

A STICKY ISSUE
IS IT TIME FOR A
NEW TIRE SETUP?



PACESETTER
NEVER LETTING
THE DUST SETTLE



MAY 12 \$4.99

VOLUME 70 NUMBER 5

SportsCar

Official Publication of the Sports Car Club of America



SCCA
Sports Car Club of America



INSIDE SCCA'S ANNUAL MEETING AND NATIONAL CONVENTION

- WHAT'S IN STORE FOR THE 2012 SEASON
- THE CLUB'S HIGHEST HONORS AWARDED

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

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

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



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.....	276	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
19x10.....	450	20.7

TR
Motorsports



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

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

O.Z.
Italian company



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.....	\$205	12.0-12.4
16x7.....	232	14.5-15.0
17x7.....	280	15.5-16.2
17x8.....	285	16.7-18.0
18x7.....	355	16.5-17.5
18x8.....	357	18.4-18.8
18x9.....	372	19.4-20.8
19x8.....	420	20.0-20.6
19x8.5.....	439	21.6-23.0
19x9.....	460	23.0-23.4
19x10.....	475	23.2-23.6
19x11.....	505	24.0-24.8
19x12.....	519	25.0-26.0
20x8.5.....	565	23.0-25.0
20x10.....	585	24.5-25.5
20x11.....	599	27.0
20x12.....	615	28.6



Challenge black (Viper only)

Also available in bright silver.

Size	Starting at	Weight (lbs.)
18x9.....	\$419	TBD
18x10.....	439	TBD
18x11.....	529	23.0
18x13.....	579	24.4

sparco



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.....	\$259	13.6
17x7.....	319	14.2-14.9
17x7.5.....	324	15.0-15.1
17x8.....	329	15.4-16.7
17x8.5.....	334	15.7-17.1
18x7.....	395	16.5-16.6
18x7.5.....	398	16.8
18x8.....	401	17.2-18.4
18x8.5.....	405	17.4-19.1
18x9.....	410	19.4
18x9.5.....	419	19.6
18x10.....	429	19.0-20.2
18x11.....	439	20.4
18x12.....	454	22.4-23.4

Kasei



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

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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	288
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-16	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
225/40 R-18	129
225/45 R-18	145
225/50 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
205/60 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	178
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
215/45 R-19	195
225/35 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



Ventus R-S3

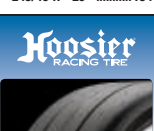
225/45 R-15	\$107
205/55 R-16	119
225/50 R-16	109
215/45 R-17	129
225/45 R-17	126
235/45 R-17	133
245/40 R-17	144
205/50 R-18	134
225/40 R-18	178
235/40 R-18	189
235/45 R-18	198
245/40 R-18	181
255/35 R-18	239
265/35 R-18	227
265/40 R-18	258
275/35 R-18	258
285/35 R-18	262
225/40 R-19	237
235/35 R-19	302
245/40 R-19	335
275/35 R-19	323
305/30 R-19	425
245/40 R-20	422
285/35 R-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
225/40 R-17	110
225/45 R-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
255/35 R-18	175
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
295/30 R-19	219
245/40 R-20	154



Hoosier RACING TIRE

A6/R6 Competition

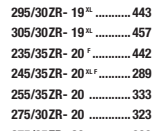
P 225/45Z-13	\$209
P 225/50Z-13	209
P 255/40Z-13	230
P 205/55Z-14	219
P 225/50Z-14	231
P 205/50Z-15	234
P 225/45Z-15	242
P 275/35Z-15	282
P 205/45Z-16	244
P 225/50Z-16	244
P 245/45Z-16	261
P 255/50Z-16	267
P 275/45Z-16	282
P 225/40Z-17	272
P 225/45Z-17	272
P 245/40Z-17	282
P 275/40Z-17	312
P 295/35Z-17	333
P 315/35Z-17	350
P 335/35Z-17	362
P 245/35Z-18	312
P 245/40Z-18	325
P 255/35Z-18	334
P 255/40Z-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 345/35Z-19	419
P 335/35Z-19	352
P 265/35Z-19	366
P 295/30Z-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

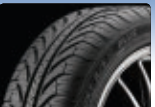
215/45Z-17	\$156
225/45Z-17	167
235/45Z-17	196
245/40Z-17	215
245/40Z-17	219
225/45Z-18	224
225/50Z-18	158
235/40Z-18	229
245/40Z-18	248
245/45Z-18	269
255/40Z-18	262
255/40Z-18	257
265/35Z-18	267
265/40Z-18	277
275/35Z-18	295
285/35Z-18	335
225/35Z-19	235
240/40Z-19	275
225/45Z-19	214
235/45Z-19	241
275/40Z-19	207
285/40Z-19	306
225/40Z-19	223
225/45Z-19	233
245/40Z-19	231
235/45Z-19	241
235/50Z-19	225
245/40Z-19	258
245/45Z-19	264
255/35Z-19	264
255/40Z-19	256
255/45Z-19	243
265/35Z-19	265
275/35Z-19	285
275/40Z-19	294
285/30Z-19	327
285/35Z-19	331
225/40Z-19	267
235/35Z-19	253
245/35Z-19	289
245/40Z-19	276
255/35Z-19	291
255/40Z-19	327
275/30Z-19	324
275/35Z-19	330
275/40Z-19	338
285/30Z-19	391
245/30Z-20	295
245/35Z-20	275
245/40Z-20	328
255/30Z-20	316
255/35Z-20	309
275/30Z-20	332
275/35Z-20	353
285/30Z-20	332
295/25Z-20	387
265/30Z-22	239



Pilot Sport Cup+ N-Spec Competition

235/35Z-19	\$413
245/35Z-19	418
245/35Z-19	454
265/35Z-19	478
305/30Z-19	673
325/30Z-19	739
325/30Z-19	706
245/30Z-20	494
315/25Z-20	711

SUMITOMO



HTR Z III

205/50Z-16	\$142
215/55Zr-16	130
225/50Z-16	159
225/55Zr-16	150
225/60Zr-16	130
245/50Z-16	173
205/45Zr-17 ^a	189
205/50Zr-17	178
215/45Zr-17^a	133
225/45Zr-17	178
225/50Zr-17	199
225/55Zr-17	188
235/45Zr-17	215
235/50Zr-17	209
235/55Zr-17	191
245/40Zr-17	224
245/45Zr-17	197
245/50Zr-17	257
255/40Zr-17	214
255/45Zr-17	241
275/40Zr-17	207
285/40Zr-17	306
225/40Zr-18 ^a	223
225/45Zr-18^a	233
235/40Zr-18	231
235/45Zr-18 ^a	241
235/50Zr-18	225
245/40Zr-18	258
245/45Zr-18	264
255/35Zr-18^a	264
255/40Zr-18^a	264

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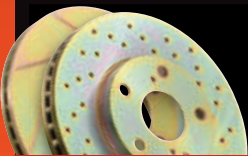
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Super Blue Racing Brake Fluid . . \$15



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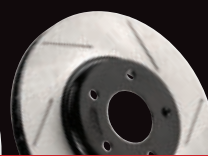
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SportStop and Cryo-SportStop

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Pro-Plus

Performance Handling Package

- Pro-Kit Lowering Springs + Front and Rear Anti-Roll Kit = Properly Tuned Performance Handling
- Increase cornering grip and turn-in response
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- Reduce fender to wheel gap

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- Lowers the car even further than Pro-Kit lowering springs for reduced center of gravity and an aggressive look
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Contents

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ON THE COVER:

This month's cover is a creative piece of art produced by our art director, built out of an image from iStockPhoto.com/compassandcamera. Top left photo of Kevin Ruck by Mark Weber. Top right photo of Jon Olschewski by Rupert Berrington.

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

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The April issue of *Fastrack news* is now available for download at SCCA.com/fastrack. It is also available by mail via special subscription.



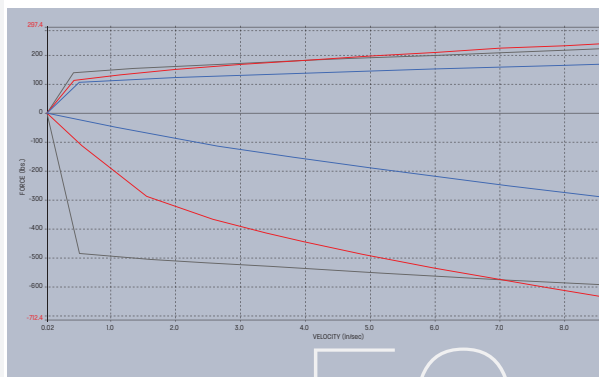
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Patch

Philip Royle
Editor
SportsCar Magazine

Change

WELCOME TO A FIRST FOR *SportsCar* magazine: an issue of the Club's magazine that is available only in digital format. Since 1944, *SportsCar* has undergone many changes, including a name change in March 1945 from *Sportwagen* to *Sports Car*, eventually dropping the space to become *SportsCar*. And, while it has seemingly been published monthly forever, the SCCA didn't actually start producing the magazine on a monthly basis until May 1958. Also, as far as I can tell, *SportsCar*'s first color photo on its cover wasn't until Feb. 1959, although it did take until mid-1962 before color became a somewhat regular occurrence on its covers.

There have been other notable changes to the magazine along the way. Arguably, one of the least favorite variations of *SportsCar* came in the January 1997 issue. Longtime members will recall that this is when the magazine changed to a tabloid-style publication, with the magazine growing in height some three inches and getting wider by two and a half inches, all the while being printed on worse paper. Come the January 2000 issue, *SportsCar* was back to a more tolerable size, and more color pages came along with it. Lesson learned.

Why the history lesson? Since I announced that 2012 would see two digital-only issues of *SportsCar*, I have received e-mail both for and against. I'm sure the same happened with every change I've listed. Looking back, the move to produce the magazine monthly made sense – the cost was higher, but the reach was greater. It also made sense to incorporate color on the cover more, despite the increased costs, because color might draw members to pick up

the magazine. And, in 1997, it made sense to start publishing oversized, super thin magazines...

Who am I kidding? The tabloid-style magazine proved to be an overwhelming error. But, once the mistake was realized, the magazine was changed back to a more reasonable size and other improvements were made.

Is producing a digital-only issue the right thing to do? As with everything, there are arguments both for and against, but – much like testing changes on your racecar – the only real way to know if it works is to do it.

An advantage of a digital issue is all URLs listed in the magazine are linked to the Web, so if we were to print something like www.scca.com/convention, and you clicked it, you'd be taken to SCCA's Webpage about the 2012 SCCA National Convention.

Speaking of which, click to pg. 34 of this issue and you'll find coverage of this year's SCCA National Convention, which took place March 1-3, 2012, in Las Vegas, Nev., at the South Point Hotel, Casino & Spa. And, like the theme of my column, the theme of this year's convention was "change." The SCCA National Office has been hard at work to help the Club's programs grow, and included in that is a new marketing campaign and new competition concepts. Will they work? Maybe, maybe not. But we have to try.

There are a couple of other features you can click to in this issue, and those also revolve around change. On pg. 44 you'll find a story covering the most recent slick tire technology for Production-class and small-bore GT cars: radials. We spoke to tire manufacturers and National Champions to uncover whether or not it's time to swap from the trusty bias ply slick to the new radial.

Then, on pg. 50, we talk about dampers. You can change your car's setup all you want, but unless you know that your shocks are working correctly, you might be chasing your tail – and for that, there are shock dynos. But if you've ever seen a shock dyno chart, you have no clue how to read what you're looking at. Hopefully, our story will help.

If I can ask a favor, before the printed June issue of *SportsCar* reaches your hands (which should be before the end of April), send me an e-mail with your thoughts on the digital-only issue of *SportsCar* at sportscarmag@haymarketworldwide.com. Just click the link.

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Jeff Dahnert
President and CEO
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A Great Start to 2012

HELLO FROM 32,000FT ABOVE the Nevada desert! I'm not sure why, but I seem to work best while on airplanes. Therefore, I'm going to take this opportunity to share some of my thoughts and impressions from the 2012 SCCA National Convention while they are still fresh in my mind.

The attendees at this year's convention, more than 400 of them, saw a revived fun factor in Las Vegas. We started out with the Annual Meeting, where we received reports on the status of SCCA Inc., SCCA Pro Racing, SCCA Enterprises and the SCCA Foundation. All saw some declines in their business but all have very solid plans in place for the upcoming year. The good news on the business front is that the consolidated organization once again stayed in the black for 2011.

Immediately after the Annual Meeting we had the kickoff/welcome session for the convention. This is where we try to set the tone for the upcoming days and let the attendees know what we have planned for the convention, and for the upcoming year. I have the honor and pleasure of hosting this session and enjoyed "appearing" on stage, thanks to the talents of a Las Vegas magician and his assistants. We used this bit of Vegas flash to help set the mood and get people engaged. The theme for this year's convention was "Change," and if you read my column last month you know there are a number of major changes in the works for 2012.

Both of those sessions went very well and we transitioned right into the welcome party. Now I'll be honest, this is where I occasionally get nervous, as people are never shy about sharing their comments about what I've presented. Add in a few adult beverages, and opinions can come at you in abundance. However, the mood in the room was nothing but positive. It appears that not only are SCCA members ready for change, they seem to agree with the changes we have in mind. Now I'm not so naïve as to think that every program we undertake is going to be a homerun. There will be different levels of success, and that's OK. As the quote I used to close my session stated, "Change is the only constant, hanging on is the only sin." This quote is from our own Hall of Famer Denise McCluggage. We are trying some new things and we will learn from each of them.

Friday and Saturday saw the individual training and program sessions along with the Board of Directors Town Hall meeting. This is where anyone can ask questions of the Board in an open meeting forum. I've heard stories of Town Hall meetings from years past that were absolute knock-down, drag-out accusation fests. This was nothing of the kind. There were opinions shared and ideas presented, but all of them respectful and in the spirit of making things better. Personally, I never have an issue with anyone who disagrees with an idea or direction, as long as they present themselves and their arguments in a professional and respectful manner. When this is the case, the Board and the National Staff are very open to new ideas.

We closed the convention on Saturday night with the awards banquet and SCCA Hall of Fame induction ceremonies. This is one of the highlights of the year for me. It is so intriguing to hear the stories of the people who had such great impact on our Club. Congratulations again to all the award winners and inductees. Your hard work, innovations and dedication are what make our Club uniquely wonderful.

The positive tone taken on during the beginning of the convention carried on throughout the week and I hope it will continue as we embark on our upcoming competition season. As I said in my closing comments on Saturday night, there is a lot going on and it is going to be a very busy and stressful year. Let's all be good to each other and have some fun!



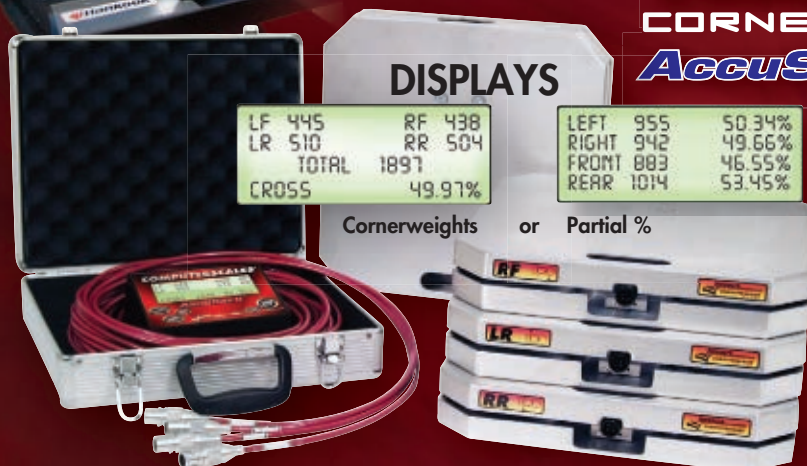
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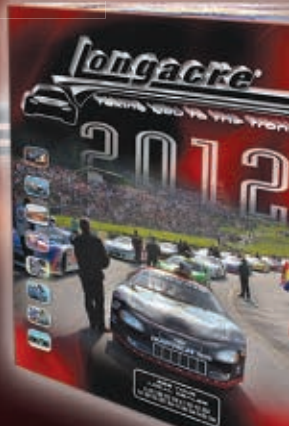
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Comment



From
the Chair

Jerry Wannarka
Chairman, SCCA
Board of Directors

The Heritage of our Club

EARLIER THIS YEAR, I was quite entertained by the Rolex 24 at Daytona race coverage as well as the pre-event show. While watching the interviews, commercials and the cars flash by, it occurred to me that the SCCA was having a profound, albeit sometimes indirect, role in this super event. Whether it was the big 24-hour enduro running on Saturday and Sunday, or the Continental Tire Challenge race earlier in the weekend, the SCCA was there.

I couldn't help taking note of the number of car owners behind the programs at Daytona who got their start with SCCA Club Racing experience. How many know that Chip Ganassi was quite a Formula A driver few years back? Sure, there are a lot of the drivers in DP and GT from overseas, but many are graduates from our Club Racing program, and an even higher percentage of SCCA graduates compete in the Continental Tire Challenge. These racers learned the rules, the discipline and developed their basic skill racing with us, the SCCA. It is also notable that the new Chief Steward equivalent for IZOD IndyCar Series began his racing career competing in a Spec Racer Renault. In addition, several SCCA Stewards have managed races for a number of different professional racing series, including SCCA Pro Racing, Grand-Am, IMSA and many others.

Of course, I couldn't overlook the race officials involved in this annual event. As flaggers and communicators, as well as several other specialties, SCCA officials directly contribute to the success of this enduro. When the TV cameras zoomed in on a track incident, it made me proud to see corner workers, with "SCCA" on the backs of their jackets, handling the situation in a very safe and professional manner. These folks represented the Club well and they leave a tradition of high standards for those who follow.

As the racing went on, I couldn't help think of the rich history that the SCCA has amassed over its many years. Every racing event we attend, whether Club Racing, Solo, Rally, RallyCross, Time Trials or social events, contributes to that history. Most of us don't give this very much thought, but what we do and our participation will indeed contribute to this legacy for those who follow.

In short, no matter where you go in the racing world today, you can't help but bump into folks who got their start with the SCCA, regardless of what their current role is. This applies to participants in all of the big name pro series, including NASCAR, IndyCar and even Formula 1.

Tradition plus history plus legacy equals heritage – and the heritage of the SCCA is rich! Let us all take a moment to be proud of it. We must continue to work to nurture this spirit of accomplishment in our membership. And, we must actively seek to instill the pride in the SCCA heritage in our newer and younger members so, as they mature and excel, they too will be able to look over their shoulders with pride as they write the next chapters in the history and heritage of our Club.

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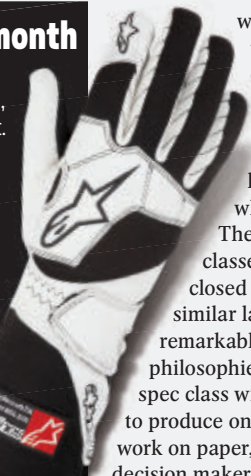
Rants & Revs

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.

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Letter of the month

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Practice Makes Perfect

I bought my HANS Device last year and, after watching many struggle with their HANS at the track, I decided to practice taking it on and off at home in front of a mirror. With a little practice while being able to look, I have found it is easy to do even when I can't see what I'm doing. I can get to the grid early and not have my helmet on until I need it. I have no experience with the other systems [on the market] but have to believe that practice, when you are completely relaxed, can only be a good thing.

Kurt Smith

CLASS CONSOLIDATION

In the April issue Club Racing Board column, Jim Wheeler talks about the infamous 2.5 rule, its suspension and that the CRB has been tasked by the Board of Directors with getting our National Club Racing classes down from 29 to a more manageable number. While this

will be a Herculean task and many compromises will be made, I do ask that the CRB doesn't simply look at lap times when consolidating. There are several classes, both open and closed wheel, that turn similar lap times but have remarkably different class philosophies. Combining a spec class with a builder class to produce one jumbo class may work on paper, but I caution the decision makers to think about the reasons the racers came to those specific classes in the first place. Racers didn't choose a certain class because it turns a specific lap time at the track – it was the class philosophy.

J. Arnold

BUT IT FEELS FASTER

Randy Pobst is my hero for espousing the virtues of a slower opening throttle [*SportsCar*, April 2012]. I work in the industry and this is also a pet peeve of mine. When I try to explain why I don't like aggressive throttle response to accelerator pedal inputs I'm told that I don't know what I'm talking about, that I haven't driven a BMW M3, for example, with super aggressive throttle and that real sports cars have a very aggressive pedal map, to make them *feel* responsive. My explanations and justifications for a slower opening throttle, all of which relate to control, are dismissed. So, for sure, a copy of Randy's column will be posted in our office. Keep up the good work – I really look forward to Randy's column in each issue of *SportsCar*.

Charles Moore

THE MARCH ISSUE

I have to say, what a great issue the March issue was.

Being heavy into the Solo scene, and being asked by my co-workers what it is I do when I invariably end up driving my car to the office all stickered up on the Monday following a Tire Rack Solo National Tour weekend, I'm glad I can now hand out copies of the Solo portion of the issue like fliers. They'll finally get to see that I'm not the only crazy one out there.

Bill Stone

Some of us who read *SportsCar* get our rush from a nice drive in the country. So the quote by Randy Pobst in the March 2012 issue, "If a nice drive in the country is a *Glee* tune, then a Solo run is heavy metal rock," has me confused. I think Mr. Pobst may have taken the wrong drive in the country. To correct his misunderstanding, I suggest that he drive as I navigate the Oregon 1000 RoadRally this Oct. 6-7. Rallymaster Kevin Poirier promises it "ain't no show tune drive. It's more like a mash-up of *Flight of the Valkyries* and pretty much anything from the Ramones, with the occasional interlude of early Pink Floyd (the really psychedelic stuff)."

Rick Beattie

KNOWING IS HALF THE BATTLE

Thanks for the feature on the E Prepared Solo Toyota Corolla in the April issue. That is one sweet piece of machinery. After reading through the article and comparing that level of prep to the prep of my own Prepared car, I can better understand why I'm never going to win a National Championship. But at least now I know.

Jim Thomas

HISTORY APPEARS TO BE DISAPPEARING

Just a couple comments [in regard to the *Lost Tracks of the Mid-South* story in the April issue of *SportsCar*: Stuttgart ran two or three layouts; the one shown is the shortest – I think! Also, I recall Gary Ford most unintentionally parking his Lotus Super 7 through a thankfully open doorway in an abandoned building at the Dodge City airport races, which would mean the race was held in 1962 or '63.

On a separate note, I raced in a 50th anniversary celebration "race" on the roads of Grand Island, N.Y., in 2002. Well, I've stored their wonderfully extensive publicity package for the anniversary event somewhere due to a planned move, and phone calls to Grand Island can find no one who remembers the 2002 event! History is disappearing here and there.

Toly Arutunoff

The March issue of *SportsCar* is available in digital format on www.scca.com, and regions can request printed copies from the National Office should they want to distribute them at events.



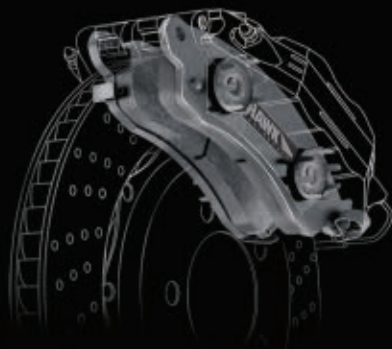


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At the 2012 National Championship Runoffs, competition will be intense, with drivers and crew only needing to be at Road America for four days.



Runoffs Time Commitment Reduced

The Club will be moving to a “rolling” schedule for the 2012 National Championship Runoffs at Road America in Elkhart Lake, Wis., this September. The new schedule will reduce the amount of time a driver needs to be in attendance at the Club’s hallmark event.

The decision was made following a driver survey sent to national license holders in February. With the new schedule, the longest any participating driver would need to be at the Runoffs will be four days. In previous years, including 2011, that number was seven.

“Times have changed,” says SCCA President and CEO Jeff Dahnert. “We have family and business commitments, tighter budgets and expensive gas prices limiting the number of qualified racers able to participate in our biggest event of the year. There are plenty of challenges and hurdles for a driver to overcome to become a champion or achieve their personal goals. The

schedule of the event doesn’t need to be one of them.”

The new schedule, which will be released along with the event supplemental regulations in the April 2012 *Fastrack*, represents a shift from tradition. In the past, classes had one qualifying session for four consecutive days (Monday through Thursday), followed by class racing Friday through Sunday. The new schedule features racing Thursday through Sunday, with qualifying in the morning and afternoon Thursday through Saturday. Classes racing on Thursday begin qualifying on Tuesday. Classes racing on Friday begin qualifying either Tuesday or Wednesday. Classes racing on Saturday begin qualifying Wednesday or Thursday. Classes racing on Sunday begin qualifying Thursday or Friday.

Each class, with the exception of Spec Miata and Spec Racer Ford, will be combined with at least one other class for qualifying, like in 2011. Each

qualifying group will run three sessions, as in 2009 and 2010. For the first time in decades, some qualifying groups will run more than once per day, not unlike the events throughout the year.

“We conducted an e-mail survey of nationally licensed drivers...and 70 percent of the respondents noted a preference to the shorter schedule,” Dahnert explains. “Some classes support the new schedule to a greater extent than others, but the survey data shows a potential increase in participation in each of our 28 National Championship classes.

“The responses indicate a potential significant increase in the number of people that would be able to participate in the Runoffs. We recognize that survey responses are not committed entries; [but] the data shows that [the] number of people considering attending increases by 96 percent. That’s a staggering number that we cannot ignore.”

To the extent possible, classes more inclined to prefer the traditional schedule will be positioned later in the week, and those more inclined to test will be positioned earlier in the week. Any participant is welcome to arrive at the beginning of, or before, the event to test and stay throughout the duration.

“We are aware of the challenges this schedule will produce, mainly with parking,” Dahnert says. “We are working with Road America to address concerns about later arrivals and early departures, as well as addressing some of the issues from previous years. It will be important for participants arriving later in the week or planning to leave early to choose their paddock spaces accordingly, knowing the challenges that can come with trying to move in or out of certain spaces.”

More details about the survey can be found online at www.scca.com/clubracing.

2012 Solo Contingencies

Competitors in the 2012 Tire Rack Solo National Tour are competing for the thousands of dollars in contingency payouts. The National Tour once again sees great awards from automotive manufacturers. Volkswagen will pay up to \$550 for a class win, as much as \$400 for second place and up to \$250 for a third-place finish in eligible classes. Mini has posted contingency prizes in the 22 classes that drivers are eligible to compete in a Mini, offering \$250 for a win, \$100 for a runner-up and \$50 for third place. Mazda will pay \$200 for a win in eligible classes, with \$100 going to a second-place finisher.

Tire manufacturers return with strong programs for 2012. BFGoodrich Tires is giving Tour winners two free tires for a win, and a single tire for a runner-up in any eligible class. Hoosier Racing Tire is matching the BFGoodrich Tires program, paying out tires for eligible drivers. Kumho Tires is offering product credit for eligible Kumho-shod cars in all classes finishing in the top three, with up to \$600 in credit for a win in the Street Touring category. Soloists using the Toyo Proxes R1R tires in the Street Touring category

can collect cash awards with \$300 for a win, \$200 for a runner-up or \$100 for a third-place finish.

Additional contingencies come from AST Suspension, offering the top-three finishers in eligible classes product certificates, with a \$500 award going to class winners. And the Evolution Performance Driving School is posting gift certificates to the school for drivers in the new Road Tire category classes.

The Tire Rack ProSolo National Series also benefits from a great awards program. Carrying over from the National Tour program are VW, Mini and Mazda, while two additional manufacturers join the party. Honda will pay \$500 for a Super or Ladies Challenge win in each event, and \$150 for a class win. Yearend class and Challenge champions can take home \$500 from Honda. Toyota is paying \$200 for an eligible class win per event, with \$1,000 going to the yearend points and Challenge champions.

The tire companies are big supporters of ProSolo competitors. Hoosier's program rewards competitors with tires, including two for a class win and four for a



SYDNEY DAVIS

To take advantage of contingency programs, competitors must register prior to the event.

Challenge win. That payout doubles at the ProSolo Finale in Lincoln, Neb., and the yearend champions in class and the Gumout Super Challenge can claim a full set of tires. Kumho is awarding eligible drivers with product credit certificates, including \$300 for a class or Challenge win, increased to \$600 in the Street Touring category. Yearend winners in class or the Challenge will earn four tires. Toyo is

making cash payouts, with \$300 going to class winners, \$500 to Challenge winners and \$1,000 to the yearend winners in class and the Challenges.

Hawk Performance is offering a \$100 product credit per event to both class winners and Gumout Super Challenge winners.

For more information on the various contingency programs, head to www.scca.com/solo.

Pro Atlantic Championship Series Launches

Formula Race Promotions has announced the formation of the Atlantic Championship Series for SCCA-legal Formula Atlantic racecars. The series will be run in conjunction with the F2000 Championship Series and F1600 Formula F Championship Series, sanctioned by SCCA Pro Racing. A six-round, three-event Championship is planned for 2012.

The year will open May 10-12 at Road Atlanta with F2000 and Formula Drift, followed by a trip to New Jersey Motorsports Park, June 29-July 1, with ARCA, Trans-Am, F2000 and F1600. The season will wrap up at Summit Point, Aug. 24-26, with CCS Motorcycles, F2000 and F1600.

"We are responding to numerous requests from inside the Atlantic community and are pleased to offer this spectacular class of racecars a dedicated series. While the car counts are not currently in the F2000 or F1600 league, we feel there are sufficient enthusiastic teams and drivers who, if offered a compelling program, will respond with their entry and participation," said Michael Rand, managing director of the series.

All cars will be required to run Hoosier Racing Tires, 13-inch diameter bias ply or 15-inch diameter radials. Sizes, compounds and purchase details are to be announced at a later date. Meanwhile, all chassis and motor rules are per the 2012 SCCA GCR.

More information on the new series can be found online at www.atlanticchampionshipseries.com.

Mazda on TV



RICK CORWINE

Mazda's Playboy MX-5 Cup will once again have TV coverage.

Continuing its support of amateur racing, Mazda has stepped up its program for 2012 to include TV coverage on the new Velocity network. "Hardcore fans know that some of the most intense action can be found in the SCCA Pro Racing Playboy MX-5 Cup, Star Mazda and Cooper Tires USF2000 Championships," says Jim Jordan, Alternative Marketing Manager, Mazda North America. "But if you weren't at the race, you are left to take our word for it. Now, thanks to a partnership with Velocity, and Carolinas Production Group, fans can enjoy the action on a regular basis from their living room."

The Mazda Motorsports Hour will be hosted by motorsports broadcaster Rick Benjamin. Joining Benjamin in the booth will be racers Randy Pobst for the MX-5 Cup and James Hinchcliffe on Star and USF2000. Todd Lewis will be the pit reporter.

The 24, hour-long shows will be broadcast on weekends from April through November. The content will be a variety of Mazda-centric series, with an emphasis on the SCCA Pro Racing Playboy Mazda MX-5 Cup, the Star Mazda Championship Presented by Goodyear and the Cooper Tires USF2000 Championship Powered by Mazda.

ANNIVERSARIES

SCCA members celebrating 25-55 years

NAME | JOIN DATE | REGION

55-YEAR MEMBERS

Sheldon Dobkin | 4/1/1957 | Florida

50-YEAR MEMBERS

Jim B Barbour | 4/1/1962 | New England
David Belden | 4/1/1962 | New England
Michael E Cronin | 4/1/1962 | New England
Bonnie Gladish | 4/1/1962 | Chicago
Karl Goering | 4/1/1962 | Detroit
Frank E Riemann | 4/1/1962 | Chicago
Zan Smith | 4/1/1962 | Continental Divide
Allen J Sutton | 4/1/1962 | Chicago
Glen Wilhelm | 4/1/1962 | Northwest

45-YEAR MEMBERS

Bill Coykendall | 4/1/1967 | Finger Lakes
Ed E Gaines | 4/1/1967 | San Francisco
Wm J Hartman | 4/1/1967 | San Francisco
Lyle Kreps | 4/1/1967 | Des Moines Valley
Gerald L Lieberg | 4/1/1967 | New England
Peter G Olivola | 4/1/1967 | Colorado
Tom Palmer | 4/1/1967 | Finger Lakes
Fred Parkhill | 4/1/1967 | Northeast Oklahoma
Bruce G Powers | 4/1/1967 | Cal Club
Eugene L Rolfe | 4/1/1967 | Las Vegas
Thomas J Schultz | 4/1/1967 | Milwaukeee

40-YEAR MEMBERS

Kathleen Barnes | 4/1/1972 | New England
Robert S Coonrad Jr | 4/1/1972 | Florida
Keith R Feldott | 4/1/1972 | Chicago
John F Frana | 4/1/1972 | Blackhawk Valley
Meredydd R Francke | 4/1/1972 | Buccaneer
Meredydd R Francke | 4/1/1972 | Central Florida
Ted Haines | 4/1/1972 | St Louis
Anthony R Horning | 4/1/1972 | Cincinnati
David N Huff | 4/1/1972 | Steel Cities
George W Laws | 4/1/1972 | Chicago
Clifford L McCandless | 4/1/1972 | Mahoning Vly
Claude C Saffer | 4/1/1972 | Washington DC
Lyn A Wechsler | 4/1/1972 | Finger Lakes
Richard F Worley | 4/1/1972 | Colorado

35-YEAR MEMBERS

Michael Robert Alfred | 4/1/1977 | Cal Club
Michael Robert Alfred | 4/1/1977 | San Francisco
Richard Bennett | 4/1/1977 | Des Moines Valley
Lee D Carrico | 4/1/1977 | Texas
Stuart Delaney | 4/1/1977 | Detroit
Paul Delke | 4/1/1977 | Cal Club
Robert A Dickelman | 4/1/1977 | Des Moines Vly
Stephen T Garrett | 4/1/1977 | Indianapolis
Lewis Giesy | 4/1/1977 | Finger Lakes
Wilma Giesy | 4/1/1977 | Finger Lakes
Marilee Hamilton | 4/1/1977 | Cincinnati
Michael B Hamilton | 4/1/1977 | Cincinnati
Robert L Harlee | 4/1/1977 | South Carolina
Brian Jennerjahn | 4/1/1977 | Milwaukeee
Brian T Jovino | 4/1/1977 | San Francisco
Harry M Kachline Jr | 4/1/1977 | San Francisco
James Krueger | 4/1/1977 | Milwaukeee
Judy M Krueger | 4/1/1977 | Milwaukeee
Robert J Lesage | 4/1/1977 | Ohio Valley
Nora D Linerud | 4/1/1977 | San Francisco
Eric Marcus | 4/1/1977 | Western Ohio
Ildiko Marcus | 4/1/1977 | Guam
W B Meyers | 4/1/1977 | Chicago
Thomas N Moore | 4/1/1977 | New England
Glenda Strange | 4/1/1977 | Texas
Scott M Taylor | 4/1/1977 | Northwest
Michael G Thompson | 4/1/1977 | Land O'Lakes
Peter A Zarcades | 4/1/1977 | San Diego

30-YEAR MEMBERS

John D Atchison | 4/20/1982 | Eastern Idaho
Michael Bernchak | 4/1/1982 | Ohio Valley



KENNETH HAWKING

RealTime Racing will return to Pirelli World Challenge in 2012, but this time the team is bringing more displacement.

RealTime Ramps up for 2012

The 2012 race season will again see RealTime Racing vying for the Pirelli World Challenge Championship. The team plans to field a pair of V6-powered Acura TSXs in the GTS category, with Peter Cunningham and Nick Esayian piloting the No. 42 and No. 34 Acuras.

After winning the inaugural GTS Manufacturers' and Drivers' Championships in 2010, RealTime

went head to head with a GTS field predominated by V8-powered Boss 302 Ford Mustangs in 2011. The team took home one win, two pole positions and eight podium finishes en route to a runner-up finish for Acura in the manufacturer standings. For 2012, the upgrade to a V6 power plant will play a key role in RealTime's quest to return the GTS manufacturer trophy to Acura.

"Acura's four-cylinder TSX engine served us well for eight seasons, winning the Touring Car Manufacturers' Championship in 2005, 2006, 2008 and 2009, and the first-ever GTS title in 2010," says team owner Cunningham. "With the GTS class growing in popularity and diversity, it's become necessary for us to take a step up in Acura's range of TSX options."

Rod Andrew Chelgren | 4/22/1982 | Northwest
Virginia E Condey | 4/23/1982 | North Carolina
Gary Corsiglia | 4/22/1982 | San Francisco
Cynthia A Gilbert | 4/8/1982 | Great River
Brooks Greer | 4/8/1982 | Ohio Valley
Richard W Grunenwald | 4/8/1982 | Ohio Valley
Linda Henson | 4/13/1982 | Kansas City
Kenneth J Hurd | 4/20/1982 | Mohawk Hudson
Phil Kelley | 4/30/1982 | Glen
Robert J Kingston | 4/26/1982 | Philadelphia
Steve Knapp | 4/23/1982 | Chicago
Michael R Kolthoff | 4/23/1982 | Cincinnati
Kenneth Leighton | 4/26/1982 | Central Carolinas
Michael P Lommatzsch | 4/23/1982 | San Fran
Richard Luening | 4/20/1982 | Milwaukeee
Jerral C Meitzler | 4/22/1982 | Neohio
Kathryn K Meitzler | 4/22/1982 | Neohio
James F Miller | 4/8/1982 | Detroit
Jim Murphy | 4/30/1982 | Atlanta
Thomas E Nelson | 4/20/1982 | Land O'Lakes
Ron Nist | 4/8/1982 | Ohio Valley
August U Pabst | 4/26/1982 | Milwaukeee
Cheryl J Porter-Thygeson | 4/26/1982 | San Fran
Chuck Rauck | 4/20/1982 | Ohio Valley
Judy A Schoonmaker | 4/22/1982 | Finger Lakes
Claudia Ruth Schwartz | 4/23/1982 | Colorado
Alan R Sheidler | 4/26/1982 | Northwestern Ohio
Alan Richard Simon | 4/30/1982 | Atlanta
Jerry Stewart | 4/20/1982 | Ohio Valley
Joanne G Walker | 4/29/1982 | San Francisco
Gary Wellborn | 4/26/1982 | San Diego
Bob Woodward | 4/8/1982 | Chicago
E J Yockey | 4/20/1982 | Eastern Idaho

25-YEAR MEMBERS

Gerald William Alaimo Jr | 4/2/1987 | Finger Lakes
Gerald Alaimo Sr | 4/2/1987 | Finger Lakes
Bradford C Alexander | 4/21/1987 | San Francisco
Patricia Amaturo | 4/24/1987 | New Jersey
Arthur A Armellini | 4/2/1987 | Central Florida

Tony Ave | 4/22/1987 | Central Carolinas
G Paul Bailey | 4/22/1987 | Colorado
Kent S Baln | 4/24/1987 | New England
Margee Balzer | 4/6/1987 | Cal Club
Joanne K Bartz | 4/29/1987 | Milwaukeee
Robert Birky | 4/2/1987 | Atlanta
Rosanna Birky | 4/2/1987 | Atlanta
Chris B Campbell | 4/28/1987 | Oklahoma
Billie J Chambers | 4/29/1987 | N Oklahoma
Geoffrey L Clarkson | 4/22/1987 | New England
James D Cook | 4/14/1987 | Blackhawk Valley
Eugene C Copeland | 4/2/1987 | Alabama
John J Cosentino | 4/10/1987 | Florida
Colin Cross | 4/7/1987 | San Francisco
Sydnia Czarnecki | 4/2/1987 | New England
Eric M Esch | 4/10/1987 | Atlanta
Nancy Feineigle | 4/28/1987 | Ohio Valley
Gene Felton | 4/13/1987 | Atlanta
Kenneth J Fenske | 4/24/1987 | Milwaukeee
Carol Ghilardi | 4/28/1987 | San Francisco
Gibson Gibson | 4/2/1987 | Blackhawk Valley
Leo Giroski | 4/21/1987 | Oregon
Lawrence Hartman | 4/28/1987 | Atlanta
Chris G Helt | 4/22/1987 | Continental Divide
Diane B Henderson | 4/24/1987 | N New Jersey
Joseph C Hennies | 4/24/1987 | Cincinnati
Ron Hoekstra | 4/1/1987 | South Bend
George E Hulise | 4/24/1987 | Glen
Jeffrey Ingebrigtsen | 4/27/1987 | Land O'Lakes
Kurt A Janish | 4/27/1987 | Texas
Norman D Johnson | 4/15/1987 | Oregon
J Michael Jones | 4/24/1987 | Atlanta
Gwen Kammeyer | 4/22/1987 | Fort Wayne
O L Kinney Jr | 4/21/1987 | Kansas City
Bryan Kinser | 4/2/1987 | Chicago
Andrea Laci | 4/24/1987 | Blackhawk Valley
Edmund K Laci | 4/24/1987 | Blackhawk Valley
David J Lavertue | 4/9/1987 | Susquehanna
Robert T MacDonald | 4/3/1987 | Neohio
Paul Marino | 4/24/1987 | Cal Club

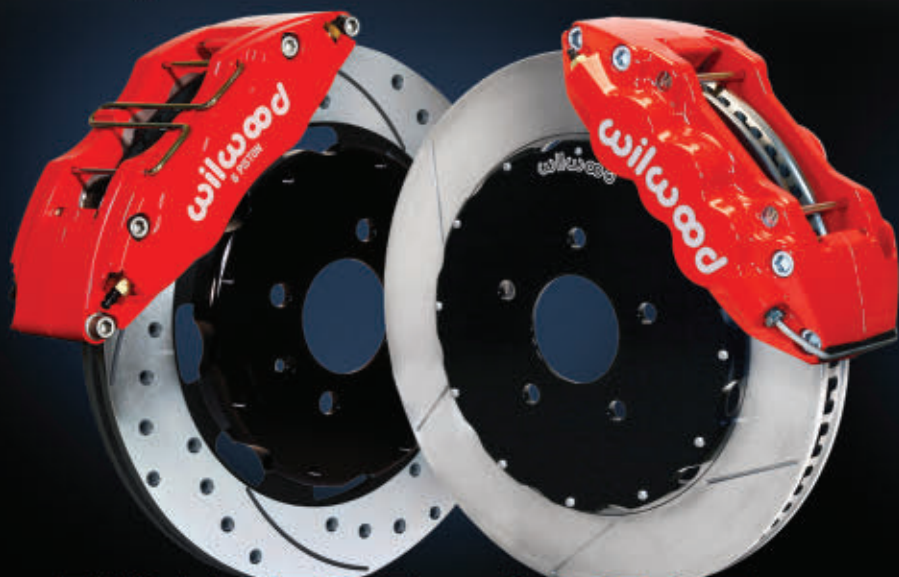
Theodore W Matthias | 4/20/1987 | New England
Valerie K McCommon | 4/24/1987 | Fort Wayne
Ted E Morgan Jr | 4/29/1987 | Texas
Richard Morrison | 4/27/1987 | Salina
David Muramoto | 4/28/1987 | Colorado
Phillip Muren | 4/3/1987 | Neohio
Mary Jo Ours | 4/28/1987 | Western Michigan
Donald G Parish | 4/6/1987 | Northwestern Ohio
Marie Parks | 4/6/1987 | San Francisco
Charles A Passut | 4/24/1987 | Old Dominion
Marguerite Piazza | 4/28/1987 | Philadelphia
William Pichardo | 4/24/1987 | Colorado
Eric D Purcell | 4/12/1987 | Oregon
Rudy Revak | 4/9/1987 | San Francisco
R Steven Roepken | 4/9/1987 | Wichita
Robert R Roland | 4/21/1987 | Central Carolinas
Chapman J Root | 4/2/1987 | Central Florida
Guy F Ruse | 4/14/1987 | Colorado
Thomas E Schwietz Jr | 4/14/1987 | Wash, DC
William M Smith | 4/21/1987 | Washington DC
Stephen J Spring | 4/21/1987 | Oregon
Rich Stadther | 4/21/1987 | Land O'Lakes
Dale L Strimple | 4/22/1987 | Ohio Valley
Dean A Taylor | 4/10/1987 | San Francisco
Laura Taylor | 4/29/1987 | Chicago
Gary Thomason | 4/15/1987 | San Diego
Randy E Thompson | 4/10/1987 | Washington DC
Vincenzo Votto | 4/29/1987 | Philadelphia
Cindy Wessel | 4/15/1987 | Milwaukeee
Gary L Wiggins | 4/14/1987 | Atlanta
Rita J Wilhelm | 4/14/1987 | Chicago
Chet Williams | 4/2/1987 | Glen
Karen Wood | 4/15/1987 | Milwaukeee
Peter F Wood | 4/15/1987 | Milwaukeee
Robert R Wood II | 4/22/1987 | San Francisco
Grant Woods | 4/21/1987 | Cal Club
Donna Yergler | 4/27/1987 | Des Moines Valley
Lincoln C Young | 4/10/1987 | New England

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SCCA

Member benefits

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

SCCA members receive special access to a worldwide inventory of hotels at exclusive discounted rates at **Worldwide Hotel Discounts**.

**Worldwide
Hotel
Discounts**

Save 10 percent on **Avis Super Value** daily and weekly car rental rates in the U.S.

AVIS

Bertil Roos Racing School is offering a 10-percent discount on Bertil Roos Pro Shop purchases and Racing School programs.

**Bertil
Roos
Racing School**

Cool Shirt is offering SCCA members a 10-percent discount on retail pricing and a free 16oz bottle of maintenance additive with any purchase of \$50 or more.

**COOLSHIRT
SYSTEMS**

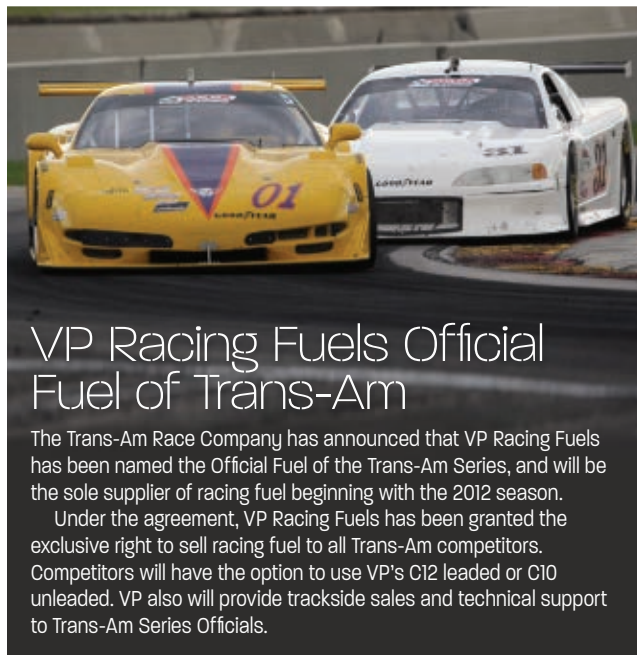
SCCA members can receive 15 percent off custom plaques and T-shirts from **Rainbow T's N Things**, plus a \$2.50 flat shipping fee.

**Rainbow
T's N Things**

SAFERACER

Receive a 10-percent discount on all orders from **SafeRacer**, as well as free shipping on orders over \$99.

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.



DENNIS WOOD

VP Racing Fuels Official Fuel of Trans-Am

The Trans-Am Race Company has announced that VP Racing Fuels has been named the Official Fuel of the Trans-Am Series, and will be the sole supplier of racing fuel beginning with the 2012 season.

Under the agreement, VP Racing Fuels has been granted the exclusive right to sell racing fuel to all Trans-Am competitors. Competitors will have the option to use VP's C12 leaded or C10 unleaded. VP also will provide trackside sales and technical support to Trans-Am Series Officials.

Cadillac hits iRacing

Cadillac and iRacing have partnered to build a virtual version of the Pirelli World Challenge Cadillac CTS-V, based on the 556hp CTS-V Coupe, Team Cadillac racers Andy Pilgrim and Johnny O'Connell compete in.

The Cadillac is the latest addition to iRacing's lineup of digital, high-performance cars, which include the Williams-Toyota FW31, the HPD ARX-01c, Corvette C6.R and NASCAR Sprint Cup Chevrolet Impala, and is scheduled to add the McLaren MP4-12C and Lotus 49 in the coming months.

iRacing personnel visited the Team Cadillac

race shop, Pratt & Miller Engineering, to begin the process of creating a digital version of the CTS-V. In addition to utilizing CAD files and blueprints, the iRacing vehicle dynamics engineers take precise measurements of one of the Pirelli World Challenge Cadillacs to ensure the authenticity of the car's appearance and performance. iRacing's Cadillac CTS-V is expected to be available to iRacing members in the spring of 2012.



World Challenge Staffs Up

WC Vision LLC and SCCA Pro Racing have announced two major positions in leadership for the 2012 Pirelli World Challenge Championships. Scott Bove, currently Director of Operations for the series, moves up to the role of President and Chief Executive Officer. Geoffrey Carter, a veteran of professional motorsports for more than two decades, was named the series' new Competition Director.

Bove has been a part of the leadership team with World Challenge for the past three years.

As the Director of Operations for WC Vision, he fostered growth and success in all facets of the series.

Geoffrey Carter joins the Pirelli World Challenge after 20 years in professional racing in a number of top-level positions with race teams in Champ Car, American Le Mans and Grand Am Rolex. As the new WC Vision Competition Director, Carter will take over for TC Kline and lead the Pirelli World Challenge Championships Technical Department.

Checkered Flag

Stan Laskin

Forty-eight year San Francisco Region member Stan Laskin passed away on Tuesday, Jan. 10, 2012, after a long battle with cancer. Laskin and his wife Pauline were very active members in the Club. A longtime San Francisco Region National Chief Steward, Laskin and his wife were very active in the region's Club Racing activities.

Prior to becoming a steward, he drove a variety of racecars including a Saab 96 two-stroke sedan, a Triumph Spitfire, a Big Block 1963 Corvette and finally a Tiga S2000. Stan was a gentleman racer and a gentleman steward. Laskin was pre-deceased by his wife Pauline in 2009 and his daughter Carol Lee in 2001. He leaves his daughter Leslie and son-in-law Steve, as well as grandchildren, nieces and nephews. Stan also leaves behind a large SCCA family.

Ed DeBrecht

Longtime St. Louis Region and SCCA member Edward A. DeBrecht passed away on Friday, Feb. 3, 2012, at the age of 93. Born in St. Louis, DeBrecht graduated from high school and went to seminary before taking on a lifelong career with cars. In 1938, he created DeBrecht's Service Station, which he closed during World War II to join the Army. Upon returning to St. Louis, he opened an automotive repair business, eventually discovering the SCCA in 1956, where he was a member through 2008. St. Louis Region's annual traveling trophy, the DeBrecht Imports Most Improved Solo Driver, was presented from 1986-'01. DeBrecht is survived by his wife Edith, son David, daughter Susan, as well as two brothers, three sisters and three grandchildren.

X-LIGHT EVO 4 ERGO

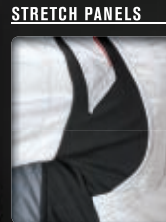
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The X-Light EVO 4 ERGO by Sparco is a revolutionary leap forward in racing suit design and comfort. A unique shoulder entry system designed to eliminate the traditional front zipper, makes this new suit less susceptible to fabric bunching when seated 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.

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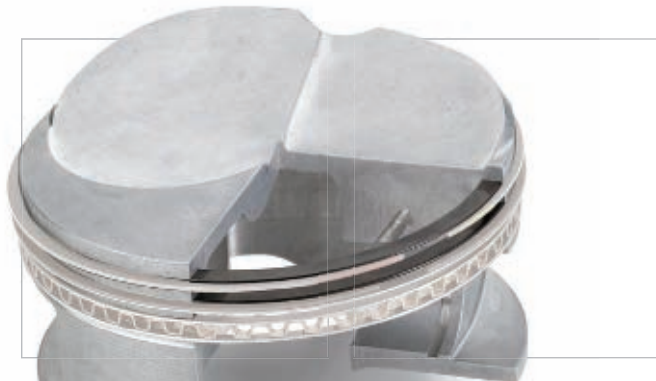
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MEGUIAR'S WATER-FREE CARWASH

Meguiar's makes it possible to wash your car anywhere, thanks to its new Ultimate Wash & Wax Anywhere; you can even wash your car without access to water. Mist the surface of your vehicle and this product lifts away dirt and grime leaving a protective layer of hydrophobic wax behind. meguiars.com



PERFORMANCE FRICTION BMW M3 BRAKES

Performance Friction has added to its line of Carbon Metallic Race and Z-Rated street pads with the 2007 and newer BMW M3 application. The new Carbon Metallic Race Pads improve braking performance, offering more consistent pedal feel, and better modulation control. performancefriction.com

RACE RAMPS MODULAR RAMP SYSTEM

Race Ramps offers its modular Track and Trailer Ramps for transporting and working on cars – it's great for trackside repairs or in the garage. The system features two types of headpieces that are added to the base universal ramps to configure for specific functionality. racerramps.com



STEALTH TRAILERS

Bruce High Performance Transporters introduces its new Stealth Series line of trailers. The Stealth Series offers smooth-sided bodies, free of rivets and fasteners for improved aesthetics and fuel economy. The Stealth Series can be ordered as a tag-style enclosed, goose neck or a 53ft transporter. hightechtrailers.com



INTERCOMP SHOCK DYNAMOMETER

Intercomp's new 3hp high-speed shock dyno packages superior speed with comprehensive analysis software and a laptop PC in a user-friendly, easy-to-use system anyone can use. \$7,995 intercompracing.com



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Pobst Position



Randy Pobst

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

“MY EX-WIFE LINDA HAD A VERY HIGH LOOKS-TO-DRIVING-TALENT RATIO”



Racing Romance

“You’re a racecar driver? Oh, must be women everywhere.” A common misconception of average folks I meet. “Well, maybe at Formula 1 and NASCAR, but have you been to a sports car event?” “Almost all men. Always,” I tell them. The only women there are wives and girlfriends, reading books...with a few special exceptions. I’ve always been so attracted to females who loved cars and, even more, who could drive. And if they trailer their own car? Katy, bar the door, I am in love! In fact, my ex-wife Linda had a very high looks-to-driving-talent ratio, putting on work gloves to save her nails while changing to her sticky tires. What a turn-on.

My earliest sponsor was a girlfriend in college who let me autocross whatever she was driving, and would get frisky to and from every cross-state event we attended. Ahh, memories. I guess the racing really did help a skinny nerd like me get a date.


There was sweet Shirley from Phoenix, the mother of a PR girl on one of my teams. (Shut up, punk, I like

the mothers better!) What a comedian, she cracked me up. Had an old Pontiac that ran on five cylinders. I was so proud the day I fixed that thing in her parking lot with a new MAP sensor. Ran smooth as silk after two years of adding greatly to the area smog. But I lived in Atlanta. I broke her heart, swore I’d never date again long distance, then got home and found an unusual letter in my mailbox.

Mitzy was a brainy and fit librarian I’d met with her fussy part-time boyfriend on pit lane at Daytona. Big blue eyes, barely a hundred pounds, she looked like a drowned rat from the rain early in the race. We all talked cars for a while and I thought nothing of it. Her well-written, clever note pretty much was asking me out. I’m a sucker for a good vocabulary. Oh, no, I thought, no long distance, no. But I did happen to be driving to Florida the very next day to be the “special guest” at an open house party at Alex Job Racing in Orlando. And the Rolex race where I met her was to be on TV that afternoon. And could she find a place where we could watch it, like a sports bar? No bar, but she had SPEED channel at her place. Uh, oh. We had a nice dinner out afterward, but I was determined, no long-distance. Told her so, said goodnight, went to peck her

on the cheek, and she turned and caught me on the lips, the little vixen.

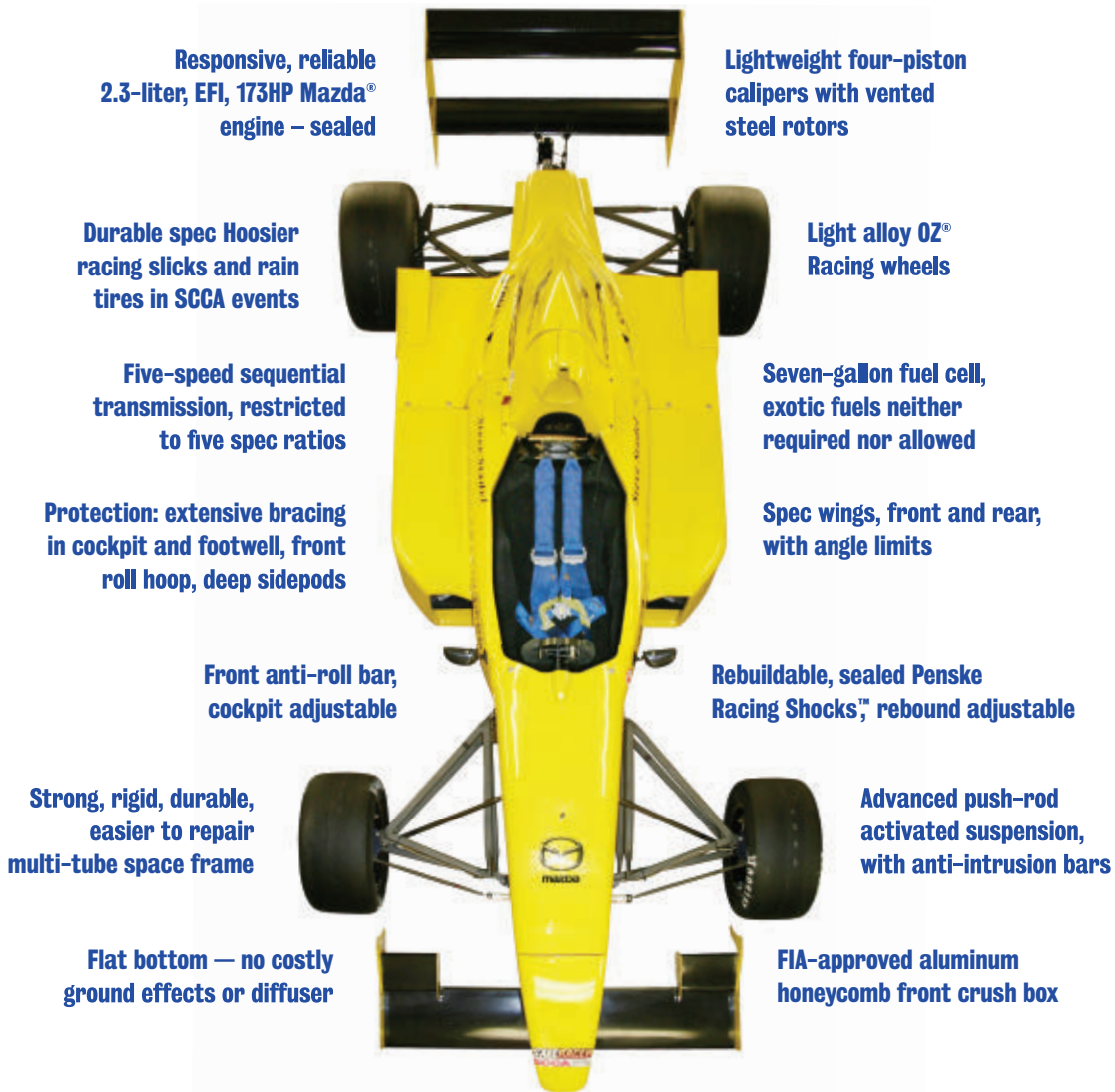
But off I went, no more phone dating! Except that during the evening, she mentioned that she and the iffy boyfriend had gotten an invite to the open house. Uh, oh. It was packed, and I knew everyone, but I kept looking over their shoulders for that little woman I did not want to date. She had her own retro style, and showed up in a bright yellow 1960s-inspired outfit, cute as a button. A quick hello was all I could manage in the swirl of the party.

Alex had arranged a big drawing of door prizes, and I meant to bring a nice Porsche Motorsport sweater, but left it at home. I explained to the crowd I’d send it, joked about digging for a ticket from a pretty girl, then drew a number from the hundreds in the bin, and called it out. Guess who won? As a very attractive woman in yellow made her way to the podium, there was a loud groan from the throng; “Set up, set up, it was rigged!” I was in shock. It was real. I drew Mitzy’s number. What are the odds? God meant it to be. As she reached the front, I shook her hand and said, “I guess I’ll have to deliver the sweater in person.” Another wonderful long-distance relationship. 

(TOP RIGHT) With all the effort it takes to put a car at the front of the grid in SCCA Pro Racing Pirelli World Challenge, it’s amazing that any of the team or drivers have time for a personal life.

KENNETH HAWKING

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HEADLINER

**American Le Mans Series
IZOD IndyCar Series
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American Le Mans Series
IZOD IndyCar Series and ALMS
American Le Mans Series**

Comment

Shiftin' Gears

Raleigh Boreen
SCCA Foundation Board



Raleigh (right) and
Velma Boreen.

COURTESY RALEIGH BOREEN

Formula SAE

Over the last couple of years, the SCCA has made some changes in the operating structure of the SCCA Foundation, but the purpose and focus of the Foundation has stayed the same: historical preservation, Tire Rack Street Survival, Formula SAE and fund raising. The fund raising part is very self explanatory – donations fund the programs the Foundation supports. The programs are not as self evident, as many members of our Club have not been exposed to these three main programs.

In May and June of 2012, one of the programs that the Foundation supports will reach some milestones. In May, Formula SAE will be running its 31st annual International Competition in Michigan and, in June, Formula SAE will be running its first event in Lincoln, Neb. OK, so why are there two FSAE events in different locations a month apart? To understand why there are two events, you need to have a little history. SAE, the Society of Automotive Engineers, created a competition in the 1970s using Briggs and Stratton engines called SAE “Mini Baja.” SAE was looking for a way to have students build and design a car for this new program. In 1976, SAE had the first national competition for Mini Baja hosted by the University of South Carolina. Within days of this first event, students, faculty and SAE officials were thinking about how they could have a competition of faster vehicles using a track-type environment instead of running off road. Mini Indy was now in its formative stages.

Engineering students all over the country started looking at “Mini Indy” as a way to use their creative

juices and as a way to impress future employers. Texas became a hotbed for Mini Indy cars from 1978-’80. The University of Texas in Houston, Austin and Arlington all had teams. Speed and design became the buzz word for Mini Indy, so the cars went away from the Briggs and Stratton engines and were now developing true suspensions. In 1981, SAE had its first national competition and changed the name to Formula SAE, to reflect the many changes to how the cars were to be built and designed. In 1981, the Big Three in Detroit took notice of what the schools were doing and got behind the program. Jim Hall of GM racing fame was the head judge in 1981.

Over the years, many big names in racing and the corporate automotive world have spent time at the Formula SAE completion as judges, as cheerleaders and as overall supporters. The Formula SAE program has grown over the years from very humble beginnings to be a truly international competition. In 1986, the Formula SAE competition was moved to Michigan to be close to its major supporters, Ford, General Motors and Chrysler. In 2005, the competition had grown to such a size, with over 160 colleges from all over the world competing during the four-day competition, that it was decided a second opportunity to compete needed to be considered. In 2006, the limit for competitors for the Michigan competition was set at 140 teams – it sold out in a record 19 minutes! Computers and enthusiastic students are a wonderful thing. The second new event in California, with a limit of 80 teams, sold out within eight days.

These four-day events are broken out with Wednesday/Thursday being used for the “static” events and Friday/Saturday are for the “dynamic” events. The static events are when the students present their cars with their design and marketing ideas to all of the judges, with 32.5-percent of the total points a team can get coming from the static competition. On Friday and Saturday the cars have to perform, doing an acceleration test, a braking test, a skid pad test, an autocross for time and completing a road course of 22 kilometers.

SCCA has had a huge presence with Formula SAE since its beginning. SCCA workers have volunteered to work the dynamic events going back to 1981. Every year since 1986 the Detroit Region of the SCCA has done a great job getting volunteers to work the Formula SAE event in Michigan. In 2012, the “Western U.S. Event” moves to the current site of the Tire Rack Solo National Championships in Lincoln, Neb., with the SCCA Foundation and the Midwest Division serving as the hosts.

Since 1999, the SCCA Foundation has presented the Carroll Smith Mentor Cup to a faculty advisor who has set themselves apart from their peers with their support of the program through many years of outstanding guidance to their students. Dr. Bob Woods with the University of Texas, Arlington was the first recipient. In fact, many of us look at Dr. Bob Woods as the “father of FSAE.” In 2005, and every year since, the Dr. Bob Woods Cup has been given to the top finishing FSAE student at the Solo National Championship in the FSAE class.

Hundreds of volunteers from SCCA will be working both events this year. It takes many people with all kinds of skills to have successful Formula SAE events that help in developing the engineers of tomorrow. Both events are looking for workers. Come join us for a couple of days in Michigan or Nebraska. To volunteer to help with the Michigan event, contact Marcus Merideth at marcus@margravemotorsports.com, the Detroit Region volunteer coordinator. To be a part of the inaugural event in Lincoln, contact the Midwest Division volunteer coordinator, Linda Duncan, at lduncan65@hotmail.com.

I am excited about the two events this year as it will be the 16th year that my wife, Velma, and I have volunteered to work the events. The enthusiasm of the students is infectious. I always walk away from each event with a huge smile on my face after being with the students, their advisors and my friends within the SCCA for several days.

See you in Michigan in May or Nebraska in June! 📍

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Pacesetter

BY ROB KRIDER PHOTOS COURTESY JON OLSCHIEWSKI
AND DAVID COSSEBOOM

Whether local or abroad, Jon Olschewski likes to play in the dirt

RallyCrossers love to play in the dirt, and Jon Olschewski (also known as “Tigger”) isn’t the exception. In fact, he loves playing in the sandbox so much that he makes his living in one of the world’s largest sandboxes. Olschewski is a civilian government contractor working for L3 Vertex Aerospace in a little place on Earth called Shindand, Afghanistan, just 72 miles from the Iranian border. Olschewski spends 12 hours a day, seven days a week, working on battle-damaged Apache helicopters.

“Aircraft out here need a lot of attention,” says Olschewski. “When an Apache comes back from a mission and it has bullet holes in it where bullets ripped through wire bundles with over 150 wires for running weapons, avionics and laser sighting, it’s my job to dig into the loom, and slice and splice all the wires back together properly.”

Olschewski didn’t grow up dreaming of a future making a living sleeping in a tent just a few miles away from combat. Like a lot of people who are serving full time overseas, he joined the Army National Guard Reserve based on the catch phrase “one weekend a month and two weeks a year” – which quickly turned into a 23-month Army tour in Afghanistan. After he finished his commitment with the United States Armed Forces he found a civilian contractor job doing the same tasks he was doing for the Army, only now he gets to grow a beard, wear shorts and make five times as much money.

When he isn’t fixing battle-worn Apache helicopters, Olschewski spends his time shredding dirt in SCCA’s RallyCross competition. Olschewski is one of those guys who will do anything to compete in an event. At one RallyCross, after having mechanical issues with the car he intended to use, he purchased a white 1991 Nissan Sentra SE-R that was sitting at a truck stop for \$300. Just hours later he was sliding the newly purchased beater Nissan sideways

between the pylons. For his unmatched passion for the sport, he earned the Most Dedicated RallyCrosser Award at the 2010 RallyCross National Championships.

Even though he is on the other side of the planet, when Olschewski gets two weeks off every six months (he always schedules his vacation during RallyCross events) he finds a way to Kuwait, boards a plane and flies back to the States to kick up rooster tails and slide sideways through the dirt.

Olschewski talks about what it’s like to love to compete in the dirt and then live in a place surrounded by untamed dirt that you absolutely can’t play in. “Because of the Russian war in Afghanistan which lasted for years, there is a fair amount of old ordinance out there,” he says. “In RallyCross, if you slide out of control and hit a cone it costs you two seconds, in Afghanistan if you slide out of control and hit a mine, it will cost you two legs.”

Due to the dangers, for obvious reasons, Olschewski stays on the roadways while driving around Shindand. “The hardest part about driving on base is the speed limit. They have it set at 35km/h. That’s like 20mph! It’s pretty frustrating putting along a 27-mile perimeter of the base at that low speed.”

Life in Shindand for government contractors isn’t paradise, but it is a paycheck. Home is an air-conditioned tent, filled with anywhere from 10 to 24 guys at one time. Everything you own, bunk, clothes, personal items, etc., has to fit in a five-foot by eight-foot area, which is separated from your neighbor’s space with nothing more than a sheet hanging from a string. There isn’t much privacy. The bathroom and showers are a brisk quarter-mile walk away. The city’s name, Shindand, means “alley of wind.” During the summer, the wind constantly rips day and night through the area between 20 to 60mph. At night, the entire tent shakes and rattles as if it may blow away.

Olschewski earned his nickname

Fast Facts

JON OLSCHIEWSKI

SCCA REGION: Utah

MEMBER SINCE: 2005

LAST BOOK READ: *The Book of Mormon*

FAVORITE ENTERTAINER: Demetri Martin

FAVORITE MOVIE: *Sleepless in Seattle*

FAVORITE TV SHOW: *Top Gear* (BBC Edition)

FAVORITE FOOD: Free Food

FAVORITE NON-SCCA ACTIVITY: Canyoneering

FIRST CAR OWNED: 1986 Pontiac Fiero GT

FAVORITE CAR OWNED:
2003 Nissan Sentra SE-R Spec V

CURRENT DAILY DRIVER:
1994 Nissan Sentra LE 4-door (with SE-R drive train)

FAVORITE RACE DRIVER: Ken Block

MOST INFLUENTIAL PERSON IN MY LIFE:
Father, Jared L. Olschewski

“MY JOB IS TO DIG
INTO THE LOOMS,
AND SLICE AND SPLICE
ALL THE WIRES” Jon Olschewski



“Tigger” after donning a full size Winnie the Pooh character Tigger costume while he snowboarded, serviced helicopters and bungee jumped. At SCCA's first RallyCross National Championship, he wore his Tigger outfit when he went through tech. The nickname stuck, and now he RallyCroses an orange and black 1991 Isuzu Impulse RS that matches his costume.

Besides receiving the Most Dedicated RallyCROSSer Award, in 2009 Olschewski earned the Hard Luck Award at the RallyCross National Championships. Olschewski has been to every single RallyCross National Championship to date, and has a heartbreaking story for almost every year. His rookie year he came in second place in Rally Modified Two-Wheel Drive (second out of two cars, which means he also came in last place). The second year at Nebraska, the course rutted up so badly he nearly put his Nissan Sentra SE-R Spec V onto its roof. Year three, electrical gremlins from left-foot braking confused the ECU and threw his car into perpetual limp mode. Year four, his roommate over-revved the engine right before the event and the car wouldn't run right. Year five, a 1991 Nissan SE-R project car didn't get completed in time, so he bought the aforementioned \$300 car from a truck

stop, which lost its exhaust during the first run, then split the transaxle case during the second run – luckily, someone offered up a spare car for him to drive. Year six, his orange and black “Tigger mobile” Isuzu lost a wheel (after buying a bag of lug nuts from AutoZone which somehow had a mixture of standard and metric lugs) leaving him stuck on course.

His unfortunate comedy of National Championship efforts would send most competitors searching for a new hobby. Most people would go from RallyCrossing to stamp collecting. But not Olschewski – he is dedicated to the sport. He travels insane distances to make it to any event (flying from Kuwait, then towing from Utah to Oklahoma). He has rally tires shipped to different parts of the United States to throw them on a borrowed car just to compete in a local event. He still dedicates his limited vacation time to competing at the RallyCross National Championship.

When he was a starving college student, his car had a decal on the door that said, “Sponsored by my Visa card and student loans.” Nothing will keep him from running in a RallyCross. There is no question he will be at this year's RallyCross National Championship. The only question is what strange thing will happen this time to his car at the championship. 🍅



(ABOVE) This might be why Jon Olschewski's nickname is “Tigger.” In Afghanistan (RIGHT), Olschewski keeps Apache helicopters in the air by repairing any damage to the wiring (BOTTOM LEFT). (BELOW) Olschewski has yet to miss a RallyCross National Championship.



Inside Track

BY JAMES KEARNEY PHOTO PHILIP ROYLE

Atlanta Region's Diane Eckert – Southeast Division's Registrar Worker of the Year

Diane Eckert first got involved with registration in 2008 when she retired from her position as assistant regional director of the Securities and Exchange Commission. But even she found the job with the SCCA a bit daunting initially. “When they were first training me to work in registration I wasn’t sure I could do it. There seemed to be a lot to do and not much time to do it.” But like everything, as she learned the ropes things got better. “After a while it went smoothly. You need to be a detail-oriented person. You check their paperwork and pay particular attention to see that their membership and license is current. There are times when the lines are long and we feel pressure, but we aim to avoid long waits whenever possible. MotorsportReg.com has been an incredible step in the right direction. We look forward to the future when everyone can bring their laptops to register.”

As a crew person for her husband Jim, she used to be on the other side of the counter. When she first began to volunteer she tried her hand at Timing & Scoring but she had trouble reading the numbers. She has found a home in registration and happily touts its praises. “At registration you stay warmer when it’s cold and cooler when it’s hot,” she chuckles. “That can really make a difference at Road Atlanta in November.”

When working registration it helps to be an early bird, but Diane confesses that she really is not one herself. “At the [National Championship Runoffs] we opened at 6:30 a.m., so I got up at 5 a.m.” During the regular season they are in by 7 a.m. But the busiest time is often in the evening before an event, and she may sometimes stay as late as 8:30 p.m. before heading back to the motel. “Especially if you are the chief, there is a lot more to do than sign people in.” There needs to be coordination with Timing & Scoring. Did everyone who went out on track register? Did



“THERE SEEMED TO BE A LOT TO DO AND NOT MUCH TIME TO DO IT” Diane Eckert

Diane Eckert has only been involved with the registration side of the Club since 2008, but in that time, she has made an impact. At the 2011 National Championship Runoffs, her accomplishments were recognized when she received the BFGoodrich Tires Southeast Division Worker of the Year Award.

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everyone who registered make it to the event and actually go out on track? Reports need to be filed at the conclusion of the race.

A lot of work takes place well in advance of any race weekend. One of the things they do is review the entry list and check to see if someone’s license is about to expire. They will notify drivers so they can attend to the issue. Still, there is always going to be somebody who requires special attention. “If someone shows up without valid paperwork you do what you can do to try to help them out. We call the National Office, which makes a point of being open on Saturday morning – and that is a big help. On occasion we have even helped a driver connect with a doctor at the track for a physical and fax it to National.”

Diane says she and her coworkers have a lot of fun, especially when things slow down. And they had a little fun with her at the end of last year. It was her first visit to the Runoffs. She and her husband were accompanied by her two brothers and their wives. But none of them knew that Divisional Administrator Betsy Speed had successfully nominated Diane for a BFGoodrich Tires Worker of the Year Award. “When I heard them say that the person worked registration and was from the Southeast Division, I wondered who that could be. When I heard my name, I couldn’t believe it. I was shaking. It was quite an experience.”

Could she sleep that night? “You better believe it. I was exhausted. And I knew I had to get up at 5 a.m!”

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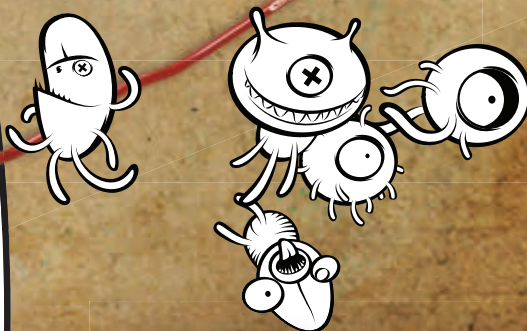
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First Gear

BY R.A. McCORMACK PHOTO COURTESY THE POLAND FAMILY

Adam Poland has a knack for reaching his goals

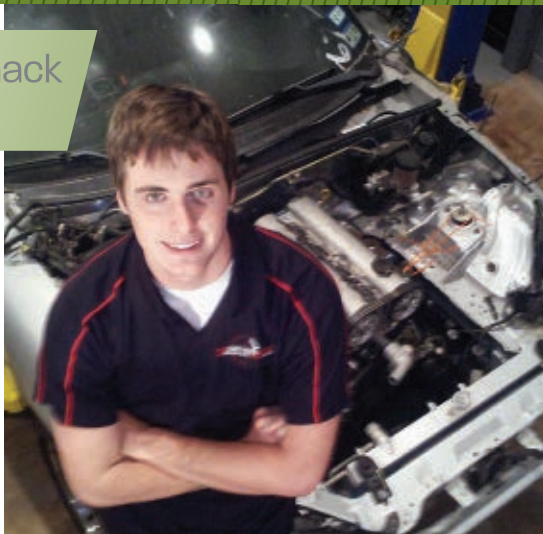
Adam Poland and his family are not exactly what you would call a racing dynasty. “Three years ago I would have never dreamed I would be racing in SCCA,” says this outgoing 21-year-old business major in the Texas A&M online program, who is from small-town Mt. Vernon, Texas, about 100 miles east of Dallas.

Nor would he have dreamed that last year, his first full season of SCCA competition, he would achieve the goals his family set out for him in the hyper-competitive Spec Miata Club Racing class, namely to have 10 top-10 finishes, get invited to the National Championship Runoffs and get a mention in *SportsCar*.

That mention would be because, at those Runoffs, he qualified 20th out of a field of 34, but then proceeded to finish 10th in the race. Way more than respectable for someone making his first start at Road America in a newly acquired 1999 Miata he had never driven before, although he gives full props to legendary Mazda-guru Luis Riviera (RPM Motorsports in Houston), who prepped the car, which was formerly owned and driven by his son, Tony, who now competes in SCCA Pro Racing’s Pirelli World Challenge.

It’s important to emphasize that Adam’s family set the above goals. But that was only the beginning. “To ensure these goals were achieved,” he explains, “my family had weekly meetings to discuss upcoming races, [determine] the race preparations needed and analyze the competition. There were agendas, spreadsheets and action items for each meeting. Each family member was assigned action items that we would then bring back to the next meeting for follow-up. We worked this way the entire year and the payoff was meeting all the goals.”

This preparation worthy of a NASCAR operation can be laid directly at the feet of one person in the Poland family: mom. Turns out that while Kathy Poland had zero experience racing, she has 20 years with Jordan Health Services where, as the vice president of human resources,



“I JUST DIDN’T FEEL I’D HAD ENOUGH EXPERIENCE” Adam Poland

Adam Poland has discovered that with the right team behind you, anything in racing is possible. For being this month’s First Gear member of the month, Adam will receive a \$200 gift certificate to SafeRacer.

she is responsible for the goal setting and coordination that goes into managing 14,000 employees.

“Our family race meetings started out of pure necessity,” explains Kathy. At the meetings with Kathy and her husband, Tim, were Adam and his 15-year-old sister, Leah. “We were all new to racing,” says Kathy, “and we quickly learned that it takes lots to get a car to the track. The first few races we forgot tools and parts. We found ourselves borrowing and buying things we already had. Those first few meetings were more of a list of ‘to-dos’ to get us prepared for the next race.”

“In April 2011,” says Kathy, “our family set the goal to get an invite to the Runoffs.” But she admits the Runoffs were a bit of a mystery. “At this time, Adam had no points,” she says. “We first had to understand the point requirements, race requirements and [learn] the competition for each race by checking who was registered and how they performed in the past. We had to learn where to find the data on previous races and previous Runoffs. We pulled the data into Excel, [then] ran an analysis before each race of who the competition was, how they performed before and what Adam needed to do to ultimately get the required sacred Runoff points.”

It was only in his last race just

weeks before the Runoffs that Adam garnered enough of those points. Everybody was set to make the trek to Wisconsin in the family’s recently acquired RV (a thoroughly abused, 44-foot-long 1991 Chevy Kodiak) when Adam suddenly got cold feet. “The highest I’d finished all year was fourth place,” says Adam. “I just didn’t feel I’d had enough experience.”

Fortunately, Luis Riviera gave Adam a call. “He told me if I waited until next year it would still be my first experience at the Runoffs,” says Adam, “so I might just as well go now.”

Wisely (what else?), the family got there early enough to participate in the practice sessions, with both Luis and Tony on hand to pass along pointers, especially the observation that Adam should slow his hands down in the cockpit to speed up the car. Seconds began to disappear off lap times.

“Adam is a great kid with tons of natural ability,” enthuses Luis, “just not much experience. But he is definitely a quick learner!”

Adam fully admits racing has brought real focus to his life. “I don’t know where I would be without it. It has brought my family closer together and I have found some wonderful relationships, such as with Luis, Tony and Bonny Riviera.”

It started in 2008, when Adam heard from his friend Trevor Zimmermann about The Drivers Edge, a high-performance driving experience. Handily, Trevor’s mother was married to Rick Schwalenberg, owner of Drivers Edge. It was Rick who provided the evaluations and guidance – read reality checks on his racing ambitions – which led Adam to sign up for the SCCA Driver’s School at Texas World Speedway in July 2010.

Today, Adam’s life revolves around setting goals “and systematically working toward them.” He hopes to graduate from Texas A&M next year, is earning racing expense money with a part-time job and now has his own Website (www.eastexmotorsports.com) where you can keep up with his adventures and learn more about the latest racing plans. “Getting to your goals is a lot closer than you think,” he says firmly. “My dreams are not that far out of reach.”

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Every SCCA National Convention has a theme.

For the last couple of years, the phrase “Make it easy, make it fun,” has been the calling card of the convention and the Club. This year, the SCCA National Office replaced that phrase with one very powerful, often scary, word: change.

If you’ve been paying attention in the last couple of months, you’ve noticed a number of changes within the Club. From the introduction of Solo’s Road Tire category in the Tire Rack Solo National Tour to the Majors and Invitational series in Club Racing to the division of the Modified classes

in RallyCross, the Club is changing. And more changes are coming.

Fear not, change is not always bad – great things never happen without change. That’s not to say the Majors program or the Road Tire classes are the solutions to the Club’s participation and membership growth problems. Much like the concept of the “Rational” a couple of years ago, sometimes the Club needs to think outside the box.

While the examples of the Road Tire Solo classes and the Majors Club races are aimed at getting existing members competing again, the SCCA revealed at the convention that it is tackling the

problem of membership growth by hiring Trozzolo Communications Group, a marketing firm, to evaluate the Club and help us find a new way to attract more members.

Another change at this year’s National Convention was the Tire Rack Street Survival Summit, which followed the convention on Sunday, March 4. The summit was a day-long gathering where representatives from the SCCA, BMW Club, Porsche Club and others hosted informative and training sessions, which anyone could attend, educating those in attendance about the teen driving school, how to market the school and how to

A YEAR OF CHANGE

WORDS AND PHOTOS BY **SPORTSCAR STAFF**



effectively communicate with the teenagers who attend the schools. To find out more about the Street Survival program and how your region can host a school, head to www.streetsurvival.org.

ANNUAL MEETING

It is tradition that the SCCA National Convention kicks off with the Annual Meeting, where the membership listens to presentations from SCCA Inc., SCCA Pro Racing, SCCA Enterprises and SCCA Foundation to learn the financial situation of those entities, and hear their plans for the coming year.

Since a complete independent

financial report will be printed in *SportsCar* later this year, there is little use in covering the nickels and dimes. However, there is one very important number: \$55,000. That is the consolidated net income for the Club for 2011 as reported by Richard Ehret, the Club's Vice President of Finance. Of note is that the Club has also hit a new benchmark of \$3 million in reserves, up \$2 million from seven years ago.

SCCA's President and CEO Jeff Dahnert reported that membership numbers are down by 3.4 percent over 2010, making the current count 40,338 members. While this may

sound bad compared to SCCA's peak numbers, in 2009 the Club saw a 10-percent decrease, and in 2010 that number dropped to 4 percent. The membership decline is slowing, and the hope is the new measures being put in place in 2012 will turn this trend around.

In Club Racing, participation was down across the board. National entries were down 4 percent to roughly 9,000 entries and Regional was down by 1 percent to 20,000 entries. The scary number, however, was that the Driver's School student count was down 19 percent over 2010. To battle that, which can ultimately lead to an even greater drop in Club Racing participation, the Club has instated new paths to a competition license through mentoring and the Time Trials

2012 SCCA National Convention March 1-3, 2012 Las Vegas, Nev.



(FAR LEFT) Raleigh Boreen emceed this year's National Convention and Hall of Fame induction banquet. (ABOVE LEFT and LEFT) Vegas-style entertainment kicked off the National Convention. (ABOVE) Many of the 50 seminars at the convention were standing room only, like this one covering the Club Racing Majors pilot program.

program. (Incidentally, the Time Trials program is flying high with a 15-percent increase in participation over 2010.)

Dahnert reported that Solo participation is still soaring high, but saw a 6.6-percent decrease to 70,000 participants but, at the same time, saw a healthy number of Solo National Tour entries. To draw new participants, the Solo Events Board has created three new classes and made a place for hybrid and electric vehicles to compete.

RoadRally is seeing a 9.5-percent drop in participation, while RallyCross is only down 1.5 percent in participation over the previous year.

Much like with the rest of the Club – and the world – SCCA Pro Racing's year was good, but could have been better. According to the President and CEO of SCCA Pro Racing, Tom Campbell, SCCA Pro ended 2011 slightly in the red, but it still made all of its loan payments to SCCA Inc. and borrowed no more money. For 2012, SCCA Pro will be involved in eight series, including Pirelli World Challenge, Trans-Am, Playboy Mazda MX-5 Cup, Formula 1000 Championship Series, Dodge Viper Cup, F1600 Formula F Championships Series, F2000 Championships Series and Atlantic Championships Series.

SCCA Enterprises President and CEO Erik Skirmants reported that Enterprises ended the year in the black, managing nearly a \$15,000 profit. Like Pro, Enterprises also continued to pay down its debt to SCCA Inc. In 2011, SCCA Enterprises and SCCA Pro teamed together to host the Pro SRF and Pro FE series, but those series are no longer on the roster. This is because of multiple factors, one being sponsorship support and the other that the concept of the two series was to increase Club Racing participation, which it proved not to do. Consequently, the two series were sidelined.

SCCA Foundation is the non-profit arm of the Club, with its main interests being historical preservation of the Club, along with supporting the Formula SAE program and the Tire Rack Street Survival teen driving education program. Bev Heilicher reported that the Foundation is doing well financially, with some \$65,000 in the bank, which the Foundation is planning to grow while investing in its programs.



(LEFT) Brianne Corn was presented with the Solo Driver of the Year Award. (RIGHT) Lee Alexander received the Kimberly Cup for most improved Club racer. Both of which were presented by SCCA President and CEO Jeff Dahnert.



(LEFT) Eric Heinrich received the Jim Fitzgerald Club Racing Rookie of the Year award. (RIGHT) Bob Smith was presented with the Time Trial Participant of the Year Award.



(LEFT) Dr. Jim Butler was the recipient of the Geroe Snively Award for his contributions to safety in motorsports. (RIGHT) The Dave Morrell Award for excellence in stewarding went to Steve Harris.



At the Board of Directors Town Hall, Roger Brown (left) took advantage of the open forum by asking Board Chairman Jerry Wannarka a few questions.

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KICKOFF!

Following the Annual Meeting was the Convention Kickoff. At the Kickoff, SCCA President and CEO Dahnert addresses the membership, covering plans or problems the Club may be up against. But, with the convention being in Las Vegas, a magician took the stage first.

Self-billed as the world's best magician in his price range, Les McKinney, complete with Vegas-style showgirls, performed a number of impressive acts, ultimately ending with the magical appearance of Dahnert on stage.

From there, Dahnert presented the theme for the National Convention, and 2012: change. Dahnert quoted Theodore Roosevelt, stating, "The best thing you can do is the right thing; the next best thing you can do is the wrong thing; the worst thing you can do is nothing."

As such, 2012 is a year of change, with the hope that most, if not all, of the ideas are a success. Dahnert listed 12 key changes that started in late 2011 and will continue into this year: Club Racing's Majors program, a new marketing initiative, a re-organization in the Solo and Rally department, shopping for different insurance options, *SportsCar* magazine changes and a different National Championship Runoffs format (see *Late Breaking* on pg. 16 for more information on that). It was also noted that due to the SCCA's involvement with ACCUS (the Automobile Competition Committee of the United States), the Club would be heavily involved in Formula 1 in Austin, Texas.

Dahnert also took a moment to tell the membership that change, while good, is also not cheap. Efforts to get more members competing again, and to attract new members, would require the Club to not make as much money in 2012 as it has in the past. Consequently, he forewarned that the SCCA is projecting a \$35,000 profit for 2012, but thanks to the largest reserves the Club has ever had, we could afford a relatively flat year to build a bright future.

The Kickoff ended with another quote, but this time from 2006 SCCA Hall of Fame inductee Denise McCluggage: "Change is the only constant. Hanging on is the only sin."

And with that, the showgirls returned to the stage.



(TOP) The RRDC's Mark Donohue Award went to Kevin Fandozzi. (TOP RIGHT) Jerry Doctor (left) was presented the Dirty Cup by SCCA's Howard Duncan. (LEFT) Arnie Coleman (right) received the Member of Excellence Award from Jerry Wannarka. (RIGHT) Elivan Goulart accepted the Presidents Cup.



The Solo Town Hall was packed, as the membership posed questions to the SEB and SCCA staff.

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SESSIONS

This year's National Convention saw 50 individual sessions, two awards luncheons, one welcome reception, an ice cream social and a magician. It also included more information than most can retain.

On almost everyone's list to attend at the National Convention are the various Town Halls. The Board of Directors Town Hall is traditionally a fun one. This offers a venue for any Club member to pose questions directly to the Board, and receive an answer either from the Board Chairman Jerry Wannarka, one of the Club's other Board members or the National Staff – or anyone else in the room who is qualified to answer the question.

If you've attended the National Convention for any amount of time, you'll know the BoD Town Halls can get quite wild. But while nearly all of the convention's 444 attendees showed up, this year's BoD Town Hall was surprisingly civil. All concerns were voiced respectfully, and – possibly because of all the changes Dahnert had previously announced – the membership recognized that many of their concerns were being addressed this year.

The 50 seminars that took place over the three days of the convention covered everything from Club Racing, Solo, RallyCross, RoadRally and Time Trials Town Halls to seminars on social media, the Club Racing Majors program, risk management, customer satisfaction, emergency services and beyond.

(TOP LEFT) SCCA Vice President of Rally/Solo and Special Programs Howard Duncan presented the Solo Cup to Jeff Jacobs (left). (TOP RIGHT) Dick Templeton accepted the coveted Woolf Barnato Award, the Club's highest honor, while many of the award's past recipients looked on.

AWARDS

GENERAL

WOOLF BARNATO AWARD (longtime organization contributions): Dick Templeton

MEMBER OF EXCELLENCE (Club-wide contributions for 2011): Arnie Coleman

PRESIDENTS CUP (top Club Racing Runoffs performance): Elivan Goulart

JOHN MCGILL AWARD (top Club Racing contribution): Con Peplowski

SOLO CUP (top Solo Contribution): Jeff Jacobs

TOM MCKEAN AWARD (outstanding act of sportsmanship involving self sacrifice): Lewis Cooper III

HALL OF FAME: Charlie Earwood, Jim Hall, Gene Henderson, Dr. Peter Talbot, Bryan Webb

CLUB RACING

JIM FITZGERALD AWARD (top National racing rookie): Eric Heinrich

KIMBERLY CUP (most improved): Lee Alexander

GEORGE SNIVELY AWARD (outstanding contributions to safety in motorsports): Dr. Jim Butler

ROAD RACING DRIVERS CLUB MARK DONOHUE AWARD: Kevin Fandozzi

DAVE MORRELL AWARD (excellence in Stewarding): Steve Harris

MECHANIC OF THE YEAR: David Steele

TIME TRIAL

EVENT OF THE YEAR: The Tail of the Dragon Hillclimb, Central Carolinas Region

RICH SHAGER PARTICIPANT OF THE YEAR: Bob Smith

SOLO

DRIVER OF EMINENCE: Mike Johnson

JOHNSON SPIRIT OF THE SPORT: Atlanta Brotherhood

DRIVER OF THE YEAR: Brianne Corn

ROOKIE OF THE YEAR: Jonathan Lugod

PROSOLO JCJ CUP: Matt McCabe

DIVISIONAL OF THE YEAR: Cal Club Region

SOLO REGION CUP: Cal Club Region (Jumbo); Northwest Region (large); Nebraska Region (medium); Lone Star Region (small)

ROADRALLY

ARTHUR GERVAIS AWARD (National Course rally of the year): Badger Trails, Land O' Lakes Region

NATIONAL TOUR RALLY OF THE YEAR: Steel Cities Region

MANUFACTURER OF THE YEAR: Subaru

DIVISIONAL ACHIEVEMENT AWARD: Northeast Division

REGIONAL ACHIEVEMENT AWARD: Detroit Region

RALLYCROSS

DIRTY CUP: Jerry Doctor

DIVISIONAL ACHIEVEMENT AWARD: Midwest Division

REGIONAL ACHIEVEMENT AWARD: New England Region

LEADERSHIP AND REGIONAL ACHIEVEMENT

TOM BURKE AWARD FOR

REGIONAL GROWTH

Small Regions: River Cities Region

Medium Regions: Cincinnati Region

Large Regions: Philadelphia Region

Jumbo Regions: Florida Region

REGION ACHIEVEMENT

Small Regions: Arizona Border Region

Medium Regions:

Continental Divide Region

Large Regions: Land O' Lakes Region

Jumbo Regions: Detroit Region

REGION OF THE YEAR

Cincinnati Region, David Santel RE

HONORABLE MENTION

Philadelphia Region, Jeff Jacobs RE

River Cities Region, Roger Brown RE



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And, as it turned out, many of these seminars were standing room only.

Between seminars, the membership could browse through the exhibit hall, where Awards Unlimited, Mobil 1, C.W. Byer Graphic Design & Illustration, MotorsportReg.com, OS Giken, Solo Performance Specialties/SCCA Gear, Prize Possessions and Tire Rack Street Survival were on hand to answer any questions the membership had.

HALL OF FAME BANQUET

The final seminar wrapped at 4:30 p.m. on Saturday afternoon, giving attendees just enough time to don their finest attire and head to the annual Awards and Hall of Fame Banquet.


This year's National Convention emcee Raleigh Boreen kicked off the banquet with the introduction of the awards, which included the presentation of the Solo Cup, Solo Driver of Eminence, RallyCross Dirty Cup, John McGill Award, the Presidents Cup and the Member of Excellence Award. That was followed by the induction of Charlie Earwood, Jim Hall, Gene Henderson, Dr. Peter Talbot and Bryan Webb into the SCCA Hall of Fame. The final award of the convention was the presentation of the Woolf Barnato Trophy, which is SCCA's highest honor, going to a member who has made the most outstanding long-term contribution to the Club. This year's recipient was Dick Templeton.

WHAT'S NEXT?

With the National Convention coming to an end, Dahnert took to the stage once more to thank all attendees. He also noted that the date and location for the 2013 SCCA National Convention is already set: Feb. 28-March 2, 2013, once again at the South Point Hotel, Casino & Spa in Las Vegas.

With all the proposed changes at this year's convention, 2012 will prove to be an interesting year. But right now, as Dahnert noted during the convention, in order for the Club to know whether the changes work, the membership needs to give them a chance. "2012 is going to be a number of things," Dahnert said. "It's going to be busy. It's going to be stressful at times, so let's remember what everyone is going through. It's

going to be rewarding. It's going to be a great year."

It is likely that some of the changes will work, while others will either need to be revisited or be killed completely. But no matter what happens, you can guarantee we'll all hear about it at the 2013 National Convention. 

SCCA HALL OF FAME

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 SCCA. Nominations were submitted to and reviewed by the Hall of Fame Nomination and Selection Committees. The 2012 class consists of Charlie Earwood, Jim Hall, Gene Henderson, Dr. Peter Talbot and Bryan Webb.

Charlie Earwood, an SCCA member since 1960, started racing Porsches in E and F Production before turning his attention to where he made his name in the sport – officiating. A respected Chief Steward for many years, including the Runoffs at Road Atlanta, Earwood also served the SCCA as an official at the 12 Hours of Sebring, 24 Hours of Daytona, the Trans-Am Series, Playboy Endurance Series, Spec Racer Ford, and many more, as well as other sanctioning bodies. Earwood is also a former General Manager at Sebring International Raceway, where he was tasked with designing the current course allowing the track and the general aviation airport to run simultaneously, opening Sebring for year-round events.

Jim Hall is best known as a leading innovator in racecar design and generally credited for being the first to use aerodynamics and ground effects to an advantage on racecars. Hall was also a founding and charter member of the West Texas Region SCCA in the 1950s. After founding Chaparral Cars, he also built Rattlesnake Raceway for testing purposes, and made the track available to the region for

Jim Hall was one of five who were inducted into the SCCA Hall of Fame at the National Convention.

SCCA races. Hall was a driver in Formula 1, Can-Am, Trans-Am and more during his driving days and won the Indianapolis 500 as a team owner in 1978 and 1980. Hall, the 1965 President's Cup winner, is still available to the region for support and recruitment.

Gene Henderson is best known by those in the rally community, having successful careers in both the former SCCA ProRally and the current Road Rally. Henderson began as a road racer, participating in rally events during the winter months. He won the 1963 Press On Regardless Pro Rally, the 1968 TransCanada Rally, and the 1972 FIA World Championship Press On Regardless Rally in a Jeep Wagoneer, the first American Car to win an FIA event. Gene later helped organize the Press On Regardless Road Rally, and was inducted into the Michigan Motorsports Hall of Fame in 1989. Henderson passed away in April 2005 at the age of 79.

Dr. Peter Talbot was active for many years as a Club Racer, but his real contribution to the sport came as the inventor and innovator of the tire wall safety system. An SCCA member from 1955-'94, Talbot's tire wall safety system was first used at Laguna Seca in the late 1960s and early '70s to make up for a lack of runoff as a replacement for the required CSI (a forerunner to the modern FIA) catch fencing. Successful there, the Long Beach Grand Prix used the tire wall system from the inaugural running of the race in 1975. The current tire wall systems are virtually unchanged from Dr. Talbot's original design. A recipient of the 1974 SCCA Val Scroggie Award, presented to an SCCA race physician who has made the greatest contribution to racing during the preceding year, and the 1985 George Snively Award for outstanding contributions to safety in motorsports, Dr. Talbot passed away in 1999.

Bryan Webb served as an SCCA member for more than 30 years in multiple capacities, leading the Southeast Division as an elected member of the SCCA Board of Directors, serving as Regional Executive in the Florida Region on two different occasions, and participating as a Steward and Club Racing driver. As National Administrator of the Stewards program, Webb was largely responsible for the content of the current Stewards Manual. Webb has previously been given the 1988 Woolf Barnato Award, presented to the member who has made the most outstanding long-term contribution, and the 1991 Dave Morrell Award for the Chief Steward who has exhibited outstanding performance and dedication to the sport and the highest principles. The Southeast Division annual awards the Bryan Webb Award to the Southeast Division Steward who has consistently shown the standards of service, dedication and fairness as exemplified by Bryan during his many years as an active SCCA member. Webb passed away in 2004.



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A STICKY ISSUE

Is the latest crop of radial racing slicks right for your Production-class or small-bore GT racecar?

BY JASON ISLEY

The radial race tire is nothing new. Even cars that only turn left and use a carburetor discovered the technology in 1989. Despite that, many SCCA Club Racing cars still thrive on the trusty old bias ply race tire.

The bias ply race tire, particularly the cantilever version, has served the Production and small-bore GT Club Racing classes well for decades. But more recently, many are looking to the radial tire as the future of these classes. To learn more, we contacted some of the men behind the tires, Tim Gilvin of Hoosier Racing Tires and Chris Mileti of Goodyear, as well as some of the early adopters of the technology, to see how the radial slicks perform and, more importantly, what you need to change on your car to make the tires work.

Hoosier first became interested in radial slick tires for the production-based classes because of the Porsche GT-3 Cup cars competing in the SCCA's GT-2 class. "We wanted to get up there and compete in open competition with Michelin," says Gilvin. The technology used for this program later trickled down to the smaller size tires in Hoosier's lineup.

Bias ply cantilever tires offer a lightweight, compact package that enable a wide tire to be put on a narrow rim – this was seen as particularly useful in classes where wheel width is limited. The belt package in the bias ply tire is typically laid in a 30- to 60-degree angle from the bead of the tire, with the plies interwoven. In the modern bias ply race tire, these plies are typically fiberglass or Kevlar, making the tire very light. The downside is a higher rolling resistance and the potential for the tire to deform under load.

"Bias tires have a less rigid belt package, so the tread will tend to deform more as it passes through the footprint," says Mileti. "However, this actually allows a bias tire to generate more longitudinal grip or better envelop irregularities in the racing surface."

The Goodyear cantilever bias ply slick has been the workhorse of the Production and GT classes for years. It's easily recognizable by the rounded sidewall.

Conversely, the radial slick tire tends to be taller and narrower due to its construction, and can be heavier than an equivalent size bias tire. "The radial tire is a heavier construction, but there are more benefits and paybacks for the production car classes," says Gilvin. "The rolling resistance is much lower, and the new construction and compound is a higher grip so even though it is bit smaller of a tire you can still have the traction you need."

Radial tires utilize plies that are laid up 90 degrees to the bead of the tire. Additional belts may be added for reinforcement running in the direction of the tread. In the case of the Hoosier radial slick, steel belts have been added to help with durability and to reduce rolling resistance.

CAR SETUP

Preparing a car for the move from bias ply to radial slicks is actually not as daunting as one might think. Assuming you are happy with your existing setup, adjusting your camber and tire pressures is enough to get you started testing. "As a baseline, a camber change is the way to go," says Gilvin.

While most bias ply cantilever racing slicks happily operate with around a half degree of negative camber, the radial slick requires a much more aggressive setting. Gilvin recommends a starting point of 2.5 to 3 degrees of negative camber on both ends of the car with a radial slick, although drivetrain layout, suspension design and weight will have an impact on where you ultimately end up.

Tire pressures are not far off from what you might have been used to. "A couple of pounds higher than you would have run in a bias ply," says Gilvin.

Once you have some laps under your belt, you may want to look at other small changes. "Some people have to run a bit stiffer springs," says Gilvin. "A 10-percent increase in spring rate is also a good direction to go as you adjust to the tire." Any suspension changes will likely be determined in large part to your car's layout.

In 2010, Kevin Ruck won the F Production National Championship with radial slicks on his Acura Integra – he was also one of the earliest converts to the radial tires. "From the first time we bolted on the radial the front was just magical,"

says Ruck. "I could turn down to any apex I wanted to hit, I could dial in throttle whenever I wanted, but the rear was too loose and unpredictable.

"Through the 2010 season, we were testing that radial. I went down on spring rates and swaybar in the rear of the car. My car was working pretty good on the bias ply, when I put the radials on, it got amazingly good at Mid-Ohio, but downright terrifying at Road America. With prolonged high-speed turns, the rear end was all over the place. It seems like most of the [front-wheel-drive] cars had to soften up the rear of their cars. But for guys who have been fighting tight cars, the radial has been night and day"

For a rear-wheel-drive car, the setup is a little different. "The turn-in is not as crisp on the radial," says Jesse Prather, three-time Runoffs Production-class champion. "Because the sidewall is slightly softer, you have to compensate for that with a little bit more spring. The bias tire has a really stiff spring rate built into the sidewall, so with the softer radial you have to stiffen up your effective rate to get back where you were."

Beyond changes to the chassis, you will need to make some changes to the driver. "You have to adapt to the tires," says Ruck. "It's a different car setup and a different driving style." Due to the differences in construction, the tires drive differently – the bias ply offers a bit more usable slip angle, so switching to the radial can require relearning the car. "The bias tire operates at bigger slip angles and rolls over farther," Gilvin explains. "The radials don't roll over as far, so the quicker you can adjust your mental driving capability to that different language, the quicker you will be on them."

PERFORMANCE

So the big question is, where is the advantage in switching to the radial? Interestingly, both Ruck and Prather shared that they did not think the radial tire was actually capable of turning a quicker single lap than their trusty bias ply tires. However, over the course of a race, they thought a radial-shod car would have the upper hand.

"I am not sure I can tell you my car will run an absolutely faster lap time now," says Ruck of his radial tire

The Hoosier radial slick first tasted Production category success with Kevin Ruck's 2010 FP National Championship. Its slimmer shape more closely resembles the tires you might find on your passenger car.



setup. “When I was honed in with the bias tire I could pull off a flyer, but the difference is with the radial it’s easier to do it, and I’m going to be doing it for a whole lot longer. When I found myself getting into a really tough, close race, where I was trying to get as much speed out of the car as I could and I was not concentrating on saving the tires, I would get halfway through a race and start to hemorrhage speed. Now where we are with the radials is once the tires are up to temp it’s great up to the checkered flag. Half the time I could run my fastest lap at the end of the race.”

“The radial tire is better in the long run,” agrees Prather. “I don’t think there is a big difference in overall speed, but over the length of a race the radial will end up being faster. Consistency is key in this game – it doesn’t matter to me if you pull away 10-feet on lap two, because on lap 15 I’m not even going to be able to see you in my rear view mirror.”

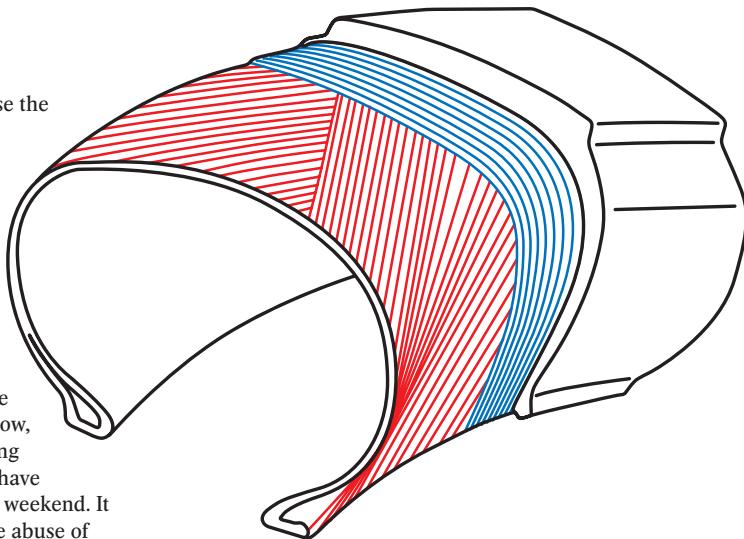
Drivability and consistency is where the radial seems to really hit its stride. “The tire is very forgiving on the edge,” says Prather. “You can go lap after lap abusing the tire pretty badly and it just hangs in there.”

Perhaps in the world of Club Racing nothing is more abusive on tires than a front-wheel-drive car. Often, drivers

of these cars have to choose the hardest compound tire available to keep the car balanced throughout a race – but apparently the radial has licked that problem.

“Memorial Day 2010 I ran a Double National and used up six brand-new bias tires that were junk by the end of the three days,” says Ruck. “Now, with the radials, it’s amazing how long they last – I still have usable tires at the end of a weekend. It really puts up well with the abuse of the front-wheel drive. The biggest thing we found was consistency, right at turn-in I could mash the throttle and hold an angle with the steering wheel and have it pull right through the corner. With the bias tire, the steering wheel would have really tried to fight me if I loaded that much steering angle and give throttle input at the same time.”

Even though the radial is proving very durable, Prather cautioned to treat it with care upon its initial introduction to the track in order to get the most out of it in the long run. “You have to bring [the radial] up to temperature slowly,” says Prather. “The first set I had I treated like a bias



(ABOVE) Bias ply tires (shown in red) generally use interwoven strands that lay at a 30- to 60-degree angle from the bead of the tire. Radial tires (blue) have their bands 90 degrees from the bead. (BELOW) The bias ply tire (left) appears to be much wider than the radial (right). Comparing used tires, however, reveals the actual contact patch is very similar.

tire – I went out there and tried to run a hot lap on lap two or three; I overheated the tire in its first heat cycle and the tire was never as good after that. What I have learned is you need to take twice the amount of time on a new [radial] tire to break it in properly.”

Part of the reason the tire is so good at the end of a race is its much bigger operating temperature range. “The bias tires would tend to work well around 160 degrees F average temperature,” says Gilvin. “The radial tires can take a bunch more – they can operate 200 to 240 degrees.”

Everyone we spoke to agreed that the lower rolling resistance of the





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Racecars originally built for the use of cantilever bias ply slicks often feature bulging fenders to fit the tires (MIDDLE), while racecars specifically designed for radial slicks (RIGHT) can utilize a much slimmer body, thus reducing wind drag.

radial pays off big on straights in the form of higher speeds. “It absolutely has a lower rolling resistance,” says Ruck. “We see better top-end speed.”

The narrower construction of the radial is also creating some potential benefits in eliminating the need for big fender flares and wide body kits. “I think it’s the future and I think it’s going to lead us back into narrower bodywork,” says Prather. “Pulling the bodywork in should make cars a little quicker down the straights.”


We have already seen some of the newer cars that were built with radial slicks in mind, utilizing stock fenders where their bias counterparts are bulging to fit the bias tires. Eliminating the extra bodywork can also save you some dollars when building a new car or repairing crash damage.

RADIALS FOR ALL?

Is the radial slick the right answer for every car? The answer is probably no. The reality is the radial slick is just another tool in the racers arsenal. “Radial tires are not superior to bias tires; they just offer a different set of performance characteristics,” says Miletic.

Many cars have suspension limitations that may make it difficult to optimize the radial tire. If you can’t obtain the correct camber range you will not get maximum grip, and in all likelihood you will use the tire up prematurely. “Cars with a live axle are not going to reap the benefits in my opinion,” says Prather. “You have to have camber for these to work. You cannot run this tire flat.”

In addition, some cars will be challenged by the weight of the radial tire, even though the difference is not significant over most sizes. “Formula Atlantic is about the only open-wheel class on radials,” says Gilvin. “Everybody else underneath that is on the bias tires. It’s mostly due to the weight factor – the radial tire weighs more and it tends to bog their engine down, so most of the open-wheel guys still run bias ply.”

But for the modern Production and small-bore GT driver, the radial tire may be the turning point in your season. 



JOHN W. WILMOTH PHOTOS



JASON BLEY

GETTING YOUR HANDS DIRTY

NO MATTER WHICH tire you use, chassis setup is critical to a tire’s performance and life. Having access to a set of scales and alignment equipment is a must when trying to optimize your setup.

In recent years, many scale systems have come down enough in price that many racers can add a set to their collection of tools. Also, a quality camber gauge and a method for toe adjustments can pay for itself after just a few uses – avoiding trips to the alignment shop saves you some dollars, but the convenience of being able to make trackside changes is almost priceless.

Once you have the equipment, don’t be afraid to experiment. Often knowing what changes don’t work on your car are as valuable as knowing what does.

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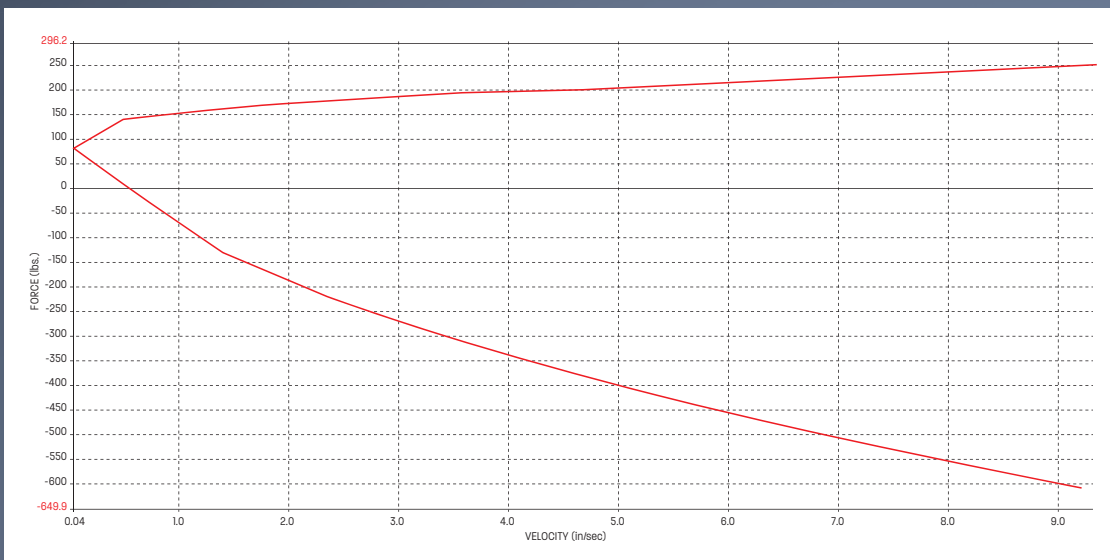
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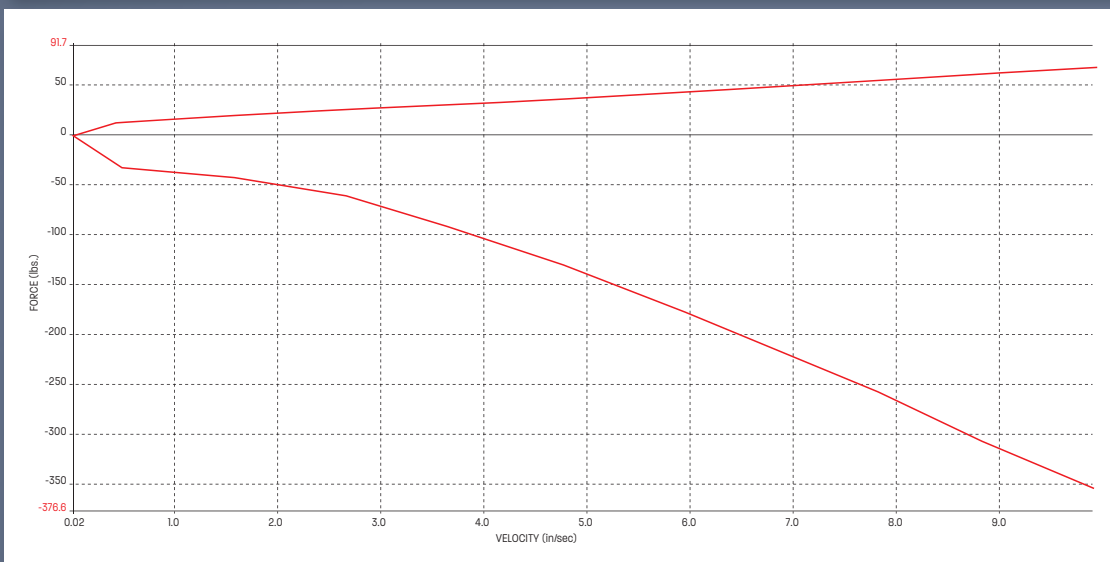
Steven E. Goldin

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A typical Peak Velocity Plot where you see the dyno software drawing the line to build the graph. This is the best way to match shocks on the dyno and demonstrate the force vs. velocity of the shock. This is an example of a high-quality monotube damper where the shock works the same at the open and close of the shim stacks. The lines trace each other through the quadrants.



A Constant Velocity Plot of the actual data behind a Peak Velocity Plot. This is the shock as it goes through the entire cycle on the dyno.



BY BRIAN HANCHEY

Many competitors want to see the dyno plots for their shocks, but does anyone really know what they are looking at or, more importantly, what they want? You soon will.

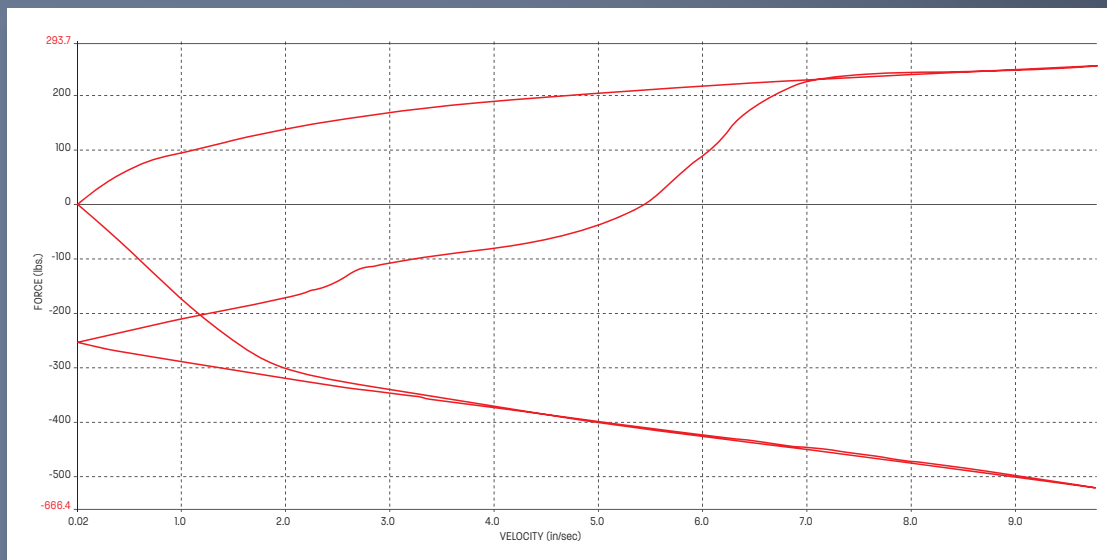
Shock dynamometers are one of the most misunderstood tools in the aftermarket racing industry. Unlike an engine or chassis dyno, you can't

just look at the end results and know exactly what they mean. With an engine you can look at a peak number and know your engine mods made more or less power. You can also see if there is more power or torque under the curve. Shock dyno plots can tell you so much more, but knowing how to read them isn't as straight forward.

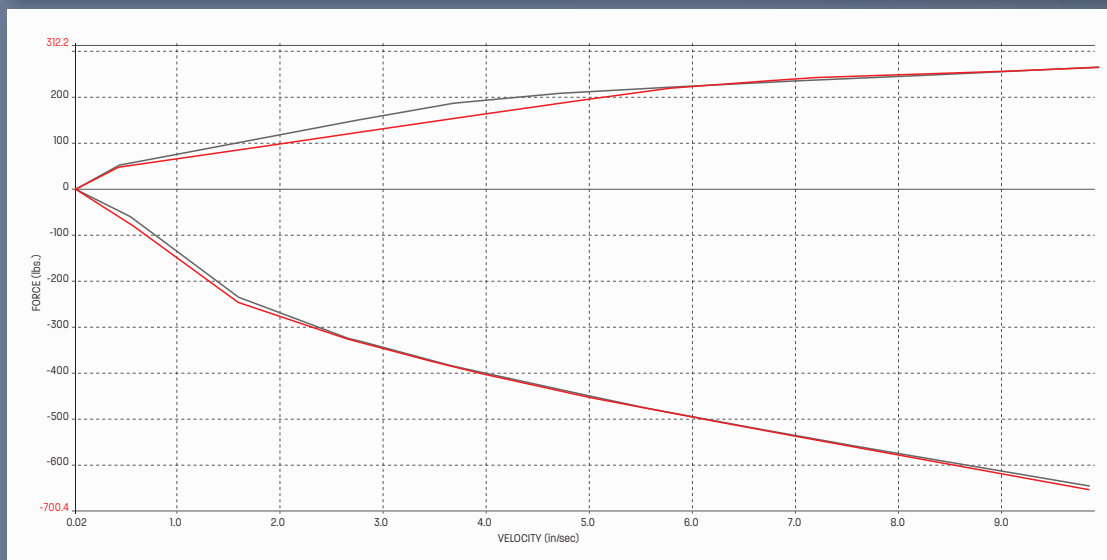
The main purpose of the shock dyno is to verify that the shocks are

working correctly. The traditional "yoke"-style dyno cycles the damper in a perfect sine wave at various speeds and stroke lengths. Have you ever seen a suspension on a vehicle follow a perfect sine wave? Of course not – but by following the consistent cycle, the shock technician can verify everything was built correctly and no internal issues exist. Internal leaks, drag and incorrect oil level are some of

SHOCK DYNO



Notice the rebound (negative side) traces well but the compression adjustment takes until 7in/sec to equalize. Either there is a problem with this damper or the compression adjustment design is forcing the shock to compress a gas before the fluid starts moving.



This damper is leaking slightly on the compression side. Since the leak is only on the compression side, we can assume the issue is in the reservoir, so the technician would take the reservoir apart and look for imperfections on surfaces or contamination in the damper.

the things that show up on the dyno. There are more accurate shock dynos called variable-wave-form dynos that can play back track data, but the local shock rebuilder probably cannot afford the \$75,000 entry price. We will stick with the traditional shock dyno to discuss testing, results and what they mean. And for a reference point, the typical NASCAR team may have 15 of those variable-wave-form

dynos and probably 15 more yoke-style dynos.

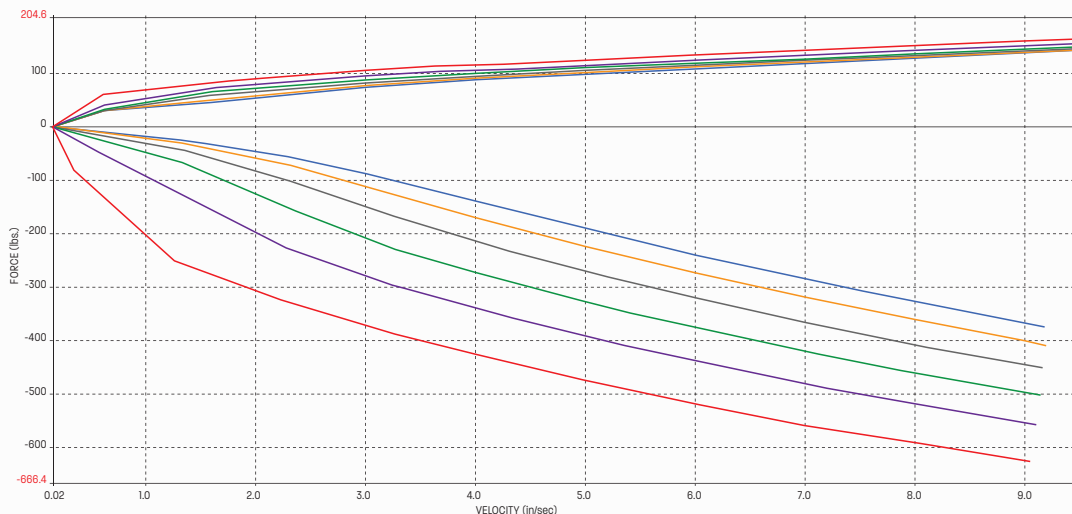
Once the technician verifies that the shocks are working correctly, you can use the curve to estimate what the vehicle will do in certain situations. We use the word “estimate” because there are so many other variables that factor into what the car will do when it reacts to a bump or driver input. Tires, bushings (durometer and therefore deflection), spring rates, driving style,

swaybars, alignment settings, aero and roll cages all play a part in what happens when the wheel turns or the wheel hits a bump. And did both front wheels hit the bump or just one? The subject of vehicle dynamics is complex, so don't be fooled into thinking reading a dyno plot will give you the result you want. If everything else is perfect, we can use the dyno plot as a good indicator of the results we expect.

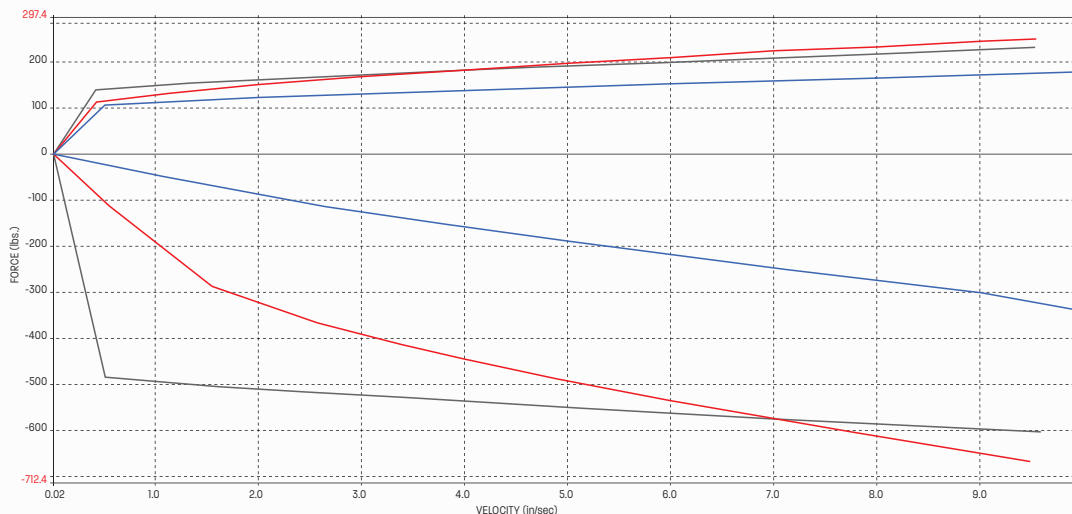
NO 101

Ever look at a shock dyno chart and wonder what it means? Maybe we can help

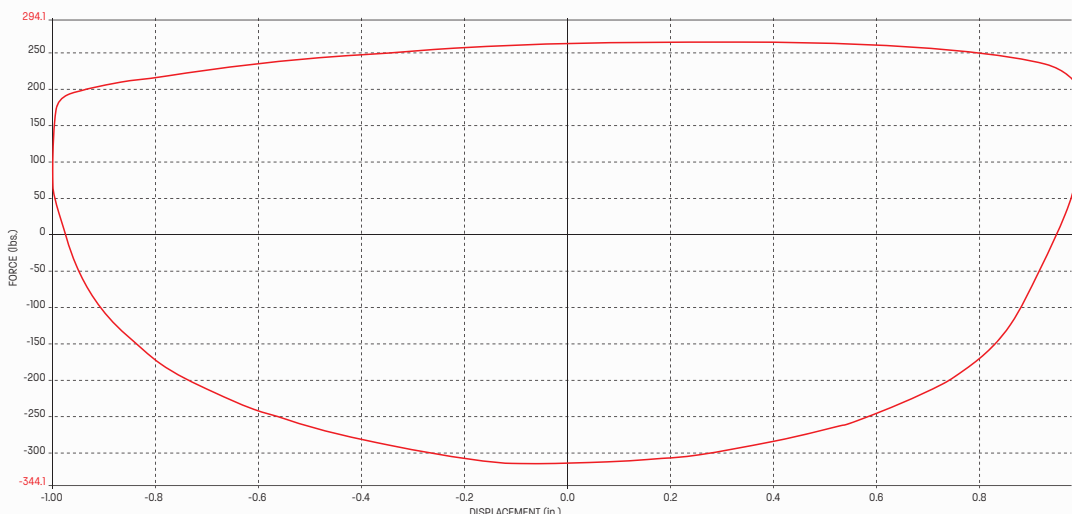
This Peak Velocity Plot demonstrates every two clicks on the damper showing the adjustment range and what the damper is doing at each adjustment of the damper. However, it can be slightly misleading because what you feel and what you see on the graph can be different. Just because the line doesn't move much on the curve, it doesn't necessarily mean you won't feel it in the car. Due to the labor involved, most shops will charge extra for this dyno plot.



This graph shows the typical piston designs on the market. The digressive piston (grey line) builds large amounts of force and then "blows off." The preload piston (red line) design builds some low-speed force then becomes linear. The flat piston (blue line) is linear throughout the graph.



The old "football" graph. This shows the force vs. displacement of the damper and the four quadrants. As you can see on either right or left extreme end of the graph, the force changes rapidly per change in displacement. This is why you see cars with the rebound turned up feel and look like they ride very stiff driving through the paddock. Literally 0.10-inches of travel can take up to 1,500lbs of force in some applications. This is what the NASCAR teams run to essentially "lock up" the suspension and keep the nose down for aero reasons.



THE FOUR QUADRANTS OF A DYNO PLOT

As the damper moves through the stroke, four unique stages occur. The damper must accelerate in compression, decelerate in compression, accelerate in rebound and decelerate in rebound. These are the four quadrants of a dyno plot. This is also true on the vehicle. In order to change directions, the damper must decelerate before it can go in the opposite direction.

THE X AND Y AXIS

The typical shock dyno plot shown to users is referred to as a force vs. velocity plot. As the damper velocity increases, we want to know how much force is created by the damper. In the United States, we usually use force in pounds for the Y axis and velocity in inches per second (in/sec) for the X axis. You'll see Newtons used for force and millimeters per second for velocity used in countries that use the metric system. Other graphs exist, but this is the primary graph used in comparing dampers.

The positive side of the Y axis usually denotes compression force while the negative side of the Y axis usually denotes rebound force. It is best to ask because changing the parameters is as simple as selecting a box on a preferences screen in the software.

PEAK VELOCITY PLOT (PVP)

As the damper moves through the quadrants, the shock dyno pulls data points continuously. On the PVP, the user tells the dyno to only pull peak velocity (the transition from acceleration to deceleration) of the damper at certain points, usually 1, 2, 5 and 10in/sec for a sports car. Then the software connects the dots and makes a graph. This is a good tool to give you the general idea of what the shock is doing and matching the shocks to each other. Some dyno programs actually give you the next graph type as well, allowing you to see all the data.

CONSTANT VELOCITY PLOT (CVP)

As the name implies, the data is collected through the entire four quadrants and displayed. These graphs tell you exactly what the shock is doing, but it is often too much data and difficult to read when comparing multiple shocks. CVPs are best used after matching the shocks via PVP. The CVP then tells you how the shock is working internally. For instance, if the shock

has significant internal drag or air, the CVP shows that issues might exist.

Often, you might see abbreviations of "Compression Open/Rebound Close" to represent one half of the CVP graph and "Rebound Open/Compression Close" to represent the second half of the CVP graph – but never accept this graph from a shock rebuilder. Each graph only tells you half of what your shock is doing. For instance, as the shock accelerates in rebound, it might have a different force than when it decelerates in rebound. Since you can't see this when shown one of the two graphs, you wouldn't know. This difference is often referred to as "hysteresis." Sometimes the difference is simply inherent to the shock design and acceptable (you have no choice), but other times it could mean the damper is built incorrectly.

OTHER DYNO TESTS

The dyno can also run a seal drag test, gas pressure test, live data test and force vs. displacement. Force vs. displacement is the standard for shock technicians who grew up with the mechanical shock dyno. They would manually build a graph with a marker similar to a seismograph. It is actually a good tool for seeing how quickly the force builds versus displacement, and it gives you a more accurate view of what the driver would feel in the car.

SO WHAT DO YOU NEED?

So often someone reads on the Internet or hears from a friend that he needs "X" setup for his car to go fast. There are general rules to follow, but remember, every opinion is different and most everyone does not drive like you do. Whether you Solo or Club race, your style and budget will change the way you valve your dampers. It's not unheard of for one person to think a car oversteers and the co-driver thinks it understeers. Same car, different driving styles. In general, we refer to the damper's performance in two key areas: low speed (less than 2in/sec shaft velocity) and high speed (greater than 2in/sec shaft velocity). Low speed refers to inputs from the driver while high speed refers to how the damper reacts to bumps, curbs, etc.

A shock dyno plot can be a valuable tool in verifying and tuning your dampers. Many people like to have the plots with them to translate each click into something the vehicle is doing on track. Just remember, that your

requirements for detail and accuracy are directly proportional to the labor and time involved in creating it. Most shops are happy to provide that work, but they will charge for it as well. 📌

Brian Hanchey is the President of AST Suspension – USA and Moton Suspension – USA. He is responsible for AST and Moton's amateur and professional racing programs. This includes AST's official supplier status with the Grand-Am Continental Tire Sports Car Challenge and Moton's sponsorships in Pirelli World Challenge and Grand-Am Rolex GT.

LOW- VS. HIGH-SPEED DAMPING

IGNORING ALL THE OTHER ASPECTS of the vehicle, low-speed damping is responsible for how the car feels at turn-in, how much initial body roll the vehicle has, and generally how quickly the car responds to inputs, whether throttle or steering. Low-speed damping can turn your car into a kart, but it does not necessarily equate to faster lap times. More low-speed rebound and compression generally helps autocross cars because of the rate of transitions. Depending on road race setups, low-speed damping may or may not help your lap time. Since transitions are less frequent, low-speed damping can make the car twitchy and cause the driver to lose confidence turning the wheel at 140mph.

But keep in mind, we're ignoring every other option you might have for setup. A car running spring rates of 1,000lbs/in might not need low-speed force, but a car running spring rates of 100lbs/in might benefit from low-speed damping. It is best to consult one expert and try their advice versus gathering 10 opinions and mixing them together.

High-speed damping controls the way the car reacts to larger bumps. Both rebound and compression can come into play in this condition. After the suspension compresses, sometimes you can feel yourself bounce out of your seat. This can be when there is a significant amount of high-speed rebound that stops the damper from extending, but momentum makes the driver continue in motion. For sports cars, most setups require the shock to "blow off" at high speeds. This gives you the low-speed control, but not increased force over the bumps.

Unfortunately, most dampers can't separate high and low speed with one knob. This causes the driver to choose low-speed feel with too much high-speed damping or less feel but better control over bumps. This is why three- and four-way adjustable dampers were created. Also, many high-end shocks will offer different piston designs to give you different dyno curves. A common sports car piston design is referred to as a "double digressive." Both the rebound and compression blow off at higher speeds giving you adjustment usually reserved for those \$7,000 to \$12,000 three- and four-way models. A good digressive piston in a single adjustable damper can give you the best bang for your buck.

Other traditional piston designs include a flat top piston and a preloaded stack piston. Flat pistons offer limited low-speed compression or rebound unless a ring is added to the face of the piston that allows preloading of the shim stack. The preloaded stack piston just adds that feature to the face of the piston by creating a dish on the face.

Series Reports

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

RACING ROOM

CLUB RACING BY JIM WHEELER, CHAIRMAN, CLUB RACING BOARD

THE ADVISORY COMMITTEES

Let's talk about the Advisory Committee system that allows the seven-member Club Racing Board to wade through the daunting number of requests and comments each month. There are Advisory Committees for the GCR rules, which are in the "front of the book." There are also Advisory Committees for American Sedan, Formula and Sports Racing, Grand Touring, Improved Touring, Production, Spec Miata, Super Touring and Touring. There are about 55 individual members of these Advisory Committees. The number changes with additions and retirements. The average tenure is five or six years.

The chairman of each committee is appointed by the CRB and candidates for the committees come from recommendations by CRB members, Advisory Committee members and other racers and officials.

There are policy guidelines governing the members of the Advisory Committees that spell out the duties and responsibilities of a member. One of the key rules, and probably the hardest to follow, is the confidentiality of information requirement. This is especially difficult with all of the Web forums that discuss every move – or non-move – in excruciating detail.

This confidentiality does not just cover what is discussed in the monthly meetings, but also covers the

data gathered from in-car data acquisition systems that SCCA might attach to a competitor's car at the National Championship Runoffs or other races. This information is highly confidential and can only be used to help maintain competitive balance. In addition, the names of members who voted for, or against, a specific proposal is confidential.

The Advisory Committees use this information to make recommendations to the CRB. When the members of the CRB consider proposals, the CRB members recuse themselves from voting on issues that effect their classes. When American Sedan issues reach the CRB, for example, I do not vote on them as I actively compete in the class.

Anything released for publication, or for consideration by the BoD, is with the approval of the CRB. Dissenting opinions are also included when a decision goes to the BoD, but the CRB speaks with one voice.

This is a "bottom up" system of governing Club Racing, and seems to work pretty well. Of course, some

members prefer a "top down" method of immediately contacting your BoD representative whenever an issue concerns you. This is your right as a Club member, but the process usually works better the other way.

To access the names, e-mails and phone numbers of all of the members of the Advisory Committees, go to www.scca.com and log on with your membership number and password. Select the "Resources" link and then click "Directory." There, you will find the Boards and Committees. Sending an e-mail to your Advisory Committee member is the best way to let them know how you feel. Be sure and enter your comments at www.crb@scca.com or clubracingboard@scca.com.

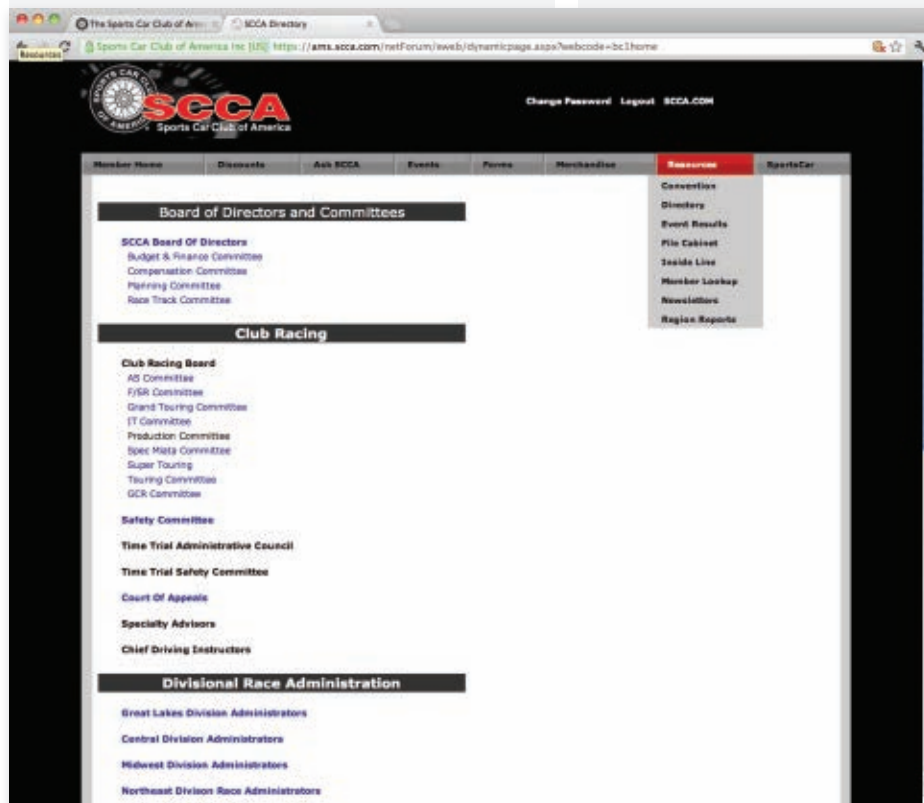
RESPONSIBILITY

On another matter that has to do with all members: responsibility. Every member of this Club has a responsibility to help make it successful and enjoyable for everyone.

Nobody likes to be held up in a tech line. Have you been the one responsible for slowing down the process because you didn't have your Club Racing logbook or tech sheet filled out before you got in line? Have you complained about a rule change that effects your class, but didn't take the time to e-mail a response to "what do you think" in *Fastrack*? If you thought a competitor's car was non-compliant, did you write a protest, or did you whisper in the ear of a tech inspector that *he* should do something about the illegal muffler bearings? Did you ever cause car-to-car contact that could have been avoided, and that resulted in a competitor spending time and money to repair his car? These are just a few of the hundreds of ways we need to take responsibility for how our actions and attitudes affect the rest of SCCA.

Sadly, I have to answer yes to every one of the items listed above, so I know first hand that improvement is needed in this area. I have also driven like an idiot on the street, with an SCCA sticker on my car. How about you? 🚫

To find out who is on which committee, log onto your SCCA account and follow the "Resources," "Directors" and "Boards and Committees" links.





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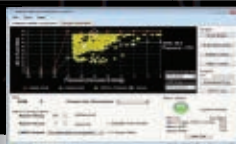


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NATIONAL SOLO

BY GEORGE SCHWEIKLE, CHAIRMAN, SOLO SITE ADVISORY COMMITTEE

SOLO SITE ADVISORY COMMITTEE 2012

The Solo Site Advisory Committee (SSAC) is one of 11 advisory committees serving the Solo Events Board (SEB). Our goal is to identify or establish information about finding, approving and maintaining Solo sites, then act as a clearing house and assist regions in using this material.

We were established as the Solo Site Acquisition Committee in 2005, but later revised the name to “Solo Site Advisory Committee” to better reflect our activities. In the beginning, some regions thought that we would travel the country and contact potential site owners or find Solo sites. While this might be a dream job for a hard-core Soloist, our actual task is to help individual SCCA regions with their own site acquisition, and to do this by actively assisting and coaching in the use of the information we provide. This is a list of tools and processes, and this can be found on the SCCA Website under the “Downloads” link as the Site Acquisition Tools List, which is listed under the Solo General Downloads section.

Formal SSAC activity reached a plateau a few years ago, when we organized and documented all of the information available to us. However, we still believe there is a lot of site information in the hands of regions with successful Solo programs. Almost 1,200 Solo events were conducted in 2011, verifying that many regions have excellent techniques for getting Solo sites. We believe these techniques should be shared with others so they don't have to “reinvent the wheel,” and want to include as much as possible to the tools and processes list for site acquisition; making this information available to anyone looking for a

new site or wanting help to assure they keep an existing site. To date, SSAC information has been sent to 55 different regions.

As an overview:

- Some existing SCCA information is excellent for site use proposals, insurance materials, the site owner letter, Solo Safety Steward rules and other sections of the Solo Rules all combine to describe event control activities and can be used to assure a site owner that Solo events are conducted in a responsible and safe manner.
- The Solo sanction database is available to any member working on site acquisition and is almost like the secret weapon of Solo event information. This database lists all Solo events conducted in a year and can be sorted to identify events at 18 different site types. Regions conducting events at these sites are identified and can be contacted for additional information. Also, a potential site owner can be shown that other similar site categories allow Solo events on their property.
- The Solo event brochure and CD is a great introduction package for a potential site owner. Created in conjunction with the SSAC, the CD images and text describe a National

level Solo event from beginning to end, and can also be edited to illustrate smaller local events.

- Information and presentations from committee members makes up the majority of our current information. We have several PowerPoint presentations describing site request presentations, making course maps on your PC, a detailed overview of all SSAC materials and several SCCA National Convention presentations. We also have a detailed site request document that can be edited for local needs.

Again, we believe there is a vast body of knowledge within the various regions and are seeking success stories of site acquisition as well as examples of site use and retention problems. Getting this information has been difficult, but we know there are many regions (or individuals) that are very good at obtaining and retaining Solo sites. Current hot topics probably have some regions dealing with sound issues, and those using airport sites may be affected by differing interpretations of FAA regulations. Identifying how you dealt with these challenges may help another region as they address similar local site issues, so please contact the SCCA office and share your success stories and any site needs. 📍



Finding a good site to hold Solo events on can be tricky. Luckily, the Solo Site Advisory Committee has compiled information to assist regions with the task.

KEN BROWN

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THE IMPORTANT WORDS

There is only room here for about 1,000 words, so only the most important words can be part of the story. At the 2012 SCCA National Convention, **Gene Henderson** was inducted into the SCCA Hall of Fame, joining a group that now totals 45 current and former SCCA members.

When this year's inductees were announced in mid-January, his son, **Mark Henderson**, took just a few hours before e-mailing nearly 100 people the news of his father's achievement.

Gene was a Dearborn, Mich., police officer whose SCCA story began in racing. As relayed by Mark, in a story with an unlikely twist that his father liked to tell, his hobby influenced his two decades of work in that profession.

In the mid-1960s he had to stop a speeding late-model Corvette. After Gene turned on his lights and siren, the car took off. In his 1967 Ford Galaxie police cruiser, Henderson kept within three blocks of the speeding car into the neighboring city of Allen Park. There the Corvette turned down a dead end street, over-revved the engine trying to retrace his steps, and brought it (and everything else) to a quick stop with the Galaxie blocking the only exit. The speeder walked toward the cruiser with his wrists in front of him admitting, "I deserve to get arrested if I can't outrun a police cruiser." The guy never knew he had been chased by a successful racer with 10 years of rally experience.

In 1969, Gene started Competition Limited to fill the desperate need for rally equipment. The first year they probably sold only \$1,500 worth of merchandise. Most of the time was spent making catalogs, mailing flyers, getting business licenses, contacting suppliers and making parts.

"Gene ran the Competition Limited showroom out of his garage," recalls **Rich Bireta**. "The most striking display was a Minilite magnesium wheel hung on the wall with a huge chunk taken out of the rim by a ditch.... It really grabbed your attention."

That same year Gene, along with help from his wife, **Juanita**, in Logistics/Ford Motor Co., persuaded Ford to allow him to have five Ford Mach I Mustangs at a discount. Competition Limited supplied the navigation equipment and the lights, and lent its name to that National TSD rally team.

Dave Teter and his wife formed one of the five teams. "I flew to Detroit and Gene took us to the dealer that he had an arrangement with," says Dave. "Unlike the official Ford Rally Team run by Ed Crockett, [we] bought our own cars." TSD wasn't Gene's only rally format.

Jim Shaffer believes ProRally was Henderson's first love. Henderson realized you get more "seat time" on a rally than in a typical race. In James Heine's *On Rallying* column in the January 2005 issue of SportsCar, SCCA 11-time ProRally champion **John Buffum** noted, "Gene Henderson and **Scott Harvey [Sr.]** are the Lewis and Clark of ProRally in the U.S. All of us looked up to Gene and Scott as the founders. They are responsible for ProRallying in this country."

"Gene found ways to draw manufacturers into rallying – Ford, AMC, Subaru. That has had a lasting impact," observes **Doug Shepherd**.



Gene Henderson (left), seen here with navigator Ken Pogue, is one of the latest inductees into SCCA's Hall of Fame.

According to Mark Henderson, one of many highlights was Gene convincing AMC to let him run two, white, Quadra Track four-wheel-drive Jeep Wagoneers, with *Moby Dick I* and *Moby Dick II* painted on their sides. They looked like big refrigerators and were three times as heavy with about half the horsepower of the nimble rally cars of the day.

"When we showed up at the start [of the Moonlight Monte in Sept. 1972] you should have heard all the laughter and the jokes that were made about us and the Jeeps." When they placed fifth and sixth those "same jokesters weren't laughing anymore."

Gene was overwhelmed with how well the vehicles handled and they were entered in the Press On Regardless ProRally about a month later. POR was "on the international schedule of events and all the Europeans were coming," recalls Mark Henderson. It "was a three-day, two-night event in the woods in northern Michigan in November." With many of the Europeans and the local talents breaking or crashing, Gene Henderson and **Ken Pogue** finished first overall and the other Jeep with **Erhard Dahm** and **Jim Callon** finished third. It was the first four-wheel-drive vehicle win in ProRally. A campaign was started to ban

four-wheel drive for the 1973 season.

Even with these few stories, there isn't room left to list the other accomplishments. Know that Gene's name can be found on the first page of results of events like the Marquette 1000, the TSD MONY (Michigan, Ohio and New York) events, ORC (Ohio Rally Championship), Shell 4000, Alcan 5000, Dawnbuster, The Lost Patrol, MACA, MG 1000, Ontario Winter TSD, One Lap, British Columbia Rally and the 1964 Rallye Monte-Carlo. You'll find him at the top three or four times in the POR results. The POR permanent trophy is named for him.

Nor is there room to talk about the cars: a pair of Lotus Cortinas, Jeep Eagle, Ford Escort, Ford Falcon, Mercedes, Plymouth Valiant V8, Sunbeam Tiger, 17 Volvos, Subaru and probably more that are worth remembering. But even folks who barely knew him can add a few more important words to the story.

"I first met Gene in 1998 when I ran Satch Carlson's Rally of the Lost Patrol, the longer, colder, meaner cousin of the Alcan," remembers **Kevin Poirier**. "I was fortunate to have met Gene and to have heard a few of his tales first hand."

"He was a genuine ambassador for the sport."

CONTACT RICK BEATTIE
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STAYING SAFE AT RALLYCROSS: EQUIPMENT TIPS AND RED MIST

Hopefully the hints on how to get out and RallyCross we offered in the March issue have enticed you to give it a try, and you have plans on your calendar to come and watch, work or compete in events in the next month or two – and the RallyCross National Championship in Tulsa, Okla., should be on your October calendar. This month we'll try to help you come prepared for a safe, fun time with a few extra simple safety hints you might not hear at they typical driver's meeting, but you might want to consider, just the same.

So you've had your car slammed to the ground and it looks mean and hungry, or maybe you managed to get those Subaru Forester springs and top hats jammed under that little RS and it now sits as tall as a Jeep, ready to tackle anything. Now you want to go test your power in the dirt. All kinds of cars and setups show up to compete at RallyCross but, often, changes back to a stock setup soon occur. Both extremely low and high setups should be avoided for safety, if at all possible. Tech may refuse to allow setups that are considered unsafe for conditions. If you have a questionable setup, checkout the various online forums and start a thread to get any questions you have answered sooner rather than later.

Red mist is a term road racers often use, but for some reason you don't hear it much in RallyCross circles – but that is not to say it isn't seen. Nine times out of 10 a bad run is in part or mostly the result of over-driving the car for the circumstances. Red mist is the emotional cloud that can take over your judgment during a high-performance driving event. Experienced drivers are not immune to it (sometimes quite the opposite), and, in RallyCross, this phenomenon makes driving hacks out of many of us and seems to get worse toward the end of an event as you are running out of chances

to make up ground on other drivers.

Unfortunately, if you are at an event that has been very efficiently run, by late in the event the course has enough wear that it is not as solid as it was when the day began. Features like ruts may have developed, and although there are safety stewards monitoring these conditions and fixing them or making necessary course adjustments, they cannot predict every possible combination of poor surface and excessive speed or incorrect approach. Rollovers, while rare, more often occur toward the end of events when ruts in the course and red mist combine.

Red mist is not usually conducive to your safety or run times. A particularly "red" run will usually involve many cone penalties added to your cumulative time for the day and may net you a warning from a Safety Steward.

Among other things, the more cones that are hit, the slower an event can be run and this means less seat time for all drivers. If you are hitting more than one to two cones per run, you are probably not going to win and might want to use the remaining runs to really focus on being clean, even if you have to go 25 percent slower (which often results in faster times).

Finally, in RallyCross, your level of driving accomplishment does not change in relationship to your gear selection or the class you compete in. Stock does not mean you are slow, Prepared does not mean you are improving and Modified is not where

all of the fast people are. Just because your car is chipped, boosted, caged, wearing ceramic brakes, seam welded and sprung better than the moon buggy doesn't mean you are going to be fast, and at this early point in the development of RallyCross, experience and driver skill count more than car prep – this leaves a lot of room for you to save money.

If you are going to spend money, you should do so on safety – and even some safety improvements are free. Ask any of the highly dedicated RallyCross Divisional Stewards across the country and they will tell you that the root cause of a very high percentage of the very few rollover incidents that do happen in RallyCross are almost all de-beads (tires removing themselves from the rim), and are almost always tire-pressure related.

While you are often reminded to set your pressures, not everyone will suggest that you need to continue to check and adjust them due to variations in weather and the impact that shading on one side of the car and full sun on the other can have. This can easily be more than a couple psi per tire, which is sometimes enough to cause a failure if you're running your pressures on the edge. Avoid a DNF penalty and be safe by being vigilant with your tire pressures and encouraging your competitors to do the same if you see one that looks low.

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No matter the conditions, it's important to stay focused in RallyCross because every run counts.



CHRIS JANIG



Multi-time SCCA National and Pro Racing Champ Elliott Forbes-Robinson co-piloted a Daytona Prototype, finishing 12th in the 24 hour endurance race.

LAT / F. PIERCE WILLIAMS

Champion, SCCA Pro Racing Trans-Am Champion and past World Challenge competitor **Boris Said** piloted the Turner Motorsports BMW M3 in GT, retiring from the race after only 86 laps.

Three-time SCCA National Champion and two-time SCCA Pro Racing Trans-Am Champion **Scott Sharp** raced for Extreme Speed Motorsports in a Ferrari 458, picking up a 13th-place class finish.

Two-time Formula Enterprises SCCA National Champion and winner of the SCCA Pro Racing 2010-'11 Pro SRF and 2011 Pro FE series **Scott Rettich** entered this year's Rolex 24 piloting the Alliance Autosport Porsche GT3, with a 28th-place GT-class finish.

PRO FILE

SCCA PRO RACING BY SPORTSCAR STAFF

SCCA INVADERS OTHER PRO SERIES

Every month on this page we report on drivers in various SCCA Pro Racing series, like Playboy Mazda MX-5 Cup, Trans-Am and Pirelli World Challenge, but what do those drivers do during the off-season? They race, of course. And, much like in SCCA Pro Racing series, at some of these "other" professional races, some of SCCA Club Racing's best join in on the fun. Case in point, there is the Rolex 24 at Daytona.

Jan. 28-29, 2012, marked the 50th running of the 24-hour race, which takes place on the 12-turn, 3.56-mile Daytona Int'l Speedway road course in Daytona Beach, Fla. The race is a grueling endurance trial for both man and machinery – so, of course, it attracts some of SCCA's best.

For starters, at this year's race, more than 100 SCCA corner workers oversaw the racing at the "World Center of Racing, a group organized by SCCA's Central Florida Region.

Behind the wheel, 25 drivers in the event had competed at the National Championship Runoffs during their racing career, bringing a total of 24 National Championships with them – along with an unknown number of Runoffs podiums and Club Racing victories, not to mention a number of SCCA Pro Racing titles.

Graham Rahal holds the distinction of being SCCA's youngest Runoffs National Champion when, at the age of 16, he claimed the 2005 title in Formula Atlantic. Rahal raced in the 14-car Daytona Prototype (DP) class for Chip Ganassi Racing with Felix Sabates, looking to match the team's 2011 DP victory. For 2012, however, the team had to settle for sixth, four laps down. (Incidentally, four laps down meant they "only" completed 757 laps.)

Racing for the Action Express team in DP, past Runoffs competitor and 1998 SCCA Pro Racing World Challenge Champion **Terry Borcheller** was looking to match his 2004 and 2010 DP class wins, but this year came up short with a ninth overall position.

Three-time SCCA National Champion (two in 1976 and one in 1978), one time SCCA Pro Racing World Challenge Class A Champion (1993), SCCA Pro Racing Trans-Am Champ (1982) and two-time Rolex 24 overall winner (1997 and 1999) **Elliott Forbes-Robinson** helped pilot the DP entry of 50+Predator/Alegra this year. This was not the team's



DAVE GREEN

SCCA Pro Racing competitor Randy Pobst competed in the Daytona enduro behind the wheel of a Porsche GT3 Cup car.

year, however, finishing 32nd overall, 12th in class.

In the 44-car GT class, nine drivers had Runoffs victories to their names, with another eight having stood on the Runoffs podium at least once and a number having picked up SCCA Pro Racing titles.

John Fergus stepped from his seventh Runoffs Sports 2000 victory this past September into the Dick Greer Racing Porsche GT3 GT-class car. Currently, only four other drivers hold more Runoffs National Championships than Fergus. In the Rolex 24, the team managed a 21st-place finish in class.


Randy Pobst was competing in GT at this year's Rolex 24. Pobst holds two Runoffs titles, a Solo National Championship and four SCCA Pro Racing World Challenge GT Championships. In 2012, Pobst entered his third Rolex 24 race, driving for the Acumen Motorsport Porsche GT3. His finish was good enough for 25th in class.

Three-time SSGT SCCA National

Eric Curran, who not only won the 1999 American Sedan Runoffs Championship but has also been a competitor in SCCA Pro Racing's World Challenge and Trans-Am, competed in GT at the Rolex 24 race, finishing 30th in class in the Stevenson Motorsports Chevrolet Camaro.

Another past SCCA Pro Racing World Challenge competitor, **Doug Peterson**, also competed in the demanding enduro, struggling to a 42nd-place GT finish, completing 101 laps in the Racers Edge Motorsports Dodge Viper.

And past Runoffs competitor **Andy Lally**, driving for the GT team of Magnus Racing, picked up his fourth Rolex 24 class championship.

Other 2012 Rolex 24 GT competitors with ties to SCCA include **Mark Hotchkis**, **Anthony Lazzaro**, **Guy Cosmo**, **Cooper MacNeil**, **Tom Long**, **John Finger**, **Dick Greer**, **Jack Baldwin**, **Claudio Burtin**, **David Murry**, **Wayne Nonnamaker**, **Bryce Miller** and **Frank Del Vecchio**. 

Divisional Reports

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

KNEE DEEP IN NEDIV

NORTHEAST DIVISION BY G.W. HENDERSON

LET THE COMPETITION BEGIN – ALMOST

May is the month that the competition season really starts to get swinging here in NEDiv. After a winter season that, usually, leaves our members clamoring for motorsports (although, here in NEDiv this year, not so much), May is the month that we all rush headlong, full speed, helmets lowered to crash into as many dates as we can – sort of medieval joust-like – to establish who is the “alpha region.” And the fact that we do it during the month that hosts one of the biggest motorsports events in the world *and* is the start of the official “party at the track” season makes it just that much more *intense*.

But before we launch into the calendar routine, a little sump’n sump’n in the blow up department. 2011 had one of the best NARRC seasons on record and, as chronicled in a past issue, had a number of close battles for championships. This past February, the New York Region hosted the season awards banquet for the NARRC Series Champions at The Boathouse restaurant in Salisbury, Conn., for winners and crew, and combined it with a winter Solo event for teams and workers at Lime Rock Park. A thank you goes to those who volunteer to make the NARRC series happen. So here are your NARRC (North Atlantic Road Racing Championship) class winners for 2011: DSR, **Sherman Chao**, New England Region; FE, **Bruce Allen**, New England Region; FP, **Jack Hanifan**, Mohawk-Hudson Region; GT-3, **Steve Lustig**, Northern New Jersey Region; HP, **Mike Hammuth**, New York Region; FB, **Shawn McClure**, New England Region; FC, **Dennis McCarthy**, New England Region; ITE, **Tom Hansen**, Mohawk-Hudson Region; SSC, **Steve Simpson**, New York Region; EP, **Keith Hammitte**, New England Region; FF, **Alan Walker**, New England Region; FV, **Harry White**, New England Region; ITA, **Tim Klvana**, New England Region; ITB, **Nat Wentworth**, New York Region; ITR, **Robert Theile**, New England Region; ITS, **Robert Driscoll**, New England Region; NCF, **Jim McNicholl**, New England Region; SM, **Craig McHaffie**, New England Region; SM2, **Jimmy Locke**, New England Region; SSM, **Doug McCormack**, New England Region; STL, **Ken Quartuccio**, New England Region; SRF, **Kevin Trefeisen**, New England Region. Congratulations to all of the winners.

At the time of this writing, word comes to us of **Jan Poor**’s passing after suffering a severe stroke. Jan, as anyone who has ever been to Lime Rock knows, was a fixture at the track working in too many areas to document here, but most notably of late working the registration booth at the track entrance. Our thoughts go out to all of Jan’s family and friends at this time of struggle.

Here are some May events you *may* want to partake in: Washington DC Region hosts a National Club race at Summit Point in West Virginia on May 5-6. The Pro-IT series will share the leader card with Grand-Am with a double show at NJMP (Thunderbolt) in South Jersey on May 11-13. New England Region continues its tradition of stuffing the 5lb bag with 10lbs of stuff with a Driver’s School on the May



Jan Poor, shown here with fellow Formula 2000 Championship Series officials, passed away in February after suffering a stroke.

25 at New Hampshire in conjunction with the region’s Double Regional immediately following on May 26-27, also at NHMS. What’s that you say? You need a National race fix on the Memorial Day weekend? Nelson Ledges has one. May 26-27 you’ll find one in “Oh! Hi! Oh!” thanks to Mahoning Valley Region. And, not to be left out of this smorgasbord, Glen Region is presenting the *May Madness* (echo, echo, echo) Regional race at Watkins Glen – a place with great gravel. Hey, Johnny Flowers! Get my bottle of Red Cat ready. I may be up for this one! May 26-27, of course.

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REVVIN’ IN SEDIV

SOUTHEAST DIVISION
BY SUSAN H. YOUNG

FATHER AND SON TEAM UP AT ROLEX 24

It’s the greatest thing a father and son could ever do together,” says **Squeak Kennedy**. “We had a blast and we’ll always remember it. It’s expensive but worth it.”

What is he talking about? Squeak and his son, **Bobby Kennedy**, drove a Gary Yeomans Ford Mustang at the Rolex 24 at Daytona earlier this year. “I want to thank everyone for all their support for this [Rolex] weekend,” says Bobby. “It means so much to me and my family for everyone to help make a dream come true for my dad and I to co-drive together in a pro race. I can’t thank you all enough!”

And keep an eye out for Squeak and Bobby campaigning an SPO Corvette this year.

CHASING THE DRAGON ON JUNE 23-24

Ted Theodore tells us that their incredible hillclimb event will be June 23-24 this year. It’s a 2.2-mile course with a 1,000-foot elevation change. Located near Robbinsville, N.C., this exciting event is friendly to drivers and spectators. Climb over to **www.dragonhillclimb.com** for more details. You can also see their heart-stopping videos through a search on YouTube.

CHECKERED FLAG: MARK LARSON

Mark Larson passed away unexpectedly in his sleep at his home in Palm Bay, Fla., in January. Larson was born in Park Forest, Ill., in 1961 and moved to Brevard County in 1966. Larson made air conditioning and heating his career, and was employed as the warranty administrator for American Air and Heat. He was an avid surfer, autocrosser and campaigned a Datsun ITC racecar, Club Racing up and down the East Coast. He won divisional championships in Central Florida Region, as well as in SEDiv.

“Mark was a compassionate person and a great competitor,” says fellow ITC racer **Miki Moerwald**. “When I was a corner worker, I used to watch him drive – he was really good. His dad, **Jerry**, was my Driver’s School instructor. Mark really encouraged me, and later we raced enduros together in my car.

“His brother, **Scott**, lives in the DC area and also races. Mark loved his college-age sons, **Kyle** and **Corey**, and he loved animals, too. We became good friends, and he really will be missed.”

In addition to his sons and brother, Larson is survived by his parents, **Jerry and Sally Larson**. (Sally writes the *Flag Ravings* column for *The Checker*.)

For memorials, the family requests donations be made to your local animal shelter. Reverend **Steve Kearney** says that the Larson family will probably have a memorial during the May Daytona race.

CHECKERED FLAG: LEE SHAFER

Lee Shafer, chief of Timing and Scoring for Central Florida Region, was 76 when she lost her battle with breast cancer. Shafer was a partner in Shafer Concrete Products of Lake Placid, Fla., and a retired medical doctor's office manager. As a 30-plus year active member of St. Francis of Assisi Anglican Episcopal Church, Shafer was the current church pianist at the time of her passing. She was a past president of the Greater Lake Placid Chamber of Commerce and served as a director and chair of the Highlands County Industrial Development Authority and Economic Development Authority.

The family requests that instead of flowers, donations be made to Camp Wingman (an Episcopal camp for kids) in Avon Park, Fla. Shafer's husband **Bob** is a Steward, and driver's rep for vintage.

"After we took a pace lap in her car, Jim's racecar and Bob's truck, corner workers gave a beautiful flag salute," says Reverend Kearney of her memorial at Sebring. "We also went to the timing loop at start/finish on the club course portion of the track and had a brief, meaningful time there."

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For more information
on the June 23-24
Chasing the
Dragon hillclimb
in Robbinsville,
N.C., log on to
DragonHillclimb.com.



NORTH COAST NEWS

GREAT LAKES DIVISION
BY NANCY SCHILLACE

AND NOW IT STARTS

The Great Lakes Division kicks off the season with a Driver's School, reports **Verne Wandell**. "For the first time in several years, the Great Lakes Driver's School returns to the west side of the division in 2012," says Wandell. "This year the school will be held at Gingerman Raceway with the ground school on Friday, May 11, and the two track sessions on Saturday and Sunday [May 12-13]. Drivers at this year's school will be able to experience two different track configurations during the same school weekend with the short track being run on Saturday and the long track on Sunday.

"There are a number of perks being offered to provide attending drivers with increased value. The division will provide graduates with a coupon worth \$25 off the entry of any Regional race they enter in Great Lakes Division over the course of 2012. The track is offering free camping [electricity extra] for any enrolled driver or team as well as a chance to attend the track-sponsored test and tune sessions on Friday, May 11, for half price [\$75]. Dinner will be free to registered drivers on Saturday evening, courtesy of the division.

"Registration should be open on MSR by the beginning of March and you can get there from links at www.greatlakes-scca.org, www.wmr-scca.org or directly at www.wmr-scca.motorsportreg.com.

"This year the event is being hosted by Western Michigan Region. The race chair is myself [verne@valleyedit.com], the chief instructor is **Dayle Frame** [frameh@msu.edu] and the chief registrar is **Dorothy Harrington** [doubledlh@hotmail.com]."

AND NOW IT CHANGES

There comes a time when a racer has to say goodbye to their racecar. Breaking up is hard to do – but not always, claims **Bill Hornack**, who chose to put his ITA Ford Focus (nicknamed the "Peppermint Pattie" car due to its silver and blue paint scheme) up for sale.

As luck would have it, Hornack was contacted by a gentleman whose daughter picked it out online. As **Jeff Tooth** explained to him that the racecar would be part of an organization that helps young people

dealing with cancer enjoy autocross and RoadRally, Hornack knew this was a win-win situation.

Mr. Tooth is associated with the Young Adult Cancer Canada (www.youngadultcancer.ca) and Peppermint Patty traveled a long way to her new home in Edmonton, Alberta, Canada. Getting her across the border took efforts from Neohio's RE **Duane Harrington**, but that is a story Hornack will be glad to share sometime.

"It made me feel good to know that the car was going for a good cause to have young people have some fun, especially when they're going through a tough time," says Hornack.

HEARTFELT THANKS FROM THE SCOTTS

ITC racer **Ryan Scott** and his wife **P.J.** wanted to express their thanks to the Ohio Valley Region members regarding how touched they were by the card and donation to the Neonatal Intensive Care Unit at Nationwide Hospital in Columbus, Ohio, for their baby daughter, **Adeline Belle**. Although she only spent 23 days with them, it was filled with love and it is wonderfully captured on a video tribute at <http://placidchaos.com/adelinebelle/>.

"We cannot say enough about the care she [and] we received by the nurses, doctors and staff at Nationwide Children's Hospital," the Scotts say. "If anyone feels called to, donations can be made in Adeline Belle's memory at <https://giving.nationwidechildrens.org/yourgiftmatters> by checking yes for 'Is this a gift in honor or memory,' and enter Adeline Scott's name."

Donations can also be made by mail by sending them to: Nationwide Children's Hospital Foundation, P.O. Box 16810, Columbus, OH 43216-6810, Memo: In memory of Adeline Scott.

AND NOW IT CONTINUES.

We spend a lot of time and money and sweat equity to prepare for the competition season. To us, this is "normal," but non-racers just look at us with a confused look and say, "Really?"

Summing it up very succinctly, **Greg Vandersluis** shares, "Racing is something that most people will never understand. It's not just a sport or something to do on Saturday night and Sunday. It's a way of life. Once you're in it, it's in your blood. Once you make your first run, you can't

stop. The track is home away from home. When you hear those engines fire up, it's music to your ears. And, most importantly, the love of the racing family." Well said.

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THE FISH WRAP

CENTRAL DIVISION
BY SAM KARP

BE VERY QUIET, I'M HUNTING CONES

Hopefully, by the time this article hits your inbox, spring will officially have sprung for you. Melting snow, birds chirping, loud exhausts and sunshine past 4 p.m. mean one thing to me: Solo! It's Solo racing season, and 2012 is set to be an awesome year for it in CENDiv.

At the time this article goes *digital*, most regions will have their schedules posted. And, at the time of this writing, a few already have their schedules planned.

The big boys of the division (Chicago and Milwaukee Regions) each have an eight-point paying schedule planned. The two will even be bringing back the Border Challenge event. This was an event that started back in 2005 as a "friendly" competition between the cheese heads and the weird-pizza-eating flatlanders. The two regions got together to host an event at Miller Park to see which region had the quickest drivers. The event spawned more competition in recent years, with Land O' Lakes, Blackhawk Valley and Iowa Region drivers getting involved. The original Border Challenge returns on Aug. 12 at Miller Park.

Chicago Region's schedule is otherwise fairly loaded to early and late season events to accommodate Route 66 Raceways busy summer schedule. The region's first two points events are held before anyone else really gets started in the division. The first event is April 15 and the second is a week later on April 22. The region added a May 13 and June 17 event at Route 66 before heading up to Miller Park for the Border Challenge (which counts as the fifth points event). The rest of the Chicago Region schedule is all after the Tire Rack Solo National Championships,

with events on Sept. 23 and the traditional twin Solo on Oct. 20-21. Don't let the heavy spring and fall schedule scare you away, though. The thermometer hit over 90 degrees F for the first event last April and the October event saw comfortable temperatures in the 60s and 70s.

Milwaukee Region has another full plate. As part of the region's eight-point event schedule is the CENDiv Divisional event held July 7-8. This will be the fourth consecutive year the Divisional has been at Miller Park and entrant numbers have increased every year. The event is quickly becoming the largest Divisional event in the country. The Tri-Pod challenge will officially be held at this event as well. Similar to the Border Challenge, this is the traveling trophy open to all regions within CENDiv. The area with the most drivers in the top 20 each day gets to designate a representative to hold Helga for a full calendar year. What will the old gal have added to her this year?

Another staple on the Milwaukee schedule is the National Street Tire Challenge. This year the event will go back to a one-day event and be held on Saturday, July 21. Milwaukee's event five is the next day. Some may say the NSTC event has shown the National Solo audience that street tire classes work. For the first time, indexed street-tire classes will be offered at Tire Rack Solo National Tour and ProSolo events throughout the country.

Travel a little farther west on I-94 and you'll find yourself in the Badlands! Badland Region has a full slate of 2012 Solo events planned from May 20 to Sept. 30. Nine events combined in Minot, Fargo, Bismarck and Devils Lake are scheduled.

For a listing of
CENDiv's Solo
schedule, head to
www.cendiv-scca.org.

Lastly, let's not forget about the National events. With the new Road Tire (aka: street tire) classes announced, everyone has a place to play *and* to be competitive. Although no Solo National Tour or ProSolo events are planned within CENDiv, there are some close by. The Central States Championship and Lincoln ProSolo cover the long four-day Memorial Day weekend in Lincoln, Neb. The Toledo ProSolo and Peru Solo National Tour (serving as the Northern States Championship) are planned for later in the summer. No matter where you are in the division, you are within a few hours of exhilarating National competition. Get out there and show everyone what we've got!

If you are in an area I didn't mention, I would suggest going to www.cendiv-scca.org. There will be a schedule of all Solo events listed, or links to the SCCA regions in your area.

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GATEWAY TO MIDIV

MIDWEST DIVISION
BY EILEEN WATERS

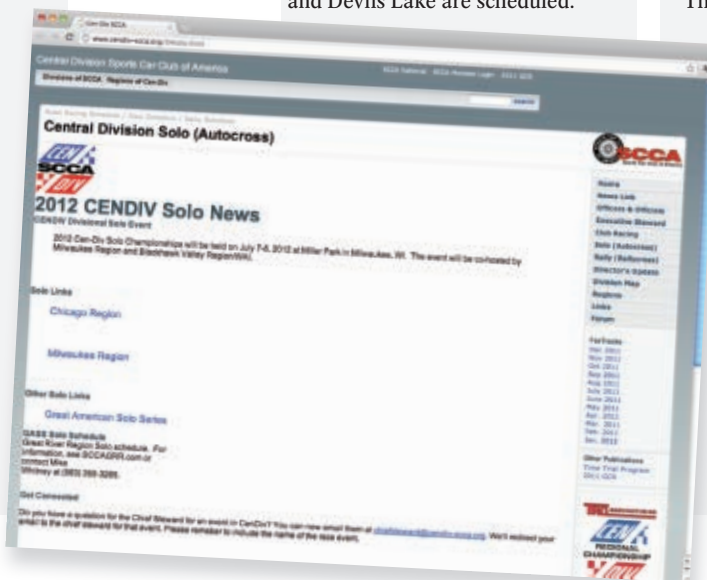
AWARDS, FIRST EVENTS AND CHALLENGES

Since 1985, Kansas City Region has presented one of the most intriguing and deserving awards of any motorsports banquet: the Spouse of the Year. "It can be awarded to a lady or a gentleman who go above and beyond in helping their racing spouse," says Kansas City Region legend **Norma Williams**.

This year's winner was

Meredith Haupt Pritchard, whose husband, **Justin Pritchard**, won his fourth SCCA National Club Racing title. Their region's newsletter, *Checkpoint*, has a complete rundown of all the honorees and winners of the region's 10 traveling trophies at www.kcrscca.org.

Congratulations to Des Moines Valley Region on conducting its very first RallyCross! The region is made up of a brave and adventurous bunch to hold their first RallyCross in the snow in the middle of January. But the weather wasn't a deterrent to





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the 34 competitors who attended, or the eagles over head. RE

"Racer Dan" Harrington wrote a spectacular piece, titled *Eagles Soar But Cars Can Fly* in the region's *Drifting* newsletter. Visit www.dmvrscca.com to read the entire account of the day.

And, to say the least, Ozark Mountain Region had a challenging 2011. The region hosted the opening round of the MiDiv Solo series and its biggest Solo event ever. A week later, a mile-wide F5 tornado devastated Joplin, Mo., and left several members with damage to their homes and cars, but thankfully no one was injured.

According to the Assistant RE **Jim Rowland**, "Last year was challenging for our small region. Historic heat caused one of our alternative Solo site's asphalt to liquefy, and a sluggish economy even closed down the pub where we held club meetings for most of [Ozark Mountain Region's] history. Still, we ultimately hosted five Solos, two RallyCrosses, two RoadRallies, an autocross school and a number of social gatherings. That is a testament to the power of a tight knit, dedicated group of volunteers."

CHECKERED FLAGS

Sadly, Midwest Division has lost three individuals key to our success over the years. **Joe Wheeler**, 71, was serving as the Mid-South RE when he passed away suddenly of a heart attack. Wheeler first joined the SCCA in 1961 in Florida. He served in the Marines, moved to Memphis joining the Mid-South Region and became a police officer. He served more than 10 terms as a Mid-South RE, was a MiDiv Steward and served several terms as the Chairman of the MiDiv Board of Directors.

Ed DeBrecht, 93, was a founder of St. Louis Region and one of the first import auto dealers in the area. He sold a host of brands including Triumph, Volvo, Hillman Sunbeam, Lancia, Fiat, Alfa Romeo, Maserati, Saab and Datsun. He sponsored racecars, Solo awards and rallies – and even into his late 80s you'd find him staffing motorsports events. He had a lifelong love of high-performance engines and solid engineering.

Jerry Clinton, 74, was a St. Louis civic leader known for his quarter-century support of Backstoppers (an organization that helps the families of fallen policemen, firefighters and first responders) through the Guns 'N'

Hoses boxing match fundraiser, bringing NFL football back to St. Louis and his Anheuser Busch distributorship, Grey Eagle. He raced in the SCCA Pro Racing Trans-Am Series with his teammate **Walter Payton** and introduced his sons **Jeff Clinton** (a two-time SCCA National Champion) and **Brian Clinton** to the sport. Speed Broadcaster **Dorsey Schroeder** notes, "Through his support of others, and his personal commitment, he helped bring sponsorship and awareness to the world of sports car racing."

Each gentleman brought their own unique gifts and talents to help further the sport and their regions that they so dearly loved.

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SOWDIV SUNSET

SOUTHWEST DIVISION
BY SYDNEY DAVIS

SOLO UPDATE

The Tire Rack Solo National Tour will be at the Texas A&M Riverside Annex Campus in College Station the weekend of March 16-18. The Texas Tour provides SPDIV and Solo competitors from all over a chance for some early season testing in preparation for the Tire Rack Solo National Championships and even the so-called "Spring Nationals."

The surface of the Texas Tour is very much like the surface in Lincoln, Neb., which is to say well-aged

aggregate concrete, and Texas weather in March is about the same as September weather in Nebraska: completely unpredictable!

Something new to the event for 2012 is that the SCCA will officially host "Road Tire" classes. These classes are designed to cater to drivers who prefer to run on tires with a tread wear rating of 140 or greater. In short, the tire rules parallel those found in the Street Touring classes – you can find out more at www.scca.com/solo.

Finally, the SCCA National Office has officially suspended the Divisional program, but it sounds as if there are some people working to secure a "Texas State Championship Series," or something similar. Some Houstonians are keen to see this series reinvigorated, if at least to put the "Come and Take It" Regional trophy at stake again. In any case, we'll have to stay tuned to see how that develops this spring.

CLUB RACING UPDATE

Just a few quick points to note in the Club Racing schedule this year. By the time this issue reaches you, the Houston Region Hoedown and Texas Two Step Super Tour will be over – and hopefully a success. If you missed your chance to come to MSR Houston or Texas World Speedway, don't worry, there's still a chance later this year.

The originally proposed April race at Eagles Canyon Raceway has moved to July. Make sure your calendar reflects that change. The Sunburn Grand Prix at Texas Motor

Justin Pritchard may have won four National Championship titles, but he couldn't have done it without the help of his wife, who just received the Spouse of the Year Award from Kansas City Region.





CLUB RACING LIFE

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Speedway is now a part of the new SCCA Majors schedule. The entry and schedule should be available on www.motorsportreg.com soon.

After the Jan. 21 divisional meeting, the board voted to cancel the proposed enduro weekend for this year – if you want, you can blame Aggie football for taking all the hotel rooms.

With that said, here's the updated schedule for the Southwest Division:

- **May 4-6** Sunburn Grand Prix, SCCA Majors-Invitational, Texas Motor Speedway hosted by Texas Region
- **May 26-27** Lone Star Grand Prix Double Rational, Texas World Speedway hosted by Lone Star Region
- **July 28-29** Screamin' Eagles Spring Classic Double Rational, Eagles Canyon Raceway hosted by Texas Region
- **Sept. 1-2** Labor Day Grand Prix Double Rational, MSR Houston hosted by Houston Region
- **Oct. 13-24** Fall Roundup Double Regional, Eagles Canyon Raceway hosted by Texas Region

The Invitational – Majors Southwest Division Double National will take the green on May 4-6 at Texas Motor Speedway.

- **Dec. 8-9** Snow Bird Double Regional, MSR Houston hosted by Houston Region

For more information on any SPDiv events, don't hesitate to contact me.

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PONY EXPRESS

ROCKY MOUNTAIN DIVISION
BY DAVID MURAMOTO

BOOTED DOWN SOUTH

While this is being written early in the year, some RMDiv regions are fortunate enough to have a climate that supports racing without the use of studded snow tires, mukluks and arctic clothing. Pan Am Region (PAR) is one of the lucky ones, and while its Solo season gets off to an early start, it wasn't quite the way it was originally envisioned.

PAR's main Solo site, the Cohen Stadium in El Paso, Texas, offers

plenty of smooth and open pavement to set courses on once the season got under way in March. Unfortunately, the best laid plans of mice and men can go awry when commercial considerations enter the picture. Cohen Stadium management gave PAR organizers early notice that the complex (including all parking lots) was being booked for a soccer tournament for part of March and all of April.

While this development undoubtedly helped the stadium's coffers, it potentially threatened to pre-empt the early PAR Solo schedule for 2012. With Cohen Stadium as the primary site and no immediate alternatives to turn to, PAR communicated with their members to move up the schedule to hold a test and tune at Cohen on Feb. 11, with the first PAR Solo being held the following day. March 11 and 25 will be the second and third events of the year, while PAR officials seem determined not to give up any more of their season to a foot-and-ball sport – it's this level of determination that will keep us all competing.

SYDNEY DAVIS

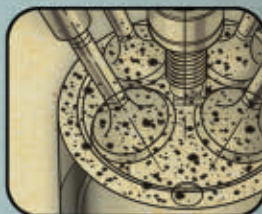
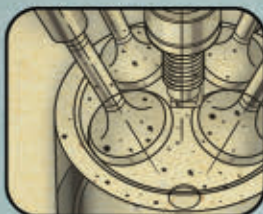


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PMP REPAVING DELAYED

As reported in the Feb. 2012 *Pony Express* column, the track-repaving proposal for Pueblo Motorsports Park (PMP) successfully passed through the Pueblo city council. But despite plans to complete all repaving and allow the 2.2-mile circuit to cure over the winter, things went awry.

Creighton Wright, the director of Pueblo Parks and Recreation (who now oversees the PMP complex), explained the situation in a statement: "It is with great frustration that I write this. Construction at Pueblo Motorsports Park, while progressing, has been a victim of the cool fall and early winter weather conditions. Unfortunately, the impact is that the construction completion schedule is sliding until the end of April, which will result in the cancellation of some planned races and the need to extend our agreement regarding funding assistance for resurfacing.

"The concrete paving of the dragstrip launch pad was completed on schedule, but the repaving of the remainder of the dragstrip and road course will have to be delayed until the spring due to cold temperatures.

"Because we are putting down a thin [1.5-inch] overlay of asphalt, the cold temperatures [both air and ground] cause the asphalt to cool too quickly to be properly applied. If the material is not at the proper temperature when applied, it could result in raveling and lifting. If we were to proceed now under these conditions, it would be costly and inefficient due to the high probability of asphalt failure. For this reason, the contractor has strongly encouraged delaying the paving until the end of April.

"Delaying the paving will affect racing at PMP and, as mentioned previously, this is a very frustrating situation. We have done everything in our power to try to avoid canceling races, but have come to the realization that there are no more options to consider if we want the project completed correctly and ensure warranty by the contractor. I apologize for the inconvenience this will cause our race fans and funding sponsors."

Continental Divide Region (CDR) had been scheduled to run the first event for the freshly repaved track. The March 31-April 1 Driver's School, Double Regional, PDX and Time Trial weekend would serve as the RMDiv opener for 2012. But after careful consideration of the options, the CDR Board of Directors elected not to

cancel the event, but instead move it to Pikes Peak Int'l Raceway on the same dates.

CDR will provide another opportunity for racers to sample the fresh pavement at High Plains when the RMDiv circus travels to the southern Colorado city in mid June. The first RMDiv Double National Invitational-Majors event will be a good test of the new pavement after its properly cured. Circle June 16-17 on your calendars.

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BLOWING SMOKE

NORTHERN PACIFIC DIVISION
BY SHERRI MASTERSON

THE RACING GETS EVER CLOSER

This is a promising season for the racing community. At the time of this writing, the first race at The Ridge Motorsports Park in Shelton, Wash., was slated for April 14-15, with the inspection just around the corner – looks like things are getting closer to us racing there.

Northwest and Oregon Regions have been hard at work working on a couple co-sanction events and a new Pacific Northwest Challenge open to all drivers in those two regions. The rules and included events are listed on both region Websites but, in short, it's like a region championship but includes two regions and four preselected events (two from each region). You must be a member of Oregon or Northwest Regions (or dual member) to have points counted. Drivers must attend six of the eight races to qualify, and winners will be recognized at their region of record awards banquet. Contact the region registrar for more information or to answer questions. There will also be two co-sanctioned events between the two regions. Schedules are on the respective Websites.

CHECKERED FLAGS

It's never easy to say goodbye, but this month I have three reports to pass on to you. The checked flag has flown for longtime San Francisco Region member **Stan Laskin**, who passed away on Tuesday, Jan. 10, after a long battle with cancer. Memorial services for Stan were held Sunday, Feb. 12, at the Congregation Rodef Sholom in San



The first race at The Ridge Motorsports Park in Shelton, Wash., is scheduled for April 14-15, pending SCCA track certification. Keep an eye on the Web for more information.

Rafael. Stan was a 48-year member of the San Francisco Region. He and his wife **Pauline Laskin** were very active members in the Club. Prior to becoming a steward, Stan drove a variety of racecars including a Saab 96 two-stroke sedan, a Triumph Spitfire, a Big Block 1963 Corvette and, finally, a Tiga S2000. Stan was a longtime National Chief Steward, a gentleman steward and a gentleman racer. He was proud of his membership with the SCCA and the San Francisco Region was proud to have Stan as a member of their family. Thank you **Jim Rogaski** for providing this information.

The checkered flag also flew for Oregon Region member **William Lee Carr Sr.** on Jan. 24. Bill was a longtime Flagging and Communications official, Club Racing Steward and a good friend to everyone at the track, whether you were an official, driver or spectator. As a female, I can say he was the most charming man I have ever had the pleasure of meeting – he remembered everyone, and was a man of incredible knowledge and experience. His smile was one to warm your heart each time you saw it, and it came with a sense of calming. He will be missed terribly by all who had the pleasure of his acquaintance. As **Howard "Duck" Allen** said, "So now the 'corner-in-the-sky' has yet another member, and we stay down here to start another season without 'our' Bill, but he lives forever in our hearts and memories – and, oh, what memories."

A checkered flag also fell for past member **Curt Gnagy**. As a past member of Northwest Region, Craig spent his time as a Scrutineer. He took his job seriously as chief and might have portrayed a gruff exterior but was a great and fun person. He loved catered food and once brought a huge spread

to the track to share with his crew. It was enough for all weekend! Craig passed away Feb. 7 at the age of 57.

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SKID MARKS

SOUTHERN PACIFIC DIVISION
BY JASON ISLEY

ANOTHER SUCCESSFUL NATIONAL CONVENTION IN OUR DIVISION

The SCCA National Convention has once again come and gone from the Southern Pacific Division. This year, some 440 SCCA members descended on Las Vegas, Nev., for the Annual Meeting and the accompanying festivities – likely not enough for any of the locals to notice, but still one of the largest gathering of SCCA members all year. This is incredible when you consider there were no cars racing – but there are reports of SCCA members terrorizing the locals at an indoor karting facility.

The National Convention kicked off Thursday, March 1, with the Annual Meeting, which covered the business of the Club and its subsidiaries. The Friday awards lunch recognized a number of individual award winners as well as region awards, and was

Cal Club Region's
Lee Alexander was
presented with the
Kimberly Cup at the
2012 SCCA National
Convention.

followed by an ice cream social where additional awards were handed out. Saturday's lunch featured driver and crew awards; many of these were presented to the recipients after having already been awarded at either the Tire Rack Solo National Championships or the National Championship Runoffs. As is tradition, the event closed with the Hall of Fame inductions and presentations of the Woolf Barnato trophy and other highly treasured awards.

Jim Hall, of Chaparral fame, was the lone Hall of Fame inductee on hand, and proved very popular with the crowd. Even if you never saw the Chaparral 2J "Sucker Car" running around the racetrack, you might have driven it in your favorite video game. Members off all ages stuck around to shake Hall's hand and grab a picture with the legend.

The members from the Las Vegas Region once again played host to the National Convention, quickly processing everyone at the registration desk, always with a smile.

Our division seemed to take more than its share of awards home, and many hardworking individuals were recognized for efforts both on and off the track. Cal Club Region did a great job in 2011, picking up the award for the Solo Divisional of the Year, as well as the Solo Region Cup (Jumbo Division) based on its great member

participation at the Tire Rack Solo National Championships.

On the Club Racing side, Cal Club also picked up an honorable mention award for Region Achievement, which RE **Penelope Coy** graciously accepted.

Lee Alexander, who lists Las Vegas as his home but Cal Club as his region of record, also had reason to celebrate at the convention as he was awarded the highly coveted Kimberly Cup in recognition of his road racing efforts.

Arizona Border Region was recognized with the Region Achievement Award (Small Regions), for its overall program excellence, and RE **David Rock** was on hand to accept the award.

Arizona Region's **Doug Rowse** won a free lifetime membership to the SCCA as a result of being one of the eligible Solo Triad winners from the 2011 season, having won a Solo National Championship, Divisional Championship and Solo Major event in the same class.

Also noteworthy was the number of SoPac members making it in the top 10 of membership referrals for 2011. San Diego Region's **Warren Leach** led the way for member referrals with 64. Also in the top 10 were **Gayle Jardine** and **Allan Coy** of Cal Club.

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D.E. BAER

Record Book

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

SPDIV DOUBLE NAT'L

CAL CLUB REGION
WILLOW SPRINGS INT'L RACEWAY / FEB. 25-26, 2012

SATURDAY

GT1: (2 starters) 1. Kyle Kelley (Chevrolet) 1:17.884; no other finishers; **GT2:** (3 starters) 1. Erich Joiner (Porsche) 1:26.524; 2. Rick Parker (Porsche); 3. Wayne Graham (Mazda); **GT3:** (4 starters) 1. Wolfgang Maik (Toyota) 1:28.207; 2. Mike Henderson (Mazda); 3. Mark Weimer (Nissan); **GTL:** (2 starters) 1. Michael Fazzi (Mazda) 1:47.058; 2. Bill Gilcrease (Mini);

AS: (1 starter) 1. Chris Qualls (Ford) 1:35.588; **EP:** (2 starters) 1. John Longwell (BMW) 1:40.029; 2. Tony Jimerson (Mazda); **FP:** (2 starters) 1. Brian Linn (Mazda) 1:35.727; no other finishers; **HP:** (3 starters) 1. Gary Whittman (Austin Healey) 1:38.372. 2. Neil Verity (MG); 3. Jamie Bestwick (Toyota);

STO: (1 starter) 1. Brandon Davis (Mazda) 1:32.472;

STU: (2 starters) 1. Marc Hoover (Mazda) 1:30.442; 2. Tom Wickersham (Honda); **STL:** (3 starters) 1. Rob Burgoon (Mazda) 1:41.052; 2. Lee Mixon (Mazda); 3. Dale Shoemaker (Mazda); **TI:** (7 starters) 1. Chuck Matthews (Chevrolet) 1:27.811; 2. Oli Thordarson (Chevrolet); 3. Kyle Kelley (Chevrolet); **T2:** (1 starter) 1. Tom Brecht (BMW) 1:34.848; **T3:** (2 starters) 1. Tom Wickersham (Honda) 1:33.709; 2. Matthew Staal (Honda); **SSB:** (1 starter) 1. Lee Niffenegger (Honda) 1:38.080; **SSC:** (2 starters) 1. Sage Marie (Honda) 1:43.547; 2. Brian Hustling (Chevrolet); **SM:** (12 starters) 1. Don Thibaut 1:37.941; 2. Clement Lee; 3. Tom Wickersham;

CSR: (4 starters) 1. Michael Alfred (Beasley)

1:30.295; 2. Joseph Schifini (Stohr); 3. Rene Lohr (Radical); **DSR:** (3 starters) 1. Lee Alexander (Stohr) 1:15.703; 2. Steve Nicklin (Stohr); 3. Dave Tweedie (Stohr); **S2000:** (3 starters) 1. Joe Moran (Carbir) 1:24.048; 2. John Kestler (Shannon); 3. David Ferguson (Van Diemen); **SRF:** (14 starters) 1. Todd Harris 1:34.765; 2. TJ Acker; 3. John Tipton;

FA: (1 starters) 1. Chris Emanuel (Star-Mazda) 1:21.259; **FC:** (1 starter) 1. Michael Manning (Van Diemen) 1:22.639; **FM:** (5 starters) 1. Tom Hope 1:22.582; 2. Patrick Wessellink; no other finishers; **FE:** no entrants; **FB:** no entrants; **FF:** (3 starters) 1. Ed Erlandson (Swift) 1:26.181; 2. John Barron (Van Diemen); 3. Douglas Brenner (Van Diemen); **FV:** (6 starters) 1. Ron Wake (Mysterian) 1:36.795; 2. Brian McCarthy (Anduril); 3. Terran Swanson (Piper); **F500:** (2 starters) 1. Jeff Jorgenson (Novakar) 1:29.125; 2. Eugene Rolfe (Mazda).

SUNDAY

GT1: (1 starter) 1. Kyle Kelley (Chevrolet) 1:20.929; **GT2:** (3 starters) 1. Erich Joiner (Porsche) 1:25.728; 2. Wayne Graham (Mazda); 3. Rick Parker (Porsche); **GT3:** (4 starters) 1. Wolfgang Maik (Toyota) 1:27.223; 2. Mike Henderson (Mazda); 3. Mark Weimer (Nissan); **GTL:** (1 starter) 1. Michael Fazzi (Mazda) 1:45.672;

AS: (1 starter) 1. Chris Qualls (Ford) 1:34.147; **EP:** (1 starter) 1. John Longwell (BMW) 1:38.472; **FP:** (2 starters) 1. Brian Linn (Mazda) 1:35.384; no other finishers; **HP:** (4 starters) 1. Gary Whittman (Austin Healey) 1:36.929; 2. Jason Isley (Toyota); 3. Jamie Bestwick (Toyota);

STO: no entrants; **STU:** (3 starters) 1. Marc Hoover

(Mazda) 1:29.306; 2. Tom Wickersham (Honda); 3. Phillip Royle (Mazda); **STL:** (3 starters) 1. Rob Burgoon (Mazda) 1:40.934; 2. Lee Mixon (Mazda); 3. Dale Shoemaker (Mazda); **TI:** (7 starters) 1. Chuck Matthews (Chevrolet) 1:28.805; 2. Oli Thordarson (Chevrolet); 3. William Brinkop (Chevrolet); **T2:** no entrants; **T3:** (2 starters) 1. Tom Wickersham (Honda) 1:32.881; 2. Matthew Staal (Honda); **SSB:** (1 starter) 1. Lee Niffenegger (Honda) 1:37.780; **SSC:** (2 starters) 1. Sage Marie (Honda) 1:43.394; 2. Brian Hustling (Chevrolet); **SM:** (11 starters) 1. Don Thibaut 1:38.096; 2. Clement Lee; 3. Alex Bauer;

CSR: (4 starters) 1. Joseph Schifini (Stohr) 1:19.524; 2. Michael Alfred (Beasley); 3. Don Simons (Radical); **DSR:** (3 starters) 1. Lee Alexander (Stohr) 1:14.038; 2. Steve Nicklin (Stohr); 3. Dave Tweedie (Stohr); **S2000:** (2 starters) 1. Joe Moran (Carbir) 1:24.226; 2. John Kestler (Shannon); **SRF:** (16 starters) 1. TJ Acker 1:34.422; 2. Todd Harris; 3. John Tipton;

FA: (1 starter) 1. Chris Emanuel (Star-Mazda) 1:17.980; **FC:** (1 starter) 1. Michael Manning (Van Diemen) 1:21.859; **FM:** (5 starters) 1. Steve Brown 1:21.777; 2. Tom Hope; 3. Brad Drew; **FE:** no entrants; **FB:** no entrants; **FF:** (3 starters) 1. Ed Erlandson (Swift) 1:26.318; 2. Douglas Brenner (Van Diemen); 3. John Barron (Van Diemen); **FV:** (5 starters) 1. Brian McCarthy (1:37.161; 2. Ron Wake (Mysterian); 3. Mark Edwards (Glamdring); **F500:** (2 starters) 1. Jeff Jorgenson (Novakar) 1:27.413; 2. Eugene Rolfe (Mazda).

Gary Whittman (33) scored a pair of wins at the Cal Club Region Double National at Willow Springs on Feb. 25-26.

CLUB RACING

GT1-3 = GT-1, GT-2, GT-3
GTL = GT-Lite
AS = American Sedan
EP-HP = E-H Production
STU = 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
STX = Street Touring S
STU = Street Touring Ultra
SM = Street Modified
SSM = Super Street Modified
SMF = Street Modified FWD
F125 = Formula 125
FJA = Formula Junior A
FJB = Formula Junior B

RALLYCROSS

SA = Stock All-wheel 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



D.E. BAER PHOTOS



2012 CLUB RACING NATIONAL MARQUE SCOREBOARD

This scoreboard is unofficial

GT1		STO		DSR	
CHEVROLET	7	CHEVROLET	4	STOHR	4
FORD	1	DODGE	1	WEST	3
GT2		STU		CRITTER	1
PORSCHE	7	BMW	4	S2000	
NISSAN	1	MAZDA	4	CARBIR	3
GT3		STL		FA	
TOYOTA	3	MAZDA	7	SWIFT	5
MAZDA	2	T1		STAR-MAZDA	3
NISSAN	1	CHEVROLET	6	FC	
GT4		T2		VAN DIEMEN	7
HONDA	3	BMW	3	FB	
MAZDA	2	NISSAN	2	RFR	2
NISSAN	2	HONDA	1	STOHR	2
AS		MITSUBISHI	1	PHOENIX	1
FORD	5	T3		FF	
CHEVROLET	3	NISSAN	4	SWIFT	5
EP		HONDA	2	VAN DIEMEN	3
DATSUN	4	SSB		FV	
BMW	3	BMW	3	VORTECH	2
FP		HONDA	2	ANDURIL	1
MAZDA	5	FORD	1	GLAMDRING	1
LOTUS	2	SSC		MYSTERIAN	1
MG	1	HONDA	3	RACER'S WEDGE	1
HP		ACURA	2	F500	
HONDA	4	TOYOTA	2	SCORPION	3
AUSTIN HEALEY	2	CSR		NOVAKAR	2
TOYOTA	1	SWIFT	5	RAPTOR	1
VOLKSWAGEN	1	STOHR	2		
		BEASLEY	1		

SEDIV NATIONAL

BUCCANEER REGION

ROEBLING ROAD RACEWAY / FEBRUARY 26, 2012

GT1: (3 starters) 1. Terry Giles (Chevrolet) 1:07.887; 2. Zachary Monette (Ford); 3. Mike Kelly (Chevrolet);

GT2: (3 starters) 1. Robert Lentz Sr. (Nissan) 1:12.987; 2. James Burke (Porsche); 3. Tim Gray (Porsche); **GT3:** (1 starter) 1. Fletcher Williams (Nissan) 1:18.723; **GT4:** (1 starter) 1. Robert Lentz II (Nissan) 1:17.155;

AS: (3 starters) 1. Robert Eubanks (Ford) 1:18.979; 2. Pat Wilmot (Ford); 3. Lynn Broglin (Ford);

EP: no entrants; **FP:** (4 starters) 1. Ken Kannard (Mazda) 1:17.334; 2. Charles Coker (Porsche); 3. Glenn Cameron (MG); **HP:** (6 starters) 1. W. Jay Griffin (Honda) 1:22.623; 2. A.L. Drum (Austin); 3. Richard May (Austin);

STO: (3 starters) 1. Randy Kinsland (Chevrolet) 1:15.570; 2. Edward Lewis (Chevrolet); no other finishers; **STU:** (3 starters) 1. Danny Steyn (Mazda) 1:21.804; 2. Stephen Mullen (Mazda); 3. F Chris Marchand (Mazda); **STL:** (8 starters) 1. Todd Buras (Mazda) 1:21.132; 2. Thomas Hart (Mazda); 3. Roger Burdette (Mazda); **T1:** (1 starter) 1. Chris Ingle (Chevrolet) 1:18.980; **T2:** (1 starter) 1. CJ Moses (Mitsubishi) 1:31.062; **T3:** no entrants;

Chuck Matthews was the man to beat, collecting two wins in the seven-car Touring 1 field at the Feb. 25-26 Double National at Willow Springs.

SSB: no entrants; **SSC:** no entrants;

SM: (24 starters) 1. Todd Buras 1:21.990; 2. Andrew Charbonneau; 3. Alexander Bolanos;

CSR: (4 starters) 1. Jean-Luc Liverato (Swift) 1:01.260; 2. Jacek Mucha (Swift); 3. William Goldkind (Viking); **DSR:** (1 starter) 1. Matt Graham (Crittter) 1:09.519; **S2000:** no entrants; **SRF:** (11 starters) 1. Derek Schofield 1:21.373; 2. Lee Hill; 3. Jeff Robb;

FA: (7 starters) 1. Lewis Cooper Jr (Swift) 1:00.390; 2. Jeff Kowalik (Swift); 3. Jacek Mucha (Swift); **FC:** (2 starters) 1. Chuck Moran (Van Diemen) 1:06.183; 2. Marc Stern (Van Diemen); **FM:** no entrants; **FE:** (5 starters) 1. Mark Eaton 1:07.620; 2. Paul Schneider; 3. Thomas Green; **FB:** (4 starters) 1. Pete Frost (Phoenix) 1:07.872; 2. Tim Pierce (RFR); 3. Charles Dempsey (Stohr); **FF:** (1 starter) 1. John Robinson II (Swift) 1:13.866; **FV:** (3 starters) 1. Stevan Davis (Racer's Wedge) 1:20.647; 2. Donnie Isley (Agitator); 3. Michael Leonard (Caracal); **F500:** (1 starter) 1. Chris Smith (Invader) 1:18.986.

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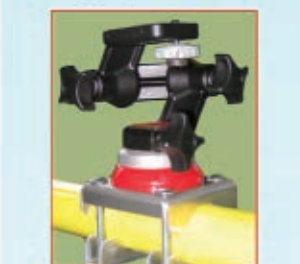
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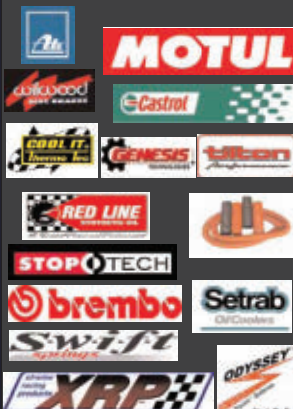
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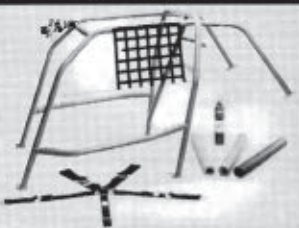
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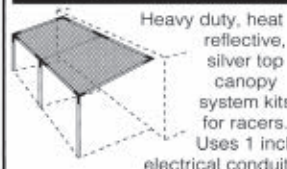
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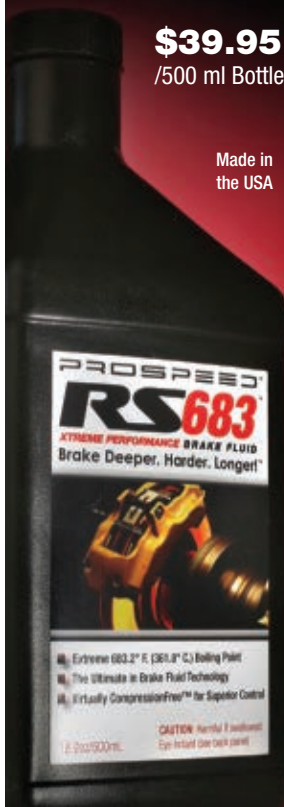
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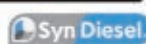
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Jun 1-3 Detroit Belle Isle Grand Prix, Mich. (GT, GTS)

Jun 22-24 Mosport Int'l Raceway, Ontario, Canada

Aug 3-5 Mid-Ohio Sports Car Course, Ohio

Aug 24-26 Infineon Raceway, Calif.

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Jun 8-10 Mid-Ohio Sports Car Course, Ohio

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AIR DATE

Sunday, April 8, 4:30 p.m.

Sunday, April 29, 3 p.m.

Sunday, May 27, 11 p.m.

Saturday, July 7, 5 p.m.

Saturday, Aug. 25, 1:30 p.m.

Sunday, Sept. 9, 3 p.m.



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Western Michigan (269) 217-2489

CENTRAL www.cendiv-scca.org
May 12-13 Blackhawk Raceway/Blackhawk Valley, Milwaukee
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 – Blackhawk Raceway/Blackhawk Valley, Milwaukee
Blackhawk Valley (315) 790-2209
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 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) 249-8571

SOUTHWEST www.sowdivscca.org
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 Rowy/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
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

SOUTHERN PACIFIC www.scca-sopac.org
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 Pittsburg Int'l Race Cmplx/Steel Cities
Aug 4-5 Nelson Ledges/Mahoning Valley
Aug 4-5* New Hampshire Motor Speedway/New England
Aug 18-19 NJMP/JRB-N. New Jersey/South Jersey
Sep 1-3* Summit Point/Washington DC
Sep 8-9* New Hampshire Motor Speedway/New England
Sep 15-16 Watkins Glen/Finger Lakes
Sep 21-22 Lime Rock Park/New York
Sep 29-30* Palm Ledges/Mahoning Valley
Oct 6-7* Watkins Glen/Glen
Oct 6-7 Summit Point/Washington DC
Oct 20-21* NJMP/JRB-N. New Jersey/South Jersey
Finger Lakes (315) 597-9637
Glen (607) 739-2953
Mahoning Valley (330) 854-4889
Mohawk-Hudson (518) 885-0841
New England (508) 561-2188
New York (914) 674-2481
South Jersey (609) 926-4842
Steel Cities (412) 831-0361
Tri-Region Race Group (610) 282-3932
Washington DC (800) 879-4722

SOUTHEAST www.sedivacing.org
Mar 31-Apr 1* Palm Beach Int'l Raceway/Florida
Mar 31-Apr 1* Carolina Mtrsprts Prk/South Carolina
April 28-29* Roebbling Road/Buccaneer
May 5-6* Daytona/Central Florida
May 12-13* VIR/North Carolina
May 19-20 Road Atlanta/Atlanta
May 25-26* Carolina Mtrsprts Prk/Cen. Carolinas
Jun 2-3 Sebring-Short Course/Central Florida
Jun 9-10* Homestead/Florida
Jun 30-Jul 1* Roebbling Road/Buccaneer
Jul 14-15* Road Atlanta/Atlanta
Jul 21-22* Sebring-Short Course/Central Florida

Aug 4 Atlanta Motorsports Park/Atlanta
Aug 4-5* Daytona Int'l Speedway/Central Florida
Aug 18-19* Charlotte Motorspeedway/CCR
Aug 31-Sep 2* Barber Motorsports Park/Atlanta, Alabama
Sep 1-2* Sebring-Long Course/Central Florida
Sep 1-2 Sebring-Long Course/Central Florida
Sep 15-16* Homestead/Florida
Sep 29-30* Daytona Int'l Spdwy/Central Florida
Oct 6-7* Roebbling Road/Buccaneer
Oct 6-7 Roebbling Road/Buccaneer
Oct 20-21 Sebring-Short Course/Central Florida
Oct 20-21* VIR/North Carolina
Oct 26-27* VIR/North Carolina
Nov 2-4 Road Atlanta/Atlanta
Nov 4* Road Atlanta/Atlanta
Nov 10-11 Palm Beach Int'l Raceway/Florida
Nov 24-25 Sebring-Long Course/Central Florida
Atlanta/Alabama (770) 455-7222
Buccaneer (912) 897-1944
Central Carolinas (828) 684-2696
Central Florida (863) 385-2855
Florida (561) 318-1383
North Carolina (800) 342-7390
South Carolina (704) 575-5960
Tennessee Valley (256) 325-0759

GREAT LAKES www.greatlakes-scca.org
May 26-28* Grattan/Western Michigan
Jun 8-10 Mid-Ohio Sports Car Course/Ohio Valley
Jun 30-Jul 1R Nelson Ledges/Neohio
Jul 28-29R Mid-Ohio Sports Car Course/Cincinnati
Aug 11-12R Grattan/Western Michigan
Aug 18-19* Nelson Ledges/Neohio
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) 790-2209
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/NEOkia, 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
NEOkia, Okla, Wichita (918) 744-6392
St. Louis (614) 249-8571

SOUTHWEST www.sowdivscca.org
May 4-6* Texas Motor Speedway/Texas
May 26-27* Texas World Speedway/Lone Star
Jul 28-29* Eagles Canyon Raceway/Texas
Sep 1-2* MSR Houston/Houston
Oct 13-14* Eagles Canyon Raceway/Texas
Dec 8-9* MSR Houston/Houston

ROCKY MOUNTAIN www.coloradoscca.org
Mar 31-Apr 1* Pueblo Motorsports Park/Continental Divide
Apr 28-29* High Plains Raceway/Colorado
May 26-27* Pikes Peak Int'l 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 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
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
Apr 20-22* Pittsburg Int'l Race Cmplx/Steel Cities
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
Aug 4 Atlanta Motorsports Park/Atlanta
Atlanta/Alabama (770) 455-7222
Buccaneer (912) 897-1944
Central Florida (863) 385-2855

GREAT LAKES www.greatlakes-scca.org
May 11-13 Gingham/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

SOUTHERN PACIFIC www.scca-sopac.org
Mar 24-25* Buttonwillow/Cal Club
Cal Club (661) 304-9382

SCCA ACCREDITED SCHOOLS

REGIONAL AND NATIONAL

Bertil Roos Racing School
(800) 722-3669 www.racenow.com

Bob Bondurant School
(800) 842-7223 www.bondurant.com

Bridgestone Racing Academy
(905) 983-1114 www.race2000.com

The Jim Russell Racing Schools
(707) 939-7600 www.jimrussellschools.com

Pettiford's Go 4 It Racing Schools
(303) 666-4113 www.go4iterservices.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
Apr 20-22 CT Pittsburg Int'l Race Cmplx/Steel Cities
Jun 23 PDX CT Summit Point/Washington DC
Jun 30 PDX CT Summit Point/Washington DC
Jul 27-29 TT Pittsburg Int'l Race Cmplx/Steel Cities
Aug 4 PDX TT Summit Point/Washington DC
Sep 15 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
Apr 14 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 9* PDX TT Atlanta Mtrspts Park/Atlanta
Jun 23-24 HC Robbinsville, N.C./Central Carolinas
Jul 15 PDX Road Atlanta/Atlanta
Jul 21-22 PDX Sebring-ShortCourse/Cen. Florida
Aug 4 HC Robbinsville, N.C./Central Carolinas
Sep 29-30 HC Scottsboro, Ala./Tennessee Valley
Oct 27 PDX TT Little Talladega Grand Prix Raceway/
Alabama, TVR
Nov 4 PDX Road Atlanta/Atlanta
Nov 10-11 TT Roebbing Road/Buccaneer
Atlanta/Alabama (770) 455-7222
Buccaneer (912) 897-1944
Central Carolinas (828) 684-2696
Central Florida (863) 385-2855
Florida (561) 318-1383

North Carolina (800) 342-7390
South Carolina (704) 575-5960
Tennessee Valley (256) 325-0759

GREAT LAKES www.greatlakes-scca.org
Jul 27 PDX Mid-Ohio Sports Car Course/Cincinnati
Aug 31 PDX Mid-Ohio Sports Car Course/Ohio Valley
Cincinnati (513) 528-9217
Ohio Valley (614) 846-1228

ROCKY MOUNTAIN www.coloradoscca.org
Mar 31-Apr 1* PDX CT Pueblo Motorsports Park/
Continental Divide
Apr 28-29* PDX CT High Plains Raceway/Colorado
Jul 21-22* PDX CT Pikes Peak International
Raceway/Continental Divide
Aug 18-19* PDX CT High Plains Raceway/Colorado
Oct 13-14* PDX CT Pueblo Motorsports Park/
Continental Divide
Utah (801) 835-3036

NORTHERN PACIFIC www.norpacscca.org
Apr 21 PDX CT TT Reno-Fernley Raceway/Reno
Apr 21 PDX CT TT Bremerton/Northwest
Jun 23 PDX CT TT Bremerton/Northwest
Sep 9 PDX CT TT Portland Int'l Raceway/Oregon
Oct 13-14 PDX CT TT Reno-Fernley Raceway/Reno
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 FedEx Field, Washington DC
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

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 7 Moore Airfield/New England
Apr 15 Central Pa. Institute/Central Pennsylvania
Apr 21 Central Pa. Institute/Central Pennsylvania
Apr 22 Dover Int'l Speedway/Philadelphia
May 6 Moore Airfield/New England
May 6 Central Pa. Institute/Central Pennsylvania
May 27 Mid State Airport/Central Pennsylvania
Jun 3 Moore Airfield/New England
Jun 10 Central Pa. Institute/Central Pennsylvania
Jun 10 Moore Airfield/New England
Jun 16-17 Moore Airfield/New England
Jun 17 Dover Int'l Speedway/Philadelphia
Jun 23-24 Mid State Airport/Central Pennsylvania
Jun 30-Jul 1 Dover Int'l Speedway/Philadelphia
Jun 8 Moore Airfield/New England
Jul 8 Mid State Airport/Central Pennsylvania
Jul 15 Wells Fargo Center/Philadelphia
Jul 21-22 Mid State Airport/Central Pennsylvania
Jul 22 Moore Airfield/New England
Aug 5 Central Pa. Institute/Central Pennsylvania
Aug 18 Moore Airfield/New England
Aug 19 Citizens Bank Park/Philadelphia
Aug 25 Central Pa. Institute/Central Pennsylvania
Sep 15-16 Wells Fargo Center/Philadelphia

Sep 16 Central Pa. Institute/Central Pennsylvania
Sep 23 Moore Airfield/New England
Sep 30 Central Pa. Institute/Central Pennsylvania
Oct 7 Street Survival – Delaware Park/Philadelphia
Oct 7 Moore Airfield/New England
Oct 13-14 Mid State Airport/Central Pennsylvania
Oct 21 Moore Airfield/New England
Oct 27-28 Hershey Park/Susquehanna
Oct 28 Dover Int'l Speedway/Philadelphia
Central Pennsylvania (814) 933-9428
New England (203) 687-8589
Philadelphia (215) 450-1251
Susquehanna (717) 697-1610

SOUTHEAST www.sedivacing.org
Apr 1 Seminole State College/Central Florida
Apr 1 Hutchinson Island/Buccaneer
Apr 7 Oak Mountain Amphitheater/Alabama
Apr 8 Hunt Army Stagefield/Wiregrass
Apr 22 Deland Airport/Central Florida
Apr 22 Eastgate Town Center/Chattanooga
Apr 29 Music City Raceway/Tennessee
May 5-6 Daytona Int'l Speedway/Central Florida
May 6 Hutchinson Island/Buccaneer
May 20 Seminole State College/Central Florida
May 20 Eastgate Town Center/Chattanooga
May 20 Oak Mountain Amphitheater/Alabama
Jun 10 Hutchinson Island/Buccaneer
Jun 16 Deland Airport/Central Florida
Jun 17 Music City Raceway/Tennessee
Jun 24 Eastgate Town Center/Chattanooga
Jun 30 Oak Mountain Amphitheater/Alabama
Jul 8 Orange County Convention Cntr/Cen. Florida
Jul 8 Hutchinson Island/Buccaneer
Jul 15 Oak Mountain Amphitheater/Alabama
Jul 22 Eastgate Town Center/Chattanooga
Jul 29 Oak Mountain Amphitheater/Alabama
Aug 12 Music City Raceway/Tennessee
Aug 19 Seminole State College/Central Florida
Aug 19 Oak Mountain Amphitheater/Alabama
Aug 26 Eastgate Town Center/Chattanooga
Sep 9 Oak Mountain Amphitheater/Alabama
Sep 15-16 Orange Cnty Cnvtm Cntr/Cen. Florida
Sep 16 Music City Raceway/Tennessee
Sep 16 Hutchinson Island/Buccaneer
Sep 23 Eastgate Town Center/Chattanooga
Sep 29-30 Daytona Int'l Speedway/Central Florida
Oct 14 Eastgate Town Center/Chattanooga
Oct 14 Oak Mountain Amphitheater/Alabama
Oct 27-28 Orange County Cnvtm Cntr/Cen. Florida
Nov 4 Music City Raceway/Tennessee
Nov 12 Eastgate Town Center/Chattanooga
Nov 14 Hutchinson Island/Buccaneer
Nov 18 Oak Mountain Amphitheater/Alabama



On April 13-15, FedEx Field once again
plays host to the Tire Rack ProSolo
National Series.

KEN BROWN

Dec 2 Eastgate Town Center/Chattanooga
Dec 9 Seminole State College/Central Florida
Alabama (334) 444-0699
Buccaneer (912) 398-0147
Central Florida (407) 382-0770
Chattanooga (706) 506-5259
Tennessee (615) 355-6590
Wiregrass (850) 423-1131

GREAT LAKES www.greatlakes-scca.org
Mar 25 Walesboro Airport/Columbus Club
Apr 15 Majestic Star Hotel & Casino/Indiana Northwest
Apr 21-22 Walesboro Airport/Columbus Club
Apr 29 UPS Grade Lane/Kentucky
Apr 29 Majestic Star Hotel & Casino/Indiana Northwest
May 5-6 Majestic Star Hotel & Casino/Indiana Northwest
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 10 Majestic Star Hotel & Casino/Indiana Northwest
Jun 24 Walesboro Airport/Columbus Club
Jun 24 Portage High School/Indiana Northwest
Jul 8 Papa John's Cardinal Stadium/Kentucky
Jul 8 Majestic Star Hotel & Casino/Indiana Northwest
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 19 Majestic Star Hotel & Casino/Indiana Northwest
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 9 Majestic Star Hotel & Casino/Indiana Northwest
Sep 16 Walesboro Airport/Columbus Club
Sep 30 UPS Grade Lane/Kentucky
Oct 7 Walesboro Airport/Columbus Club
Oct 7 Majestic Star Hotel & Casino/Indiana Northwest
Oct 21 UPS Grade Lane/Kentucky
Oct 21 Majestic Star Hotel & Casino/Indiana Northwest
Nov 4 Walesboro Airport/Columbus Club
Columbus Club (317) 796-0123
Indiana Northwest (219) 730-6418

MIDWEST www.midiv.org
May 5 Street Survival – Gateway Motorsports Park/St. Louis
May 19-20 Columbus Air Force Base/Mississippi
Jul 14-15 Columbus Air Force Base/Mississippi
Sep 15-16 Columbus Air Force Base/Mississippi
Sep 29 Street Survival – St. Charles Family Arena/St. Louis
Sep 29 Street Survival – Heartland Park Topeka/Kansas
Oct 20-21 Columbus Air Force Base/Mississippi
Mississippi (601) 906-9367
St. Louis (573) 384-5516

SOUTHWEST www.sowdivscca.org
Mar 25 Burton Coliseum/Southwest Louisiana
Apr 1 600 Colemand Ave/Red River
Apr 7-8 NOLF Waldron Field/South Texas Border
Apr 15 New Orleans Mtrsprts Park/Delta
Apr 29 600 Coleman Ave/Red River
May 5-6 NOLF Waldron Field/South Texas Border
May 6 New Orleans Mtrsprts Park/Delta
Jun 2-3 NOLF Waldron Field/South Texas Border
Jun 3 600 Coleman Ave/Red River
Jun 3 New Orleans Mtrsprts Park/Delta
Jul 7-8 NOLF Waldron Field/South Texas Border
Jul 8 600 Coleman Ave/Red River
Aug 4-5 NOLF Waldron Field/South Texas Border
Sep 1-2 NOLF Waldron Field/South Texas Border
Oct 6-7 NOLF Waldron Field/South Texas Border
Nov 3-4 NOLF Waldron Field/South Texas Border
Dec 1-2 NOLF Waldron Field/South Texas Border
Delta www.delta-scca.org
Houston (281) 782-7512
Red River (903) 918-0420
South Texas Border (361) 980-8000
Southwest Louisiana (337) 478-5347

ROCKY MOUNTAIN www.coloradoscca.org
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 6 Street Survival – Eagle County Regional Airport/Continental Divide
May 12 Front Range Airport/Colorado
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
Jun 16-17 Pikes Peak Int'l Raceway/Colorado
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) 568-9671
Continental Divide (719) 598-8261
Continental Divide Street Survival (719) 598-4133
Pan American (915) 540-1723

NORTHERN PACIFIC www.norpacscsa.org
Mar 25 Oracle Arena/San Francisco
Apr 1 Marina Airport/San Francisco
Apr 15 Oracle Arena/San Francisco
Apr 21-22 Fresno Fairgrounds/San Francisco
Apr 29 Oracle Arena/San Francisco
May 5 Street Survival – Reno-Stead Airport/Reno
May 6 Oracle Arena/San Francisco
Jun 2-3 Fresno Fairgrounds/San Francisco
Jun 3 Oracle Arena/San Francisco
Jun 10 Oracle Arena/San Francisco
Jul 29 Oracle Arena/San Francisco
Aug 11 Fresno Fairgrounds/San Francisco
Sep 30 Street Survival – Portland Int'l Raceway/Portland
Oregon (503) 327-8990
Reno (775) 267-4845
San Francisco www.sfrscca.com
San Francisco-Fresno (559) 285-2524

SOUTHERN PACIFIC www.scca-sopac.org
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 15 Aloha Stadium/Hawaii
Jul 22 Maui Raceway Park/Hawaii
Jul 29 Marana Regional Airport/Arizona Border
Jul 29 Aloha Stadium/Hawaii
Aug 12 Aloha Stadium/Hawaii
Aug 26 Marana Regional Airport/Arizona Border
Aug 26 Maui Raceway Park/Hawaii
Aug 26 Aloha Stadium/Hawaii
Sep 26 Firebird Int'l Raceway/Arizona
Sep 23 Maui Raceway Park/Hawaii
Sep 30 Marana Regional Airport/Arizona Border
Sep 30 Aloha Stadium/Hawaii
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
Hawaii-Aloha (808) 349-8813

ROADRALLY

NATIONAL

Jun 2 NC Steel Haul/Steel Cities
Sep 15 NC Octoberally/Land O' Lakes
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/RT GPS 2/South Jersey
Jun 3 RC C is for Crossroads/Steel Cities
Aug 11 GTA Hurdle 2012/New England
Sep 30 Stay to the Left, Stay to the Right/S. Jersey
Nov 3 Covered Bridge Rally/New England
Covered Bridge (802) 263-5678
Hurdle (860) 620-4839
South Jersey (856) 228-9249
Steel Cities jnuthz@cmu.edu

GREAT LAKES www.greatlakes-scca.org
Mar 24 TDS Rally School/Detroit
Detroit (313) 441-4521

CENTRAL www.cendiv-scca.org
Sep 15 RC Octoberally/Land O' Lakes
Sep 16 RT Badger Trails/Land O' Lakes
Land O' Lakes (608) 685-6572

SOUTHWEST www.sowdivscca.org
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

NORTHERN PACIFIC www.norpacscsa.org
Apr 14 The Unsinkable Molly Brown/Arctic Alaska
Arctic Alaska (907) 243-2122

SOUTHERN PACIFIC www.scca-sopac.org
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
Arizona Border (520) 664-0906
Cal Club (310) 372-7168

RALLYCROSS

RALLYCROSS NATIONAL CHAMPIONSHIP

Oct. 5-7 Tulsa Raceway Park, Tulsa, Okla.

REGIONAL

NORTHEAST www.nediv.com
Mar 25 Walczys 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 Walczys 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.sedivacing.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
May 19-20 Glen Helen RallyX/Cal Club
Sep 15 Glen Helen RallyX/Cal Club
Sep 16 Glen Helen Enduro RallyX/Cal Club
Oct 20 Glen Helen RallyX practice/Cal Club
Oct 21 Glen Helen RallyX/Cal Club
Cal Club www.calclub.com

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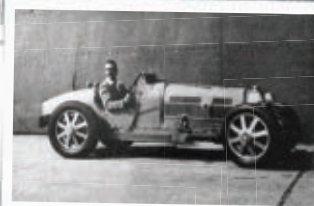
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Roots

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



You are reading the first digital-only issue of *SportsCar*. The SCCA has seen a number of other firsts in its 69 year history. For example, the gathering of Club members in 1944 were closer to car shows than anything we have today, with the first race not coming until July 1945.

10 years ago in *SportsCar*...



San Francisco Region was credited with taking one of the first steps in the “green” movement that has begun to play a larger and larger role in motorsports. The region partnered with the California Integrated Waste Management Board on a state-funded grant to spread the

word about recycling engine oil. This unique partnership had the effect of supporting an environmentally friendly cause, raising the awareness of recycling capabilities for toxic waste products and simultaneously helping the region hold down the cost of racing for its Club racers. This was not San Francisco Region's only public service activity, as at the same time the region was involved in the Tobacco Free Challenge, which helped to persuade young people to stop smoking.

This year, SCCA Pro Racing Pirelli World Challenge will see the addition of B-Spec cars to its ranks. Twenty-five years ago, Pro Racing welcomed another different take on racing, the Racetruck Challenge.



25 years ago in *SportsCar*...



An interesting new race team was profiled. Pro-Teen Racing was a project based out of a Cabell County West Virginia high school in which local secondary school students ran their own race team under the guidance of a faculty advisor. Using a Renault Encore with

cooperation from AMC/Renault Competition Services and Bridgestone Tires, the team competed in the SCCA's Central Division Improved Touring C class at Regional races. Bill Rasinen, an experienced SCCA Club racer, served as driver while the students managed the team and prepared the car. With motorsports finding a bigger and bigger place on U.S. university campuses, and even in the vocational programs of high schools, the Pro-Teen effort was groundbreaking.

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