizona Border
Feb 26 Hilo Srag Strip/Big Island of Hawaii
Mar 4 Firebird Int'l Raceway/Arizona
Mar 4 Aloha Stadium/Hawaii
Mar 18 Aloha Stadium/Hawaii
Mar 18 Hilo Drag Strip/Big Island of Hawaii
Mar 24 Marana Regional Airport/Arizona Border
Mar 25 Maui Raceway Park/Hawaii
Apr 15 Firebird Int'l Raceway/Arizona
Apr 15 Aloha Stadium/Hawaii
Apr 22 Maui Raceway Park/Hawaii
Apr 22 Marana Regional Airport/Arizona Border
May 13 Firebird Int'l Raceway/Arizona
May 20 Maui Raceway Park/Hawaii
May 20 Marana Regional Airport/Arizona Border
Jun 24 Marana Regional Airport/Arizona Border
Jun 24 Maui Raceway Park/Hawaii
Jul 22 Maui Raceway Park/Hawaii
Jul 29 Marana Regional Airport/Arizona Border
Aug 26 Marana Regional Airport/Arizona Border
Aug 26 Maui Raceway Park/Hawaii
Sep 26 Firebird Int'l Raceway/Arizona
Sep 23 Maui Raceway Park/Hawaii
Sep 30 Marana Regional Airport/Arizona Border
Oct 14 Firebird Int'l Raceway/Arizona
Oct 27-28 Marana Regional Airport/Arizona Border
Oct 28 Maui Raceway Park/Hawaii
Nov 18 Firebird Int'l Raceway/Arizona
Nov 18 Marana Regional Airport/Arizona Border
Dec 1-2 Firebird Int'l Raceway/Arizona
Dec 9 Marana Regional Airport/Arizona Border
Arizona kkempvet@aol.com
Arizona Border (520) 907-4797
Hawaii (808) 283-1705

ROADRALLY

NATIONAL

Mar 10 NT Desert Skies/Arizona Border
Mar 11 NC Desert Sands/Arizona Border
Sep 16 NT Badger Trails/Land O' Lakes

REGIONAL

NORTHEAST www.nediv.com
Mar 31 March Lamb XV/South Jersey
Apr 1 The March Lion/South Jersey
Apr 29 Spring Fling/South Jersey
May 20 RC/RTP GPS 2/South Jersey
Sep 30 Stay to the Left, Stay to the Right/S. Jersey
South Jersey (856) 228-9249

The Tire Rack Solo National Tour hits San Diego, Calif., on April 27-29.

GREAT LAKES www.greatlakes-scca.org
Mar 24 TDS Rally School/Detroit
Detroit (313) 441-44521

CENTRAL www.cendiv-scca.org
Sep 16 RT Badger Trails/Land O' Lakes
Land O' Lakes (608) 685-6572

SOUTHWEST www.sowdivscca.org
Mar 17 Wild Irish Roads Rally/Texas
May 12 DFW Map Rally/Texas
Jun 16 Texas Tulip Rally/Texas
Oct 27 Great Pumpkin Rally/Texas
Dec 1 Network Children's Book Run/Texas
Texas (972) 235-4305

SOUTHERN PACIFIC www.scca-sopac.org
Mar 2 First Friday Niter/Cal Club
Apr 6 First Friday Niter/Cal Club
May 4 First Friday Niter/Cal Club
Jun 1 First Friday Niter/Cal Club
Arizona (520) 235-4305
Cal Club (310) 372-7168

RALLYCROSS

RALLYCROSS NATIONAL CHAMPIONSHIP

Oct. 5-7 Tulsa Raceway Park, Tulsa, Okla.

REGIONAL

NORTHEAST www.nediv.com
Mar 11 Slip-n-Slide/New England
Mar 18 Summit Point/Washington DC
Mar 25 Walczyks Farm Winter Day/Central NY
Apr 14-15 Summit Point/Washington DC
May 20 Summit Point/Washington DC
Jun 10 Summit Point/Washington DC
Jul 14 Walczyks Farm Winter Day/Central NY
Aug 5 RAL RX/New England
Sep 8-9 Summit Point/Washington DC
Oct 21 Summit Point/Washington DC
Nov 4 Covered Bridge RX/New England
Nov 11 Summit Point/Washington DC
Nov 11 Autumn at the Farm/Central NY
Dec 1 Wolf Chase RX/New England
Central New York (315) 730-5103
Finger Lakes (585) 281-2510
New England (860) 859-2621
Washington DC (800) 879-4722

SOUTHEAST www.sedivrracing.org
Mar 24 160 Shag Bark Park Dr./Alabama
May 19 160 Shag Bark Park Dr./Alabama
Jul 21 160 Shag Bark Park Dr./Alabama
Sep 22 160 Shag Bark Park Dr./Alabama
Nov 17 160 Shag Bark Park Dr./Alabama
Alabama www.alscca.net

SOUTHERN PACIFIC www.scca-sopac.org
Mar 10 Glen Helen RallyX practice/Cal Club
Mar 11 Glen Helen RallyX/Cal Club
Jun 19-20 Glen Helen RallyX/Cal Club
Sep 15 Glen Helen RallyX/Cal Club
Sep 16 Glen Helen Enduro RallyX/Cal Club
Oct 10 Glen Helen RallyX practice/Cal Club
Oct 11 Glen Helen RallyX/Cal Club
Cal Club www.calclub.com

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: Stephen Harris

1619 Chartwell Dr., Dayton, OH 45459
 (937) 438-3005; sharris@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) 539-8804; lnoble@scca.com

Area 7: R. David Jones

600 W. 6th Street, Suite 300, Fort Worth, TX 76102
 (817) 877-2837; rjones@scca.com

Area 8: Bill Kephart

4735 Centennial Blvd., Colorado Springs, CO 80919
 (719) 632-8000; bkephart@scca.com

Area 9: Brian McCarthy

1048 Millet Way, Sacramento, CA 95834
 (916) 712-5742; bmccarthy@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; tbutter@scca.com



SCCA
 Sports Car Club of America



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. ©2012 Volkswagen of America, Inc.

Roots

SPORTS CAR CLUB OF AMERICA APRIL 2012
A LOOK BACK WITH SCCA CLUB HISTORIAN PETER HYLTON
PHOTO JOE DARWAL / SPORTSCAR ARCHIVES



While this month's cover car, Chris Dorsey's E Prepared Toyota Corolla, is on fire in the class, it is the first time a Toyota has won EP. Historically, the car to beat in EP has been the Honda Civic, holding a total of 16 titles. Of those, John Thomas has clinched the most with 11 consecutive EP titles in a Civic, with National Championships from 1993 (ABOVE) through 2003.

10 years ago in *SportsCar*...

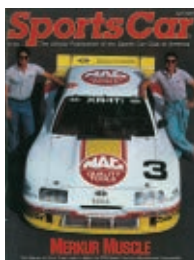


A feature article by Richard James was aimed at the ever-present topic of driver safety, which dominated the motorsports news in the early years of the new century. This particular article, however, took a slightly different approach on the topic. It focused on the driver's critical thought processes in a crash. Beyond the logical driver awareness that can keep a driver out of an incident by avoidance of trouble, attention was paid to being always aware of the actions necessary in the escape process from the car, knowing how to interact with the safety workers and understanding their objectives and signals during the critical moments just after a crash. An intelligent driver is a very proactive participant in the activities that surround his crash, and knowing that is one key to minimizing injury.

The April 2002 issue contained an advertisement for an "affordable datalogger for the club racer." This system, which didn't include the screen, was a steal with a starting price of only \$3,485.



25 years ago in *SportsCar*...



Paul Van Valkenburgh offered a view of the future in a feature on the use of digital technology in racecar design and analysis. The acronyms that were new to most folks then are somewhat commonplace today, like Computer Aided Design (CAD), Computer Aided Manufacturing (CAM), Finite Element Analysis (FEM) and Computational Fluid Dynamics (CFD). Acronym one and two are used by the designer in creating the configuration for parts and assemblies, and transmitting them to the manufacturing facility so they can be made. They were in the process of replacing the traditional draftsman's board, straightedge, triangle, and T-square. Today, young designers might not know what those older tools were as virtually all component models are done in three-dimensional computer graphics. The latter two of those acronyms referred to the ability to analyze the stress, thermal transfer, vibratory modes or aerodynamics of the designed components, not on the test stand but in the computer using those same 3D models.

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



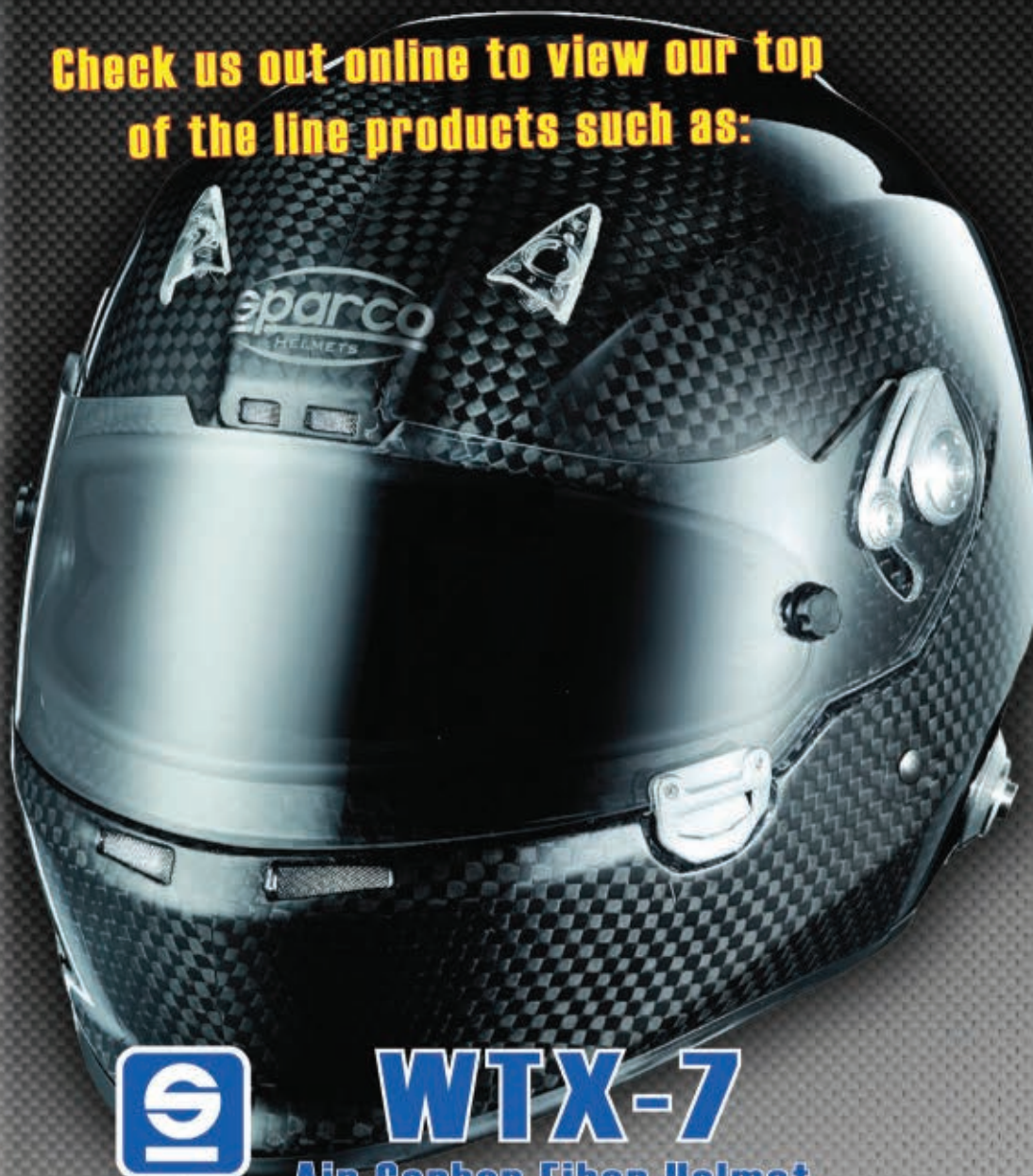
Handlebar Seatpost
Mount



Vented Helmet
Strap

SAFERACER

Check us out online to view our top
of the line products such as:



WTX-7

Air Carbon Fiber Helmet

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

