



# TIRE RACK .com









PayPal WESTERN |

# LIGHTWEIGHT WHEELS





PF01 bright silver

Also available		
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
		18.0-18.2
		17.2-18.6
		17.4-17.8
		18.2-19.2
		18.0-19.2
		19.4
		20.4-20.8
18x10.5	349	21.8-22.8
RC-G4 ga	old (15 x 6.5	white avail.



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



Bright silver and black available for some applications.

Size	Starting at	Weight (lbs.) 12.8-13.0
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
<b>C2</b> liaht a	rev	

<b>LE</b> light y		
Size	Starting at	Weight (lbs.)
17x8.5	\$139	19.0
18x8	159	19.2-20.0
18x8.5	162	20.8-21.2
C3 light g	rey	

C3 light	grey	
Size	Starting at	Weight (lbs.)
17x9	\$129	19.2-20.6
C3M ligi	ht grey (Mia	ta only)
Size	Starting at	Weight (lbs.)
15x9	\$109	15.6



		viuittieu
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	natte grey (	BMW only)
Size	Starting at	Weight (lbs.)
17x9	\$239	16.3



Ultraleggera/Ultraleggera **HLT** brig

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

Size	Starting at	Weight (lhs.)
		Weight (lbs.) 12.0-12.4
		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
19x8.5HI	439	21.6-23.0
19x9HI	.T460	23.0-23.4
19x10HI	.T475	23.2-23.6
19x11HI	.T505	24.0-24.8
19x12HI	399	25.0-26.0
20x8.5HI	.T565	23.0-25.0
20x10HI	.T585	24.5-25.5
20x11HI	599	27.0
20x12HI	.T615	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



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

Size	Starting at	Weight (lbs.)
15x6.5	\$109	13.8-14.6
16x7	124	Weight (lbs.) 13.8-14.6 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	18.3-19.3 19.2-19.9 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.
	\$259	
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



17x9.

Cizo	Starting at	Woight (lhe )
15x7	Starting at	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
17v9 5	100	15.4



. 239























STR.T Shocks

# SUSPENSION



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







Pro-Kit Lowering Springs + Front and Rear Anti-Roll Kit

### Also Available.

Sportline Springs, Pro-Dampers, Anti-Roll Bars & more!



### Sport Series Shocks

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

**7**LJ**X** 

Touring Class Shocks

Also Available:

**HD Series Shocks** 



FSD Shocks, Sport Shocks, Threaded Suspension Kits & more!





Also Available:

GR-2/Excel-G Shocks, Gas-A-Just Shocks, MonoMax Shocks, Strut Mounts & Boots.



Street Performance RSS Club Sport

PSS9

PSS10

Pro-Street-S

Multi-Pro R1

Lift and Leveling Kits

Variant 1 Variant 3 Also Available:

ST by KW

Variant 2 and Clubsport

# **BRAKES**





Ultimate™ Wiper Blades



Xenon Driving Kit







510 Clear Driving Kit SPECIAL \$19999

# **ACCESSORIES**

Tire Storage Rack \$129

- Adjustable for various tire widths
- 400 lbs. capacity





The Performance Intake Company

Airaid Intake Systems PowerAid Throttle Body Spacers OEM Replacement Air Filters



braille 6

Lightweight Batteries

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





# TIRE RACK<sup>®</sup>











**YOKOHAMA** 

.\$125

.. 153

..179

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.210 ..219

.232

240

.230

.253

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288

.281

. 298

.389

.374

.284

300

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312

325

.298

322

.. 343

.....184

# TIRES

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



BFGoodrich

g-Force Spo COMP-2	ort
195/50 R- 15	<b>¢</b> 97
195/55 R- 15	
205/45ZR- 16 **	110
	125
205/55ZR- 16	108
215/55ZR- 16 1	121
225/50ZR- 16	
225/55ZR- 16	
245/50ZR- 16	
255/50ZR- 16	155
205/40ZR- 17	114
205/45ZR- 17xL	118
205/50ZR- 17	128
215/45ZR- 17	127
215/50ZR- 17x	145
225/45ZR- 17	134
	136
	158
	137
	140
	144
	139
255/45ZR- 17	153
275/40ZR- 17	175
215/40ZR- 18xL	162
215/45ZR- 18xL	
225/40ZR- 18	
225/45ZR- 18xL	
225/50ZR- 18	
235/40ZR- 18	
235/45ZR- 18 xL	
235/50ZR- 18 245/40ZR- 18	184
245/45ZR- 18 255/35ZR- 18	
	192
	220
	202
265/40ZR- 18 **	
275/35ZR- 18	
275/40ZR- 18	
225/40ZR- 19 <sup>xL</sup>	190
225/45ZR- 19 <sup>x1</sup>	
245/407R- 19xL	207
245/45ZR- 19	218
245/50ZR- 19x	199
255/35ZR- 19x	215
255/40ZR- 19	239
265/35ZR- 19xL	
275/35ZR- 19	
275/40ZR- 19	246



285/35ZR- 19 . 245/35ZR- 20<sup>x1</sup>

245/45ZR- 20x ...... 192

275/40ZR- 20 ......313

255/35ZR- 20 ......

242

191

.....179

.....189

# g-Force R1

Competition
P 205/50ZR- 15\$203
P 225/50ZR- 15211
P 205/55ZR- 16199
P 205/55ZR- 16203
P 225/50ZR- 16213
P 245/45ZR- 161226
P 225/45ZR- 17 <sup>LL</sup> 271
P 235/40ZR- 17 <sup>11</sup> 258
P 235/40ZR- 1711 vz 259
P 245/40ZR- 1711279
P 255/40ZR- 1711 269
P 275/40ZR- 17 <sup>11</sup> 309
P 315/35ZR- 1711 342
P 225/40ZR- 1811 309
P 245/40ZR- 1811 327
P 265/35ZR- 1811 315
P 275/35ZR- 1811 332
P 285/30ZR- 1811 V2 342

P 335/30ZR- 1811 ........... 386



# Potenza S-04

Pole Po	sition
205/55 R-	16\$149
205/45 R-	17 <sup>n</sup> 157
205/50 R-	17 <sup>n</sup> 169
215/45 R-	17 <sup>n</sup> 159
225/45 R-	17167
235/45 R-	17176
235/50 R-	17176
245/40 R-	17198
245/45 R-	17 <sup>12</sup> 185
255/40 R-	17209
215/45 R-	18 <sup>12</sup> 184
225/40 R-	18 <sup>n</sup> 206
225/45 R-	18214
225/50 R-	18159
235/40 R-	18 <sup>11</sup> 215
245/35 R-	18 <sup>n</sup> 238
245/40 R-	18 <sup>n</sup> 231
245/45 R-	18219
255/35 R-	18 <sup>n</sup> 241
255/40 R-	18 <sup>n</sup> 239
OFF/AF D	1011 000

255/35 R-	18 <sup>11</sup> 241
	18 <sup>11</sup> 239
255/45 R-	18 <sup>11</sup> 232
265/35 R-	18 <sup>11</sup> 249
265/40 R-	18 n253
275/35 R-	18255
	18342
285/35 R-	18 <sup>12</sup> 307
225/40 R-	19 <sup>12</sup> 255
	19 <sup>11</sup> 214
235/35 R-	19 <sup>11</sup> 240
	19 <sup>11</sup> 253
245/40 R-	19 <sup>11</sup> 267
245/45 R-	19229
	19 <sup>11</sup> 260
	19 <sup>n</sup> 305
	19 <sup>n</sup> 279
275/35 R-	19 <sup>11</sup> 294
275/40 R-	19316
	19 <sup>12</sup> 304
285/35 R-	19302
295/30 R-	19 <sup>12</sup> 317
305/30 R-	
	20 n300
255/35 R-	
275/35 R-	20 <sup>11</sup> 316
285/30 R-	20 <sup>11</sup> 318

# GOOD#YEAR



Eagle F1 Asymmetric 2

,
215/45 R- 17 <sup>12</sup> \$128
225/45 R- 17144
225/45 R- 17 <sup>12</sup> 147
235/45 R- 17143
235/45 R- 17 <sup>n</sup> 149
245/40 R- 17152
225/40 R- 18171
225/40 R- 181176
235/40 R- 18 <sup>12</sup> 177
235/45ZR- 18 ™263
235/45 R- 18 <sup>12</sup> 187
235/50 R- 18 <sup>n</sup> 199
245/35 R- 18 <sup>12</sup> 203
245/40 R- 18195
245/40 R- 18 <sup>12</sup> 201
255/35 R- 18 <sup>n</sup> 229
255/45 R- 18 <sup>n</sup> 209
265/35 R- 18 <sup>n</sup> 238
265/45ZR- 18 ™289
225/35 R- 19 <sup>12</sup> 207
235/35 R- 19 <sup>n</sup> 195
235/40ZR- 19 ™283
245/35 R- 19 <sup>n</sup> 239
255/30 R- 19 <sup>n</sup> 279
255/35 R- 19 <sup>11</sup> 247
255/40 R- 19 <sup>n</sup> 259
265/30 R- 19 <sup>n</sup> 259
265/40ZR- 19 ™337
275/30 R- 19 <sup>12</sup> 293
285/35ZR- 19xx 100328
OFF/OF D OON 000

# 



Ventus V12 evo

K110	
205/55ZR-	16\$
225/50ZR-	16
205/45ZR-	17 <sup>n</sup> 1
205/50ZR-	· 17 <sup>12</sup> 10
215/45ZR-	17 <sup>12</sup> 1
215/50ZR-	17 <sup>n</sup> 1
225/45ZR-	17 <sup>n</sup> 1
225/50ZR-	17 <sup>12</sup> 12
235/45ZR-	17 <sup>12</sup> 1
245/40ZR-	17 <sup>n</sup> 1
245/45ZR-	17 <sup>12</sup> 12
255/40ZR-	17 <sup>12</sup> 1
215/40ZR-	18 <sup>n</sup> 1
215/45ZR-	18 <sup>12</sup> 1
225/40ZR-	18 <sup>12</sup> 1
225/45ZR-	18 <sup>12</sup> 10
235/40ZR-	18 <sup>12</sup> 1
245/35ZR-	18 <sup>11</sup> 2
245/40ZR-	18 <sup>22</sup> 18
245/45ZR-	18 <sup>12</sup> 1
255/35ZR-	18 <sup>n</sup> 2
255/40ZR-	18 <sup>11</sup> 2
255/45ZR-	18 <sup>n</sup> 2
265/35ZR-	18 <sup>n</sup> 2
265/40ZR-	18 <sup>n</sup> 2
275/35ZR-	18 <sup>n</sup> 2
275/40ZR-	18 <sup>12</sup> 2
285/30ZR-	18"2
285/35ZR-	18 <sup>n</sup> 2
295/30ZR-	18 <sup>11</sup> 2

90 95 03 12 12 17 22 31 29 34 59 73 69 73 82 87 17 38 71 44 52 295/30ZR- 18<sup>24</sup>
215/35ZR- 19<sup>24</sup>
225/35ZR- 19<sup>24</sup>
225/35ZR- 19<sup>24</sup>
225/35ZR- 19<sup>24</sup>
235/35ZR- 19<sup>24</sup>
245/35ZR- 19<sup>24</sup>
245/35ZR- 19<sup>24</sup>
245/35ZR- 19<sup>24</sup>
245/35ZR- 19<sup>24</sup>
255/30ZR- 19<sup>24</sup>
275/30ZR- 19<sup>24</sup>
275/30ZR- 19<sup>26</sup>
275/30ZR- 19<sup>26</sup>

285/30ZR- 19<sup>2</sup> 285/35ZR- 19<sup>2</sup> 295/30ZR- 19<sup>3</sup> 305/30ZR- 19<sup>x</sup> 225/30ZR- 20<sup>x</sup> 225/30ZR- 20<sup>n</sup> 225/35ZR- 20<sup>n</sup> 235/307R- 20<sup>x</sup> 245/30ZR- 20<sup>x</sup> 245/35ZR- 20<sup>x</sup> 199 245/407R- 20x 183 245/45ZR- 20<sup>x</sup> 255/30ZR- 20<sup>x</sup> 255/357R- 20<sup>x</sup> 255/45ZR- 20<sup>x</sup> 275/30ZR- 20<sup>x</sup> 275/357R- 20x 275/40ZR- 20<sup>22</sup> 285/25ZR- 20<sup>22</sup> 285/307R- 20x



Ventus R-53	
225/45ZR- 15	\$104
225/50ZR- 16	116
215/45ZR- 17	138
225/45ZR- 17 <sup>11</sup>	122
255/407R- 17 <sup>11</sup>	130
275/35ZR- 19	348
305/30ZR- 1911	435
	Ventus P-S2 225/452R-15 205/552R-16 225/502R-16 225/502R-16 225/502R-17 225/452R-17 225/452R-17 245/402R-17 245/402R-17 245/402R-18 255/402R-18 255/402R-18 255/302R-18 255/302R-18 255/352R-18

# Hoosier



# A6

Competition
P 225/45ZR- 13 <sup>11</sup> \$209
P 225/50ZR- 13209
P 255/40ZR- 13230
P 205/55ZR- 14219
P 225/50ZR- 14231
P 205/50ZR- 15234
P 225/45ZR- 15 <sup>11</sup> 242
P 275/35ZR- 15282
P 205/45ZR- 16244
P 225/50ZR- 16244
P 245/45ZR- 16 <sup>11</sup> 261
P 255/50ZR- 16267
P 275/45ZR- 16 <sup>11</sup> 282
P 225/40ZR- 17272
P 225/45ZR- 17"272
P 245/40ZR- 17 <sup>11</sup> 282
P 275/40ZR- 17 <sup>11</sup> 312
P 295/35ZR- 17333
P 315/35ZR- 17350
P 335/35ZR- 17 <sup>11</sup> 362
P 225/40ZR- 18 <sup>11</sup> 312
D 24E/2E7D 10H 22E

P 245/40ZR- 18 .....325 P 255/35ZR- 18 ......334 P 255/357R- 18 <sup>№</sup> 349 P 285/30ZR- 18 ......356 P 295/30ZR- 18<sup>11</sup> P 295/40ZR- 1811 ......360 P 315/307R- 18<sup>th</sup> P 335/30ZR- 1811 .......... 405 P 345/35ZR- 18<sup>11</sup> P 235/35ZR- 19<sup>11</sup> ......352 P 265/35ZR- 19 ......366 P 295/30ZR- 19 ......380



225/45ZR- 13 CS1 ....... \$128

### Ventus Z214 Competition

P 295/357R- 19

225/45ZR- 13 <sup>21</sup> 144
205/55ZR- 14 cs1 133
205/55ZR- 14 <sup>271</sup> 130
225/50ZR- 14 cs1 146
225/50ZR- 14 <sup>C71</sup> 147
205/50ZR- 15 cs1 152
205/50ZR- 15 <sup>C71</sup> 142
225/45ZR- 15 cs1 175
225/45ZR- 15 <sup>□1</sup> 159
205/50ZR- 16 cs1 159
205/50ZR- 16 cm 150
225/50ZR- 16 cs1 160
225/50ZR- 16 cri 158
245/45ZR- 16 cs1 170
245/45ZR- 16 271 186
255/50ZR- 16 S1176
255/50ZR- 16 271174
225/457R- 17 <sup>051</sup> 189

225/50 R- 16 ROUNDED ..... 245 245/45 R- 16 SQUARED 242 265/45 R- 16 ROUNDED ..... 265 225/45 R- 17 SQUARED ..... 229 245/40 R- 17 SQUARED ..... 203 245/45 R- 17 ROUNDED ..... 260 275/40 R- 17 ROUNDED ..... 298 225/45ZR- 17 C71 ...... 174 295/40 R- 17 ROUNDED ..... 312 245/40ZR- 17 <sup>051</sup>......195 315/35 R- 17 ROUNDED ..... 314 245/407R- 17 CT 335/35 R- 17 ROUNDED ..... 329 275/40ZR- 17 CS1 ...... 200 225/40 R- 18 SQUARED 255 275/40ZR- 17 CT 245/35 R- 18 ROUNDED ..... 324 225/40ZR- 18 cs1 ........... 204 225/40ZR- 18 <sup>cr1</sup> 285/30 R- 18 ROUNDED 376 305/30 R- 18 SQUARED ..... 398 245/40ZR- 18 <sup>27</sup> .......219 345/35 R- 18 275/35ZR- 18 cs1 .......... 235 <sup>RED</sup> ..... 359 275/35ZR- 18 CS1 ......245 335/30 R- 19 sq

# MICHELIN



### Pilot Super Sport

Ecsta LE Sport

235/40 R- 18xL.....

245/40 R- 18x

255/40 R- 18x

265/35 R- 18x ....

225/40 R- 19xL

245/45 R- 19×

275/35 R- 19XL

Ecsta V710

215/50 R- 13 2005R ..... \$179

195/55 R- 14 ROUNDED ..... 181

205/55 R- 14 ROUNDED ..... 175 225/50 R- 14 ROUNDED ..... 206

225/50 R- 15 ROUNCED ..... 225

215/40 R- 16 ROUNDED 224

215/45 R- 16 SQUARED ..... 227

245/40 R- 20x .....154

275/35 R- 20 xL ......206

235/45 R- 18 x ......142

245/45 R- 18x .....149

205/55 R- 16\$86	Sport
205/45 R- 17xL93	205/45ZR- 17xL\$208
215/40 R- 17 <sup>xL</sup> 99	215/45ZR- 17xL167
215/45 R- 17 <sup>xt</sup> 99	225/45ZR- 17×1177
215/50 R- 17x99	235/45ZR- 17 <sup>xL</sup> 198
225/45 R- 17 <sup>xt</sup> 99	245/40ZR- 17 <sup>xL</sup> 229
235/45 R- 17 <sup>xt</sup> 105	
245/40 R- 17 <sup>xt</sup> 112	245/45ZR- 17 <sup>xL</sup> 223
255/40 R- 17 <sup>xL</sup> 114	205/40ZR- 18xL182
225/35 R- 18x114	215/40ZR- 18x282
225/40 R- 18x112	225/40ZR- 18 <sup>x</sup> 225
225/45 R- 18 xL135	225/45ZR- 18 <sup>xL</sup> 243
235/40 R. 18 <sup>XL</sup> 137	220, 10211 10 111111111240

225/50ZR- 1811 ......172 235/40ZR- 18xL .....242 235/50ZR- 18x .....248 245/35ZR- 18x .....282 245/40ZR- 18x .....258

255/35 R- 18x .....177 245/45ZR- 181 .....265 255/45 R- 18<sup>x</sup> 163 255/35ZR- 18<sup>xz</sup> ....... .....186 255/40ZR- 18xL ......260 265/40 R- 18x .....179 265/35ZR- 18x ......269 275/35 R- 18 .....194 265/40ZR- 18x ......288 285/35 R- 18 xL ........... 199 215/35 R- 19x ......138 275/35ZR- 18x .....288 225/35ZR- 19x .....249 225/40ZR- 19x .....273

245/35 R- 19x ......169 225/45ZR- 19<sup>xz</sup> ......186 .....175 235/30ZR- 19x ......264 235/35ZR- 19x .....273 255/40 R- 19x ......182 235/40ZR- 19x ......322 245/35ZR- 19xL .....286 195 245/40ZR- 19xL......303 255/30ZR- 19x ......329 285/35 R- 19x .....197

255/45ZR- 19x ......343 265/30ZR- 19xL ......339 

275/407R- 19xL 387 285/40ZR- 19xL ......468 295/30ZR- 19x1 ......432 305/30ZR- 19xL ......454 325/30ZR- 19x .....509

345/30ZR- 19x ......520 235/35ZR- 20 f ...... 447 245/35ZR- 20 XLF......289

245/45ZR- 20x ......462 255/35ZR- 20 ......315 255/40ZR- 20x ........... 462 255/45ZR- 20×1 ......264 265/30ZR- 20xL ......395 275/30ZR- 20 ......312 275/35ZR- 20 .....353 285/25ZR- 20 xL ........... 341 285/30ZR- 20xL ......360 285/35ZR- 20xL ......423 295/25ZR- 20xL ......389 295/30ZR- 20xL ......366

295/35ZR- 20 F......462

295/35ZR- 20xLF.......425

315/35ZR- 20 x. F......... 452

335/30ZR- 20x .....549

345/30ZR- 20 .....582



SUMITOMO

HTR Z III	ADVAN Neova
205/50ZR- 17x\$94	AD08
215/45ZR- 1795	205/50 R- 15\$1
215/50ZR- 17x99	205/55 R- 161
225/45ZR- 17x1102	225/50 R- 161
225/50ZR- 17127	205/45 R- 171
235/45ZR- 17105	205/50 R- 171
235/50ZR- 17129	215/40 R- 171
235/55ZR- 17126	215/45 R- 171
245/40ZR- 17 <sup>x1</sup> 114	225/45 R- 171
245/45ZR- 17106	235/40 R- 172
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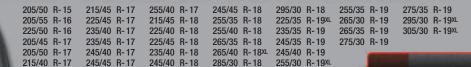
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This month's cover is of Road Tire Rear Wheel Drive competitor David Upchurch at the Dixie Solo National Tour on March 10-11. The action was captured by Perry Bennett. RoadRally photo by Jeffrey Lewis Bennett. Super Tour image captured by a soggy Sydney Davis.

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# This month in Fastrack news

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

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**CLUB RACING** • Board minutes • Tech Bulletins

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**SOLO** • Board minutes • Technical Bulletins

**ROADRALLY** ● Board minutes ● **RALLYCROSS** ● Board minutes

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# Where's my issue?

FOR THOSE WONDERING what happened to their May issue of SportsCar, you probably haven't been reading my column. The good news for those who missed the announcement, however, is that if you head to www.scca.com, login, and click the "SportsCar" link, you'll find a copy of the May 2012 issue under the "Back Issues" tab.

In the May digital-only issue, I asked for everyone to read through and contact me with their thoughts. To say "many" of you did so would be an understatement. I tried to personally reply to everyone, but my apologies of I did not return your e-mail or phone call.

As you may guess about our first non-print issue, many concerns were voiced. Some members loved having a digital issue that could be read on their computer, phone, or tablet, while others detested it. Whatever the opinion, every concern was taken seriously, and that information will be used to bring you a better SportsCar.

While SportsCar is going through its changes, there are changes taking place all across the Club. In the last few months, we've brought you an inside look at things like the new Club Racing Majors program and a glimpse at what the future of Club Racing classes might look like. And, this month, we continue the trend.

This month's cover story talks about the latest category in Solo: Road Tire. This class uses Stock class rules, but places all competitors on what are generally considered "true" street tires. But the Road Tire category isn't just a carbon copy of the Stock classes. Instead, Road Tire divides competitors into front-, rear-, and all-wheel-drive classes, both Open and Ladies, and uses an index to ensure equal footing. Read more about it, including how it came into existence, starting on pg. 34.

On the Club Racing side, change has been on the horizon for a number of years. Classes have been struggling to make their numbers, and the Club Racing Board is facing consolidating a number of classes while trying to ensure everyone has a place to compete. The Chairman of the CRB presents some interesting possibilities on pg. 54.

Just 10 pages before that is a feature on Club Racing's Super Touring category. Super Touring's origins date back to 2005, when the concept of the category was to build a place for SCCA Pro Racing World Challenge cars to compete. The last seven years has seen that category go from concept to reality, then it underwent a name change and virtually a complete rewrite of its rules. Is this class the shot that Club Racing needs to get its participation numbers up? Read more about it starting on pg. 44.

Also in this issue is the March 9-11 BFGoodrich Tires Super Tour at Texas World Speedway. This Super Tour was notable as it was the first round of the Majors program. Despite the deluge, the racers didn't fail to perform. Find out more on pg. 50. This event marks the start of SportsCar's coverage of the 2012 season. In the coming issues, you'll find coverage of a number of National and Regional events, from Solo to Club Racing and beyond. But the only way we can cover SCCA's events is if you compete in them.

As a final note, the publishing company that produces SportsCar for the SCCA was recently acquired by Racer Media & Marketing, Inc. Notably, this marks the return of Paul Pfanner to SportsCar's masthead. Between 1983 and 2005, Pfanner was the Grand Poobah of the company that published SportsCar, although at one time or another, he has also held the title of editor and art director. What does this mean for you? Ultimately, all you need to know is that greatness is on the horizon for SportsCar.

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**EDITOR** Philip Royle

EDITOR-IN-CHIEF Laurence Foster **ASSOCIATE EDITOR** Jason Isleu

ART DIRECTOR Ree Tucker

NATIONAL EDITORIAL COORDINATOR Fric Prill

### **CONTRIBUTING EDITORS**

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

### CORRESPONDENTS

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

### **CONTRIBUTING PHOTOGRAPHERS**

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

CEO & EXECUTIVE PUBLISHER Paul Pfanner

COO & PUBLISHER Bill Sparks

**EDITORIAL ADVISOR** Jeff Zwart

**ASSOCIATE PUBLISHER** Courtney Smith

**ASSOCIATE PUBLISHER** Steve Bottom

SALES MANAGER Sophia Lopez

SALES EXECUTIVE Mark Carballo

GLOBAL SALES DIRECTOR John Chambers

PRODUCTION ASSISTANT Dana Weinkrantz

PREPRESS Miguel Vega / QuadGraphics

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RACER Media & Marketing, Inc. 16842 Von Karman Avenue, Suite 125 Irvine, CA 92606 (949) 417-6700 / Fax (949) 417-6116 E-mail sportscar@racer.com

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# Comment





# When It Ceases to Be Fun...

**IN THE KICKOFF MEETING** at the SCCA National Convention in Las Vegas, I spoke about the need for change and for fun. The changes that we have in store for the Club this year have been part of my recent columns and you've seen the stories about most of them on our Website. What I want to focus on this month, as our competition seasons get ramped up, is the need for us all to have fun. In that kickoff session I used an excerpt from a longer quote related to fun. I want to share the entire quote here.

"When it ceases to be fun...it ceases to be. This is true for jobs, marriages, friendships, church, hobbies, sports, and social organizations. Once the fun is gone, you will subconsciously think of reasons not to participate and, before you know it, you are out. We have a choice of what we do with our time and energy. If you are a leader, find a way to make it fun. Infuse fun into every aspect of what you do. *That* is a vital key that makes it all work or fail. People have a choice." T. Theodore

If you have been part of the Club for more than 20 years or so, you have lived through the times when there was much less competition facing SCCA. People didn't have as many choices as they do now. Not only were there not as many choices for people to play with their cars, there weren't all of the other entertainment options outside of motorsports that there are today. Back then you could get away with being less flexible, more dogmatic, less "fun."

We all understand that what we do with our cars can have some serious consequences if we don't follow guidelines and rules. That's obvious. But, even as we are administering and following those rules and guidelines, we should make sure that we have some fun. For the vast majority of us, our participation in SCCA events is an outlet from our daily lives. It is a chance to partake in our avocation of choice. We do it because we want to have fun. We do it because we've made friends and we want to hang out with those friends. We do it because we've found that motorsports lights up something inside of us to a level that nothing else has. We do it because it's fun!

Whether you are a worker or volunteer, a competitor, an official, or you hold any other position within the SCCA, I sincerely hope you are doing what you're doing because you are having fun. I hope your participation is creating a sense of accomplishment and fulfillment that you don't get anywhere else. If this is not the case – if you are not enjoying yourself – it will come through to those around you. That can be especially damaging if those around you are new to the organization. I'm not talking about the isolated bad day at the track – everyone has those, and people understand. I'm talking about situations where one person's fun is derived from someone else's absence of fun. That is not what the SCCA is about.

A few years ago we began using the slogan, "Make It Easy, Make It Fun." I think it is still very appropriate today as we can always find ways to make things better and more fun. So, as our season gets rolling, I want to remind everyone to step back and remember why we are all doing this. I hope you will all meet some new people, learn something new about the SCCA, and have some *fun*!

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# The Foundation

WITH THE MANY DAY-TO-DAY activities that the SCCA deals with, it's easy to concentrate on the big programs while smaller programs tend to take a back seat. One such program is the SCCA Foundation. Originated in 1986, the Foundation has gone through several reorganizations, and now its Board of Directors is made up of four members and a Chairman, all appointed by the Board of Directors. The mission of the Foundation is to support selected automotive educational and safety programs.

Currently, its major efforts are mainly directed toward several youth educational and safety initiatives. These include the Tire Rack Street Survival (TRSS) program, Formula SAE, and Carroll Smith Mentor's Cup and the Bob Woods Cup. The TRSS is the largest program and involves training young drivers, generally high school age, in good car control practices. These regionsponsored events involve locating an asphalt pad where a short course can be set up using pylons to teach car control techniques. A daylong class for the teens, with parents observing, provides classroom instruction as well as hands-on training in cars. Ideally, the facility would also include wet skid pad capabilities.

The TRSS program started out originally as a BMW program but, over the years, the program has developed concurrently where now an event can also be hosted by a local SCCA region. The Foundation has developed "how to" event packages that are available to help a region put on a TRSS. Instructor help is also available in some areas. While not a moneymaker per se, most regions finish the day in the black.

The present TRSS schedule for 2012 includes 44 events for both BMW and SCCA events. While most of the events are primarily under the BMW banner, there are a number that are SCCA sponsored. This is an excellent program to educate young folks no matter which club puts it on. The sad part is the low number of events that are scheduled to take place. I would strongly encourage regions to take a close look at this program - maybe you could fit a TRSS into your schedule.

The second major activity of the Foundation is to preserve the Club's historical files. As the Club gets older, this task is growing in magnitude. Not only do these files represent the Club's heritage, the files also serve as a resource for Club management to provide background on past issues. The Club archivist and historian, Pete Hylton, currently manages this effort, but the Foundation is considering developing a management team to help spread the workload. Anyone interested in being part of this team should contact the Foundation. In the future, the Foundation would like to establish an SCCA museum to store memorabilia and the many documents currently in temporary archives.

The Foundation not only takes the time to manage such programs, it also accepts donations. The Foundation is a 501c(3) nonprofit association, so donations are tax deductible and very much appreciated. Donations can be made to: SCCA Foundation, PO Box 299, Topeka, KS 66619.

In talking with the Foundation Board, there are some new things in the planning stages that I believe will help grow this program to the prominence that it deserves. More information about the Foundation can be found on www.scca.com under the SCCA Foundation link. Also, I encourage you to read the Foundation's column in SportsCar, this month appearing on pg. 24.

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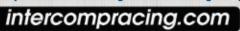
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# **HAPPY ANNIVERSARY**

Every month I glance through the anniversaries listing in SportsCar for the SCCA membership, and in the April 2012 issue I was very pleased to see Carroll Shelby listed as a 60-year member. Is there an SCCA member who does not owe some small - or large part of his or her racing addiction to this man? What a great legacy he has given us, from his driving career to his name on so many high-performance cars over the vears. I feel there is a little Castrol in my veins courtesy of old Shel. Congrats, Shel, and happy anniversary to you!

**Ed Wildman** 

# **15...AND A HALF**

I would like to make a slight correction to the April 2012 issue *First Gear* story. A small nit. The article stated Jeff Bartz "set and still holds the track record for Formula F." I had "set" the record on the new competition course at Brainerd Int'l Raceway (BIR) in 2010. Jeff broke the record. More accurately, he smashed it.

Memorial Day weekend, 2011, BIR, the Harvey West Memorial Classic. A car we don't normally see at BIR was competing, the No. 99 FF. He chased veteran driver Tony Foster and I around the track on Saturday, stayed very close, was very competitive, with no dangerous or dumb moves. Later, we heard a 15-year-old was driving the No. 99. That evening, at the worker party, young Mr. Bartz walked up to me and very humbly said he wanted to meet me. "Why?" I asked. "Because, you're the record holder."

The next day he out-qualified all the FFs, led the entire race, with none of the "vets" even challenging him. Apparently he is very smart, and knew to spend his first day there watching the guys who knew this track, follow them, and race them the next day. Or,

# Letter of the month

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

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# The Bucket List

After 15 years of doing track days and hanging out with a Spec Miata group, I just earned my novice competition license. Oregon Region initiated a new class, ITJ. "J" is for "junk." It suddenly became affordable to use our Chump Car as an entry into SCCA racing. I will obtain a Regional license but won't end up at Indy, Daytona, or Bathurst. It will punch a big hole in my bucket list card. I feel fortunate at 70 to be able to be a rookie and have the health and support to pursue this activity. Our first race started dry and progressed to rain, snow, and finally hail What an experience! I can't wait for the next time. Thanks SCCA! **Ed Pavone** 

I should say, blow them away, as we really didn't race him.

I went over to congratulate him on his win, and the first thing out of his mouth was an apology for breaking my record! No apology needed kid, no apology needed. It's really nice to see such a nice young man

come into this sport and do so well. His parents were there, very nice folks, from right over in Plymouth, Wis. When his dad said Jeff had been racing go-karts since age 5, I didn't feel quite so bad. Plus, Jeff had informed me he was "15 and a half." His dad said, "Yeah, don't forget that half." So, I didn't get beat by a 15-year-old.

Oh, and the morning of the 2011 National Championship Runoffs FF race, Jeff Bartz ran a 5k with his high school cross country team. Oh, to be young.

Steve Barkley

membership numbers have apparently been in a nosedive, although, ironically, this dose dive seemingly has nothing to do with the "graying" concerns.

With all this doomsday talk, I figured my kind (the crazy racing enthusiast) was almost a dead breed – we must be down to a handful of members by now, right? Then I read the coverage of the 2012 SCCA National Convention (*SportsCar*, May 2012) that there are still more than 40,000 other people out there who are just as crazy about racing as me.

With the never-ending graying problem that plagues this Club, and the economic meltdown of the last few years, 40,000 members actually sounds respectable. Yes, we need to get the numbers back up to match



Sixty-year SCCA member Carroll Shelby (left), seen here at Goodwood in 1959 with the rest of that year's winning Aston Martin team, Stirling Moss, Roy Salvadori, David Brown, and Jack Fairman, has influenced the world over with his motorsports accomplishments.

# **CRAZY, LIKE US**

For years, it seems like all I've heard about is the graying of the SCCA. The seemingly panicked cry I've heard during my decades of membership has been, "Where are the new members going to come from?" The most recent panic has been that our

those of the Club's glory days, and it sounds like the SCCA National Office is doing everything to make that happen, but if we've still got 40,000 people who want to be SCCA members despite gray hair and a lack of money, we must be doing something right.

**Hank Smalley** 

# Complete Brake systems Hoosier Congratulations to Jerry Onks! 2011 SCCA National Points Champion

2011 SCCA National Points Champion
2011 BF Goodrich Tour Race Winner
2011 SCCA National SE Division Champion
2011 SCCA National Winter Tour Champion



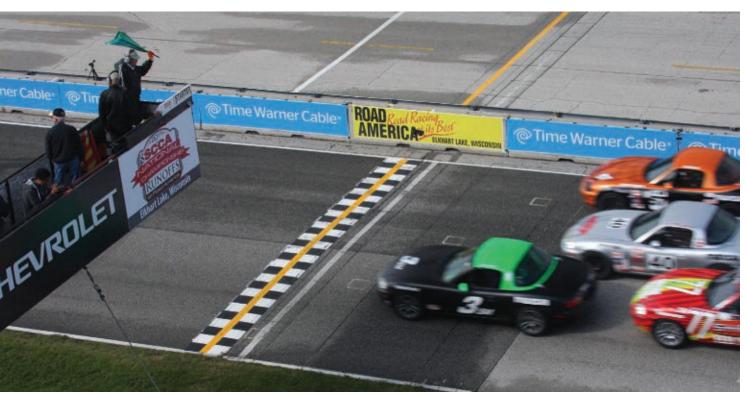
# **Racing Brakes**

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# ate Breaking scca News • Comment



# Runoffs Race Schedule to Span Four Days

The schedule and supplemental regulations for the 2012 SCCA National Championship Runoffs at Road America have been released. The event, which returns to Elkhart Lake, Wis., on Sept. 18-23, 2012, will see a new schedule, reducing the number of days required for participants to be at the event.

In what has to be one of the

most significant changes to the Runoffs schedule in recent history, drivers participating in all official sessions for a given class will need to be on site for no more than four days - a great reduction in time commitment when compared to the 2011 schedule. However, unlike 2011, each class will only receive three

30-minute qualifying sessions.

# SafeRacer Returns as Title Sponsor, and Gives Back

SafeRacer, which returns as the title sponsor of the SafeRacer SCCA National Racing Series, gave back to racers earlier this year. In response to the 2012 rule change where SCCA Club racers are required to use a head-and-neck restraint starting this year, SafeRacer announced in March on its Facebook page that it would give away a free head and neck restraint. To be eligible, all you had to do was click the "Like" button on the SafeRacer Facebook fan page, share the contest post on your Facebook page, and then post on the SafeRacer fan page why you should win the head-and-neck restraint. The lucky winner of the contest would then have his or her choice of either a HANS Device or Simpson Device. Hundreds of racers responded, and on April 2, SafeRacer announced Angela Rollings as the winner.

Qualifying gets under way on Tuesday, Sept. 18, and closes with the Formula 500 race on Sunday, Sept. 23. Those scheduled to race on Thursday and Friday will have their fist qualifying session on the Tuesday. Saturday competitors won't hit the track for their first qualifying session until Wednesday, with some not qualifying until Thursday. The first Sunday racers won't turn a wheel in qualifying until Thursday.

To accommodate the new schedule, racing will take place in the mid morning and afternoon on Thursday, Friday, and Saturday, with racing all day Sunday. Qualifying sessions will occur in the mornings and evenings on all days but Sunday. Also of note is that a few classes will have two qualifying sessions in one day. Touring 3 is the only class slated to have a qualifying session on the day of its race.

Worker registration opens on June 6, with July 25 marking the first day of driver registration. While this schedule has been released, it is subject to change. The Chief Steward reserves the right to alter the schedule any time before Aug. 27. For more information, visit

www.scca.com/runoffs.

### **2012 NATIONAL** CHAMPIONSHIP RUNOFFS RACE SCHEDULE

SSC 1:00 pm AS 2:00 pm FE/FM Fri, Sept 21 10:05 am GT-2 11:05 am SRF 12:40 pm FC 1:35 pm GT-1 2:35 pm FF

Thurs, Sept 20

9:25 am T1/STO

10:25 am S2

11:25 am SSB/

10:00 am CSR 11:00 am SM 12:35 pm EP 1:35 pm DSR 2:35 pm GT-L 3:35 pm T3 Sun, Sept 23 8:30 am HP 9:30 am T2 10:30 am STU 11:30 am FV 1:20 pm FP 2:20 pm FA/FB 3:20 pm GT-3 4:20 pm F500

Sat, Sept 22

# Solo National Championships Run Days Revealed



With the 2012 Tire Rack Solo National Championships run schedule released, competitors can start gearing up for the big show.

Those competing at the 2012 Tire Rack Solo National Championships can start making plans for their pilgrimage to Lincoln, Neb., as the run days for the weeklong competition have been released. The mega event returns to the Lincoln Airpark on

Sept. 4, 2012, and runs through Sept. 7. This championship event attracts more than 1,200 of the most hardcore Solo enthusiasts annually to do battle for the chance to call themselves a National Champion.

emselves a National Champion. 2012 is a significant year for the Solo Nationals, as this marks the 40th running of the premier autocross competition since its creation in 1973. Because of this milestone, SCCA has big plans for the event. In a nutshell, you don't want to miss this year.

To find out more information on the Solo National Championships, including information on the Test 'n' Tune, head to www.scca.com/solo and click the "Tire Rack Solo National Championships" link on the lefthand side. And, for the latest information on this year's event, also keep an eye on Fastrack at www.scca.com/fastrack.

### 2012 SOLO NATIONAL CHAMPIONSHIPS RUN SCHEDULE

Tue/Wed Thurs/Fri AS/ASL SS/SSL BS/BSL CS/CSL DS/DSL ES/ESL GS/GSL FS/FSL ESP/ESPL HS/HSL FSP/FSPL SSP/SSPL ASP/ASPL EP/EPL GP/GPL BSP/BSPL CSP/CSPL BM/BML DSP/DSPL CM/CML XP/XPL DM/DML EM/EML CP/CPL KM/KML DP/DPL FP/FPL STS/STSL STX/STXL AM/AML STU/STUL FM/FML STR/STRL FSAE/ FJA **FSAEL** 

STC/STCL

FJB

STF/STFL SM/SML SSM/ SSML SMF/ SMFL RTA/RTAL RTR/RTRL RTF/RTFL

# Olub Racing Majors Program Gets Manager

Gayle Lorenz has been appointed as Majors Program Manager for the Club Racing Majors program. This position places the administrative details of a race event under one umbrella, helping to ensure continuity throughout the series.

A member for 23 years, Lorenz will help the SCCA manage the pilot program that covers the Midwest, Rocky Mountain, and Southwest Divisions as the point of contact for regions hosting a Majors event, as well as helping to recruit drivers to the events.

"Her responsibility lies in the administration of the Majors pilot program, and her own region experience will help us balance the needs of the host regions with the goals of the program," says Terry Ozment, Vice President of Club Racing.



# Trans-Am Partners with GoRacingTV.com

The Trans-Am Race Company has partnered with GoRacingTV.com to provide video coverage for the 2012 SCCA Pro Racing Trans-Am season. The partnership will afford Trans-Am fans coverage of their favorite race series worldwide via www.goracingtv.com, www.vimeo.com/gotransam, or through GoRacingTV.com's mobile application.

"We're extremely enthusiastic

with the package GoRacingTV.com has presented," says John Clagett, Trans-Am Race Company President. "Using the latest online and video technologies, we feel we can provide our fans with exciting news coverage and behind-the-scenes information. In addition, through GoRacingTV. com's mobile app, fans can have their Trans-Am fix wherever and whenever they want."

"Trans-Am has a rich history in

American motorsports, dating back to the 1960s, and we are proud to be able to bring it through video to a whole new generation of fans," says Errol Tucker, Executive Producer of GoRacingTV.com. "To achieve this goal, we feel we have developed a video delivery strategy that is perfect for today's fast-paced market."

For more information on the Trans-Am series, head to **www.gotransam.com**.

# ANNIVERSARIES

# SCCA members celebrating 25-60 years

NAME | JOIN DATE | REGION

### **60-YEAR MEMBERS**

Briggs S Cunningham III | 5/1/1952 | Lifetime

### **55-YEAR MEMBERS**

Theodore N Goddard | 5/1/1957 | New England Geo M Schaab | 5/1/1957 | New York

### **50-YEAR MEMBERS**

Clyde C Cabrinha | 5/1/1962 | Cal Club Larry Gorjup | 5/1/1962 | Neohio Richard D Kantrud | 5/1/1962 | Land O'Lakes Richard D Kantrud | 5/1/1962 | Texas Dave Leeson | 5/18/1962 | San Francisco Jim A Liska | 5/1/1962 | Nebraska Charles Mcconnell | 5/1/1962 | Cal Club Thomas D Yeager | 5/1/1962 | Neohio

### **45-YEAR MEMBERS**

Paul Anderson | 5/1/1967 | Washington DC
David R Bruns | 5/1/1967 | Cal Club
Costa Dunias | 5/1/1967 | Texas
Costa Dunias | 5/1/1967 | Utah
Wilma Dunias | 5/1/1967 | Texas
Robert J Maurer | 5/1/1967 | Des Moines Valley
Peter C Ritsos | 5/1/1967 | Chicago
Reggie C Smith | 5/1/1967 | Horida
Neal Wegner | 5/1/1967 | Milwaukee

### **40-YEAR MEMBERS**

Steven K Bachenberg | 5/1/1972 | Kansas City Fred J Hilbert | 5/1/1972 | Wichita Thomas Morgan Howen | 5/1/1972 | Wash DC Dennis R Jennings | 5/1/1972 | South Bend Stanley Peters | 5/1/1972 | South Jersey Conrad J Poniatowski | 5/1/1972 | Wash DC Russell F Rung | 5/1/1972 | Atlanta Dianne Shroyer | 5/1/1972 | Colorado William L E Sinkler | 5/1/1972 | New England Terry J Stetler | 5/1/1972 | Ohio Valley Peter Watson | 5/1/1972 | New York

# **35-YEAR MEMBERS**

Joyce P Bakels | 5/1/1977 | Florida
Patricia Briody | 5/1/1977 | South Jersey
David Buist | 5/1/1977 | South Jersey
Jond Buist | 5/1/1977 | Steel Cities
Joe Huffaker | 5/1/1977 | San Francisco
Howard M Landon | 5/1/1977 | Washington DC
Kevin M Mckinney | 5/1/1977 | Atlanta
Gary Milligan | 5/1/1977 | Northwest
Lee R Mitchell | 5/1/1977 | Cal Club
Lee R Mitchell | 5/1/1977 | Reno
Lee R Mitchell | 5/1/1977 | San Francisco
Janet Patton | 5/1/1977 | Cincinnati
Tom Patton | 5/1/1977 | Cincinnati
Tom Patton | 5/1/1977 | Cincinnati
Donald D Sattler | 5/1/1977 | Arizona
Christopher M Zarzycki | 5/1/1977 | Mo-Hud
Alf Zeller | 5/1/1977 | Finger Lakes

### **30-YEAR MEMBERS**

Norman E Balvin | 5 / 28 / 1982 | Cont. Divide Dennis J Bednar | 5 / 11 / 1982 | Chicago Robert J Connell | 5 / 25 / 1982 | N New Jersey Fred W Drobner | 5 / 25 / 1982 | Western Ohio Ron Foley | 5 / 28 / 1982 | Alabama Joel L High | 5 / 17 / 1982 | N New Jersey Jeffrey Jordan | 5 / 20 / 1982 | San Francisco Brian Kennedy | 5/14/1982 | Land O'Lakes David A Krause | 5 / 26 / 1982 | Chicago David W Larue | 5 / 28 / 1982 | S West Virginia Robert M Murphy | 5 / 14 / 1982 | San Francisco Francis J Oconnor | 5 / 12 / 1982 | New England Darrel A Padberg | 5 / 19 / 1982 | Blackhawk Vlly Matthew Pinson | 5 / 20 / 1982 | New England Sheila Read | 5 / 19 / 1982 | Chicago Edward C Russell | 5 / 19 / 1982 | Colorado Michael K Sonderman | 5 / 28 / 1982 | W Ohio Tony Swan | 5 / 14 / 1982 | Detroit Daniel L Ver Kuilen | 5 / 10 / 1982 | Milwaukee



# RallyCross National Challenges Announced

A number of dates for the upcoming 2012 RallyCross National Challenge series and RallyCross National Championship have been set. The National Challenge season opens May 19-20 in the Southern Pacific Division with Cal Club Region at Glen Helen Raceway in San Bernardino, Calif.

In a unique twist, dueling National Challenge events will take place on Memorial Day Weekend, May 26-27, when both Central Florida Region and San Francisco Region host events on opposite sides of the country.

Next, the series moves to Colorado, June 9-10, for the Rocky Mountain Division National Challenge hosted by Continental Divide Region. Staying in the center of the country, the Midwest Division National Challenge will be hosted by Nebraska Region, June 30-July 1, in Greenwood, Neb.

The last National Challenge tune-up prior to the National

Championship is in the Great Lakes Division, where Ohio Valley Region will host the Aug. 25-26 event at National Trail Raceway in Hebron, Ohio.

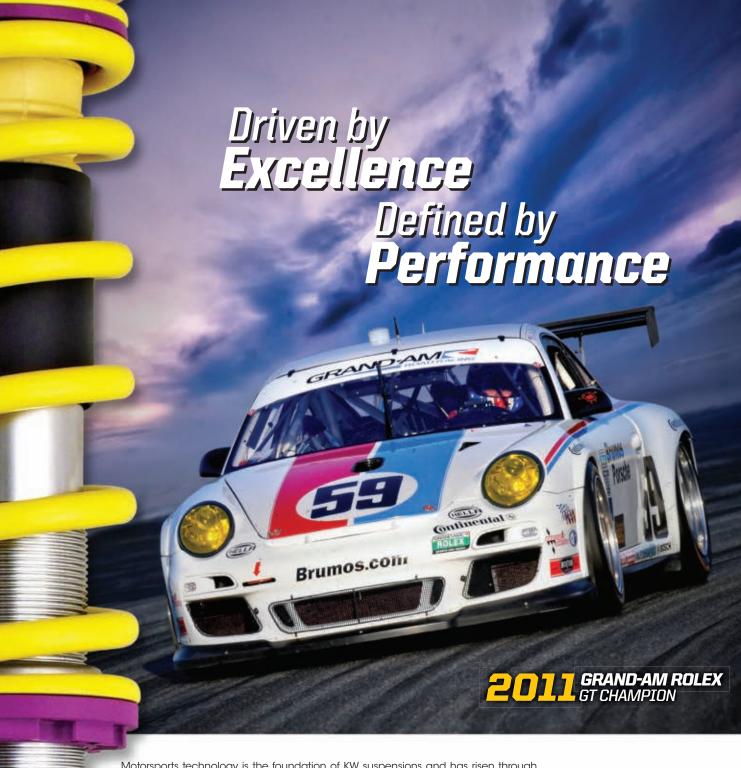
The season culminates with the RallyCross National Championship at Tulsa Raceway Park, Oct. 5-7, in Tulsa, Okla.

Additional dates and locations of National Challenges in the Central and Northeast Divisions are forthcoming. For the latest news, head to www.scca.com/rallycross.

### **25-YEAR MEMBERS**

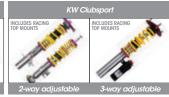
Del Auray | 5 / 6 / 1987 | New England Elaine F Ayers | 5 / 28 / 1987 | Hawaii Vivre Alaine Bell | 5/20/1987 | Washington DC Karen Bernstein | 5/18/1987 | San Francisco Jeffrey Burke | 5 / 28 / 1987 | N New Jersey Sharon Burke | 5 / 28 / 1987 | N New Jersey Edmond Harold Cantrell | 5 / 5 / 1987 | Wash DC David Carr | 5 / 18 / 1987 | New England George J Cichon | 5 / 18 / 1987 | Blackhawk Vlly Edward Clark | 5 / 7 / 1987 | Northern New Jersey Judy Cooper | 5 / 15 / 1987 | Central Florida Judy Cooper | 5 / 15 / 1987 | Detroit Tom Coppage | 5 / 28 / 1987 | St Louis Robert Davis | 5 / 26 / 1987 | San Francisco Walter J Duffy Jr | 5 / 11 / 1987 | Land O'Lakes Alan Dunklee | 5 / 29 / 1987 | New England William J Dwyer Jr | 5 / 14 / 1987 | San Francisco F Peter Esposito | 5 / 12 / 1987 | Steel Cities Charles S Fensel | 5 / 12 / 1987 | Washington DC Scott J Fernandes | 5/5/1987 | Tennes Kathleen O Fisher | 5 / 14 / 1987 | New England Kenneth A Girard | 5 / 21 / 1987 | Chicago Mary L Gorham | 5 / 28 / 1987 | New England Gregory Warren Hahn | 5/1/1987 | Florida Suzanne R Hardesty | 5/14/1987 | Ohio Valley Kevin A Harrison | 5 / 20 / 1987 | Ohio Valley Ann Hefty | 5 / 4 / 1987 | Land O'Lakes Christopher Hefty | 5/4/1987 | Land O'Lakes Eric J Hernandez | 5 / 6 / 1987 | San Francisco Frank Brian Hidy | 5 / 13 / 1987 | Central New York Alan G Howes | 5/8/1987 | New England Gene Huckabay | 5 / 28 / 1987 | Central Florida Milton L Huemmer | 5 / 4 / 1987 | Washington DC Dorothy A Huemmer | 5 / 4 / 1987 | Wash DC Mark Huffman | 5/7/1987 | Arizona Holly Jamros | 5/5/1987 | Northern New Jersey Bill Jansen | 5 / 14 / 1987 | Oregon Jerome Janssen | 5 / 22 / 1987 | Chicago Eric L Jensen | 5 / 21 / 1987 | Western Ohio Richard V Johnson | 5 / 20 / 1987 | Neohio Tony Kasper | 5 / 28 / 1987 | Ohio Valley Dave Klein | 5 / 12 / 1987 | Mahoning Valley Dave Klein | 5/12/1987 | Neohio Lawrence Leifert | 5 / 14 / 1987 | New England Betty Leifert | 5 / 14 / 1987 | New England Thomas C Mabey | 5 / 14 / 1987 | Utah Paul Masters | 5 / 28 / 1987 | New England Eugene G Mazza | 5/14/1987 | New England Dave McGinnis | 5 / 14 / 1987 | Detroit Ruth G Meyer | 5 / 18 / 1987 | Western New York John Warren Montague | 5 / 12 / 1987 | Wash DC Samuel F Moultrie Jr | 5/5/1987 | Texas Robert Myles | 5 / 5 / 1987 | Washington DC Paul T Nittel | 5 / 6 / 1987 | St Louis Glenn Oliveria | 5 / 14 / 1987 | San Francisco Denise M Patten | 5/5/1987 | New England Robert M Pickrell | 5 / 18 / 1987 | Salina Gary A Rice | 5 / 4 / 1987 | San Francisco Jennifer Riggi | 5 / 28 / 1987 | Mohawk Hudson Deborah Riggi | 5 / 28 / 1987 | Mohawk Hudson Ernest C Riggi | 5 / 28 / 1987 | Mohawk Hudson

Kathleen E Riggi | 5 / 28 / 1987 | Mohawk Hudson Karen J Roberson | 5/18/1987 | Cincinnati Donald G Robinson | 5 / 22 / 1987 | Central Florida Colman Roche | 5 / 4 / 1987 | New England Bradley W Ross | 5 / 28 / 1987 | Central Carolinas Nancy J Schafer | 5 / 28 / 1987 | Indianapolis David D Schafer | 5 / 28 / 1987 | Indianapolis David Schardt | 5 / 22 / 1987 | Western Ohio Randy Schneiderheinze | 5/5/1987 | New Eng Donald M Seefeldt | 5 / 13 / 1987 | Milwaukee Stanley Shaw | 5 / 28 / 1987 | Iowa Laurie J Sheppard | 5/5/1987 | Guam Laurie J Sheppard | 5 / 5 / 1987 | Kansas City Mary Ellen Sickles | 5/7/1987 | W Michigan Rodney F Sickles | 5/7/1987 | W Michigan Dave M Signoretti | 5 / 28 / 1987 | Chicago Michael A Smith | 5 / 5 / 1987 | Florida Michael D Stringfellow | 5/14/1987 | Wash DC Tambreu Tambourine | 5 / 4 / 1987 | Chicago Jackie Taulor | 5 / 12 / 1987 | Blackhawk Valleu Jackey Toy | 5 / 28 / 1987 | Chicago James A Trotnow | 5/7/1987 | Milwaukee Jerru Walsh | 5 / 14 / 1987 | Buccaneer Lunn Warkocki | 5/22/1987 | Chicago Gregg Allan Wennerstrom | 5 / 5 / 1987 | LOL Kathy Whitston | 5/7/1987 | Milwaukee Patricia A Windle | 5 / 12 / 1987 | New England Robert J Witham | 5 / 22 / 1987 | Central Florida Victoria Wright | 5 / 5 / 1987 | Washington DC



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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:



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iRacing.com is offering annual subscriptions to SCCA members for only \$49 – a savings of more than 50 percent.

Prize Possessions is offering members a free custom logo setup and 10-percent ф off on the Prize Possessions



initial order.

SCCA members a 10-percent discount on all G-Force Racing Gear.

Get special association rental rates and discounts at Thrifty car rentals.

SCCA members receive a 20-percent discount on all **XPEL** Headlight Protection Kits and Do-It-Yourself
Paint Products.

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.



# Board of Directors meeting minutes

The SCCA National Board of Directors met in Las Vegas, Nev., on Wednesday, Feb. 29 through Saturday, March 4, 2012. The following directors participated: Jerry Wannarka, Lisa Noble, Michael Lewis, Dick Patullo, John Walsh, Bill Kephart, Todd Butler, Bob Lybarger, Phil Creighton, R. David Jones, Robin Langlotz, Steve Harris, and Brian McCarthy.

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

These minutes contain only motions from the meeting. For additional detail, please see the April 2012 Fastrack News available on www.scca.com or through the Club office at (785) 357-7222.

**MOTION:** to approve December minutes: Lybarger/Langlotz. PASSED.

MOTION: to approve the nomination of David Steger to the Solo Safety Committee replacing Bruce Bellom. Walsh/McCarthy. PASSED.

MOTION: to approve Lewis Cooper III as recipient of the Tom McKean Award. Kephart/Creighton. PASSED.

MOTION: to approve the reappointment of Cary Agajanian, Philip Creighton, Michael Lewis, and Bob Ruman to the SCCA Pro Racing Board. Lybarger/Patullo. PASSED.

**MOTION:** to approve the appointment of Penny Anderson, Raleigh Boreen, Bev Heilicher, and Dennis Dean to the SCCA Foundation Board. Lybarger/ Patullo, PASSED.

**MOTION:** to approve the re-appointment of Andy Porterfield, Chairman, Chris Funk, and Gary Pitts to the SCCA Enterprises Board. Lybarger/Patullo. PASSED.

MOTION: to approve TTAC rule change in 7.4.2 and 7.5.3 to give power of delegation effective immediately. Patullo/McCarthy. PASSED.

MOTION: Delete the sentence from section 9.3.29.A: The numeral "1" shall be exclusively reserved for the current national champion in each class for national events. If 2 or more national champions are entered in the same run group, the first to register shall have preference. Butler/Langlotz. FOR: Butler, Langlotz, Lybarger and Jones. AGAINST: Patullo, Harris, Walsh, Creighton, McCarthy, Lewis, Kephart, Noble. Abstained Wannarka. MOTION FAILED.

MOTION: to refer issue with section 9.3.29.A to the CRB for consideration. Creighton/Harris. PASSED 12-0-1. Abstaining Langlotz.

MOTION: to approve the recommendation by the RXB to appoint Dustin Nevonen (Land O' Lakes Region) as RX Divisional Steward for Cendiv. Lybarger/Harris. PASSED.

MOTION: To authorize the Club to distribute complimentary associate memberships to qualified FSAE teams. Kephart/Patullo, PASSED.

MOTION: The Board of Directors support the intent to roll out the Majors program Nationwide in 2013 to the greatest extent possible. Kephart/Walsh. Approved

MOTION: The Board of Directors is in support of the shorter, non-traditional Runoffs schedule. Club racing and CRB to publish schedule. Kephart/Butler. Approved Unanimous.

MOTION: To accept rewrite of Section 5.6 Club Racing Court of Appeals procedures in the Operations Manual. Lubarger/Harris. PASSED Unanimous

MOTION: The Board of Directors endorses the concept to develop a Stewards "Top Gun" program for advanced training with intent to offer first courses in 2013. Langlotz/McCarthy Approved Unanimous.

MOTION: To approve the following rules package effective date of 4/1/2012. Patullo/Butler. PASSED 12-0, Langlotz-Abstained. Note - Rules package available in April Fastrack

**MOTION:** To approve the following rules package as presented by the CRB with effective date 1/1/13. Patullo/Butler. PASSED Unanimously. Note - Rules package available in April Fastrack

MOTION: To accept change to Runoffs qualification as presented by the CRB to accept top 50% of National Point Standings for entrants in class (3.9.3) or finish in the top 90, whichever is less. Patullo/Butler, FAILED. In Favor: Patullo. Butler, Lubarger Opposed: Walsh, Lewis, McCarthy, Langlotz, Jones, Harris, Kephart, Wannarka, Noble. Note: missing vote by Creighton

The SCCA National Board of Directors met via conference call Wednesdau, March 14, 2012. The following directors participated: Jerry Wannarka, Lisa Noble, Michael Lewis, Dick Patullo, John Walsh, Todd Butler, Bob Lybarger, Phil Creighton, R. David Jones, Robin Langlotz, Steve Harris, and Brian McCarthy. Bill Kephart was not present. The following SCCA, Inc. staff participated in the meeting: President CEO Jeff Dahnert.

**MOTION:** Change Runoffs qualification requirement 3.9.2.A.2.b to "any driver who scores points in top 50% of National Point Standings (3.9.3) for entrants in his class." Butler/Patullo. FOR: Wannarka, Noble, Patullo, Walsh, Butler, Lybarger, Creighton, OPPOSED: Lewis, Jones. Langlotz, Harris, McCarthy. PASSED 7-5. Special note: Directors who opposed this measure would have supported the change for 2013 only. They did not support a mid-year change.

**MOTION:** Approve the appointments of Dr Kent Carter (Southwest Division) and Dan Goodman (Rocky Mountain Division) to the Time Trials Advisory Council. PASSED - Unanimously.

MOTION: To approve the change in Tow Fund Language Section 3.3 of the GCR. Noble/Butler. PASSED 11-1. OPPOSED: McCarthy. Full language in April 2012 Fastrack News.

# Hamm, Trans-Am Chief Steward

Veteran SCCA Steward and 40-year SCCA member Morris Hamm will serve as the Chief Steward for the SCCA Pro Racing Trans-Am Series. Having previously worked as Chief Steward of the SCCA Pro Racing Playboy Mazda MX-5 Cup and its predecessor, the SCCA Pro Racing Mazda Miata Cup, and having spent five years as the Assistant Chief Steward of the Pirelli World Challenge

Championships, Hamm brings more than 25 years of stewarding experience to the position.

"I'm looking forward to the new challenge and the opportunity to work with the series and help to build it to a high level of success," says Hamm. "A series with the history of Trans-Am is a big responsibility, and we're looking forward to the season's start in May."

# **ERRATA**

■ The top RoadRally awards from the SCCA National Convention were misidentified in the May issue of SportsCar and on www.scca.com. The National Tour Rally of the year was awarded to Land O' Lakes Region for the Badger Trails Rally, led by John A. Emmons. The Arthur J. Gervais Award for National Course Rally of the year was hosted by the Steel Cities Region for Steel Haul, led by Chuck Larouere. Our apologies for the errors.





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# Comment



# Tire Rack Street Survival

ould you like to save a teen's life? How can someone say no to this question? If saving the lives of teens is important, how do we get people excited about helping teens become better drivers? In the first three years a teen has a driver's license, over 89 percent of them will have an accident. A 16-year-old is 20 times more likely to be killed in a car crash than an adult. These are huge questions and concerns, but the SCCA Foundation has an answer: get involved with the Tire Rack Street Survival Program.

What is the Tire Rack Street Survival program? The BMW CCA Foundation started a defensive driving class for teens in late 2002. In 2003, the Tire Rack became the program's title sponsor. In 2006, the SCCA Foundation got

involved and is now working arm in arm with the BMW CCA Foundation and the Tire Rack to further the Street Survival program. The program is a daylong defensive driving class aimed at teens and young adults 16 to 21 years of age. The teens participate in classroom and driving exercises. One of the biggest keys to the Tire Rack Street Survival school is that the teens drive their own cars. They get experience in the vehicle that they are going to be driving everyday. Many schools have the teens driving cars they are unfamiliar with; in the Tire Rack Street Survival program they learn the dynamics of their car. Does their car have ABS? In braking exercises they learn how their car brakes and how ABS can effect braking if they have it in their car.

A day for teens attending a Tire Rack Street Survival school begins with registration; most registration is done prior to the event through MotorsportReg.com. The student's car goes through a safety check and then a short introduction to the program starts. Students are typically broken into two groups; one is going through the classroom setting while the other is experiencing the driving exercises. The groups rotate throughout the day, and by the end of the day the students have been exposed to defensive driving techniques, many exercises to illustrate the dynamics of driving and they have had fun. It's a great experience for the teens, their parents and the volunteers.

In 2011, there were 77 Tire Rack Street Survival schools held between the BMW CCA and the SCCA. Our goal is 100 schools in 2012. While 28 SCCA regions have held Tire Rack Street Survival schools, we need more, so the SCCA is going to try and make it easier for a region to put on a school. This year, Linda Duncan has become the Tire Rack Street Survival Program Coordinator for the SCCA, and she is the contact for regions wanting to host a school. You can contact her by calling the SCCA office or e-mailing trss@scca.com. We have also implemented a mentor program for





2012. This will give each region more help with their school.

The SCCA Foundation is behind this program 100 percent. The Tire Rack Street Survival program is one of the four pillars of the SCCA Foundation's focus. This program is our way of giving something back to the communities that we all live

in as SCCA members. We are asking any region that has hosted a Street Survival school to host a second. If your region has not held a school, contact Linda Duncan and let her help you with your first. There is no time like the present to answer the question, "Would you like to save a teen's life?"

# TIPS FOR HOSTING A SUCCESSFUL EVENT

If your region has never hosted a Tire Rack Street Survival, it might seem like a daunting task. These tips from the inaugural Tire Rack Street Survival Summit will help get you started. More help and information are available from the SCCA Foundation's Street Survival Committee by contacting: trss@scca.com.

- Don't be shy about asking for support for a good cause
- Think outside the box for potential sponsors (food vendors, insurance agents,
- Show sponsors appreciation for and value of their sponsorship

### Marketing

- Reach out early and often to the press
- Have a three-minute "elevator speech" prepared for chance encounters
- Market the school at work, church, to friends and neighbors everyone knows a teen driver

# **Event Planning**

- Know the local high school calendar before selecting your day
- Build a core team of assistants with defined tasks
- Start planning three months in advance

# **Driving Exercises**

- Cornmeal is a great substitute if you can't get water for the skid pad
- You don't need an autocross-sized lot to safely do Street Survival exercises
- Establish clear stopping zones for each exercise

### **Classroom Impact**

- Use engaging, creative examples and demonstrations
- Have a conversation with the teens; don't just lecture
- The core curriculum as provided is important and thorough, stick to it

# THE STREET SURVIVAL SUMMIT

UNITED BY A COMMON mission to save teen lives, on Sunday, March 4, BMW CCA members joined SCCA members at the close of the SCCA National Convention in Las Vegas, Nev., for the inaugural Tire Rack Street Survival Summit.

SCCA President and CEO Jeff Dahnert opened the Summit, welcoming members from both clubs and relating his own son's participation as a Street Survival student. Lunchtime keunote speaker Ronn Langford, founder of Master Drive, moved the audience relating his personal loss of a teenaged daughter while behind the wheel. Langford emphasized the importance and most effective methods of better educating teen drivers with in-car training.

Organized by a joint committee of the SCCA Foundation and the BMW CCA Foundation, attendance at the Summit was free thanks to funding by the Tire Rack, Michelin and the two foundations. Attendance was nearly evenly split between SCCA members who stayed for an extra day after



the National Convention and BMW CCA members who flew into Las Vegas just for the Summit. Representatives from Porsche Club of America and Audi Club North America also attended to evaluate the program.

The daylong seminar treated all 102 participants to a wealth of information about best practices in hosting a Street Survival school for teen drivers. "It was great to have both BMW CCA and SCCA together for the Summit," says Rich Dunbar of Philadelphia Region. "The sharing of experiences and ideas for improving the schools was invaluable."

During their respective sessions, panelists from both clubs presented five key aspects of a Street Survival school: finances, marketing, event planning, driving exercises and the classroom. Every session opened with the panelists sharing their top tips for success. Just as valuable, audience members readily shared their own best practices, struggles they've faced and their creative solutions.

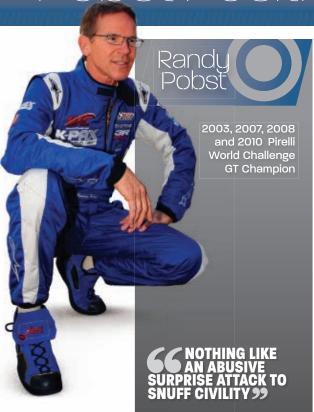
Adding to the day's excitement, Alonzo Byrd, Assistant Vice President of Public Affairs for Enterprise Holdings, Inc., announced that the rental car company would be joining as a corporate sponsor with a \$25,000 donation to support Street Survival schools in 2012. On behalf of Michelin, the official Street Survival "pavement sponsor" providing \$500 toward every school, Senior Community Relations Manager Billy Crank closed the summit by reminding everyone of the opportunity we have to save thousands of teen lives every year by reducing the number of accidents involving young, inexperienced drivers.

Typical of the enthusiasm expressed about the summit, Paula Taylor of the Lone Star Region summarized her experience: "So much great information - and great people – an unbelievable program. I am so excited to take this back home."

With 12 SCCA regions already signed up to host Street Survival schools in 2012, the excitement and information going home with members like Taylor should help SCCA reach a record number of teen drivers this year.

Jeff Jacobs

# Pobst Position



# Hand Signals

ver flip a guy the bird while driving a race? I have. Hey, it's a passionate sport. Really not a good idea in a pro race, you know, TV and all, fines, a permanent video record, YouTube postings and so on. It's not a problem for me in the K-PAX Volvo – I can't get my hand out the window. I think the NASCAR guys are the same way, probably for the best.

Sometimes I wish I could, for a thumbs-up, a point-by or a please-don't-hit-me-my-car-just-broke.

Sometimes I've just passed a slower car, and then have to slow myself for trouble ahead, and I catch that car thinking about sleazing back past. I give 'em *the hand*. "Hold it, buddy, right there!" It works.

Flipping birds, however, is about road rage, not a good idea in the racecar either, because anger reduces reason. Such aggression usually spirals up, too. On the other hand, so to speak, it often constitutes a last, deadly serious, non-contact warning. One more of those, Dorkus, and you are in the wall! Hey, it's a passionate sport.

It's late in a six-hour race, and another car exits the pits just ahead. I'm all over him, but he's quick on the straights, and blocks the living dookie outta me down the inside of every corner. "What is up with this clown?" I think. Patience, patience – get by him clean, don't let this nut ruin your race. An hour later, under yellow, guess who comes out of the pits, right in front of me again? It goes green, and it's déjà-vu, block-a-mania. What the heck? Before I can get by, it's yellow again.

Lined up behind the pace car, I pull alongside to look over to try and see what psycho is at the wheel. There he is, clear as a bell, as he turns and lets loose with a full frontal fast and furious flying fickle finger of fate, boom! What? Why you sorry sack of dog doo. That's it, you miserable slime,

it's on! (Nothing like an abusive surprise attack to snuff civility.) You know what? I whack him. Whamo! Felt gooooood. It's so easy to take the low road, isn't it? Real smart, too. Gave myself a flat, of course – a lesson from The Universe.

Another time I'm lapping PD Cunningham, all-time winningest active road racing driver. Having raced my friend PD for years, I get a rotten little pleasure out of lapping him, even though I have twice the horsepower in SCCA Pro Racing Pirelli World Challenge GT that he had in his Touring Car days. I've caught him in the Esses at Road Atlanta. Bad place to get by. I wait through the bottom, then pop out to pass him into Turn 5, where he is very fast and getting by gracefully is pretty much impossible. He reminds me of that with a quick, firm swerve followed by a prominent center digit out the window. "No, Sir, you will not pass me here!" He was right, of course - and emphatic.

Like the fickle finger, noxious language is not a good idea on the radio these days, either. The TV guys are on the scanner. What you say can and will be used against you. And everybody has an in-car camera. Could it be that the proliferation of video will cause us to become more civil as a society, since most anything we do could end up going viral on the Internet? Man, I hope so. I do believe it has helped in World Challenge. Rude gestures signal intent, and intent does not bode well with your esteemed stewards.



Racers use hand
signals for a variety of
reasons – some are
useful while others are
less advisable. This
one, given by FB
competitor Brian
Novak, says, "I just
won a National
Championship!"



# Pacesetter

# From the racetrack to launching new cars for Honda, Sage Marie has it covered

hen an automotive journalist writes a stunning review of the 2012 Honda Civic Si, it doesn't just happen by accident - a couple of things have to occur first. For starters, Honda has to engineer and build a quality product and bring it to market for a reasonable price. And second, somebody has to make sure a journalist has the opportunity to drive the new Honda, play with it, get information about it, and then ultimately decide for himself (or herself) that it's a great car. Sage Marie, Honda's Senior Manager of Automobile Public Relations, is the one who makes sure the latter part happens.

Marie's day-to-day job is to publicize Honda and Acura products. He does this through press conferences, social media, and by distributing media fleet vehicles to different journalists around the country to test drive the cars. Marie says enticing people to say good things about Honda is probably the easiest part of his job. "Our product speaks with the loudest voice," he says. "Our products are fundamentally good and competitive. Our steering and brakes set us apart, and this is where our cars really shine."

Marie has intimate knowledge that the steering systems and brakes on Hondas perform well, because when he isn't handing journalists at various auto shows, he's racing something from the Honda product line with the SCCA. In 2010, Marie was the T3 SoPac Divisional Champion racing a Honda S2000, and he qualified on the pole at the National Championship Runoffs that year. And, in 2009, he even drove an Acura TSX under the RealTime Racing banner in the SCCA Pro Racing Pirelli World Challenge Touring Car Series finale at Mazda Raceway Laguna Seca.

Marie's road to becoming Honda North America's head PR man was a windy one. Like a lot of SCCA members, Marie was a young boy with a dream of being an F1 champion. Just in case his F1 dreams didn't come true, he pursued a marketing degree at the University of Maryland, College Park. Knowing his career may not be professional racing, he wanted to ensure that his future job still revolved around automobiles and his passion for driving. While he was in college, Marie worked at a dealership, selling Nissans and Kias. He also did a public relations internship for the Association of International Auto Makers (AIAM) in Washington DC. Once he graduated from college, he immediately started in a zone office for Honda in Gaithersburg, Md. Next, he was off to Oklahoma to work with Honda dealers there. An opportunity arose to open a new PR office in Atlanta with Honda, so that became Marie's next move.

Marie had raced go-karts in high school (traveling to events with his kart stuffed into the back of his dad's Volvo station wagon). Just before he started working for Honda, he went to Canada and finished in the final six out of 60 in the Jim Russell scholarship program at Mont Tremblant. But it was when he moved to Atlanta that he began his first real foray into racing. He built a Honda CRX Si ITA car and went SCCA Club Racing.

"I built the car on my own. The only real help from Honda at that point was a discount on parts." Marie picked up many ITA first-place finishes with his CRX and enjoyed all of the great East Coast tracks, Road Atlanta, Roebling Road and VIRginia Int'l Raceway.

When he wasn't racing his Honda, he was busy trying to sell Hondas. "I was promoted to the product planning department and began working with Research and Development in Japan and Ohio."

Marie's job in product development and planning was to help decide what product they should bring to the North American market, at what price, and with what features. An important factor in marketing automobiles is having a development objective for cars. Marie lets automotive journalists have an idea of the segment of the market the car was designed for, and then the

# Fast Facts

# SAGE MARIE

SCCA REGION: cal Club

MEMBER SINCE: 2003

LAST BOOK READ: The Limit: Life and Death on the 1961 Grand Prix Circuit

FAVORITE ENTERTAINER: Ke\$ha (met her at a party)

**FAVORITE MOVIE:** 

Talladega Nights: The Ballad of Ricky Bobby

FAVORITE TV SHOW: Modern Family

FAVORITE FOOD: Sushi

FAVORITE NON-SCCA ACTIVITY:

Horseback riding (hunter/jumper)

FIRST CAR OWNED: 1973 Triumph TR-6

FAVORITE CAR OWNED: Ferrari 360

CURRENT DAILY DRIVER: Acura TSX

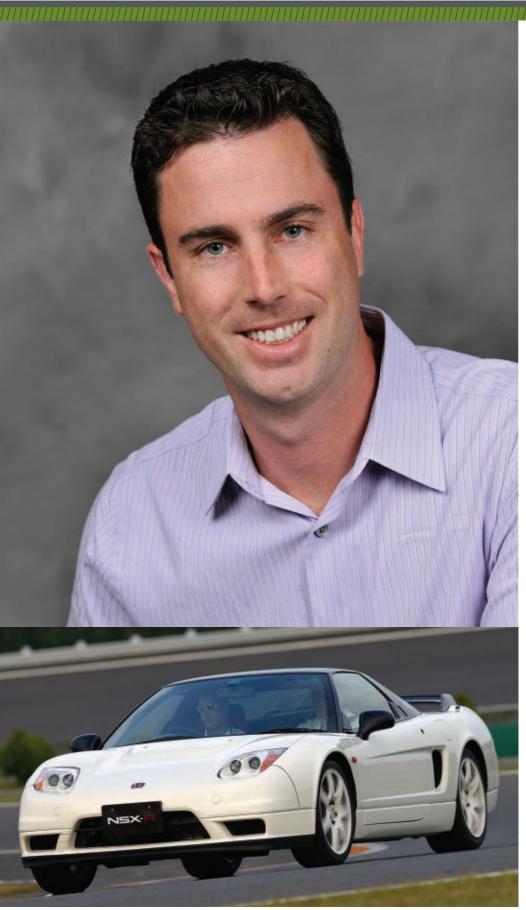
FAVORITE RACE DRIVERS: Senna (legendary Honda driver) and Simon Pagenaud (who Sage Marie predicts will become a legendary Honda driver)

MOST INFLUENTUAL PERSON IN MY LIFE:
Toss up between my wife (Kelly Marie) and Soichiro Honda.

# OUR PRODUCT SPEAKS WITH THE LOUDEST VOICE 39 Sage Marie

(BELOW RIGHT) A tough day at the office – Sage Marie drives a right-hand-drive NSX Type-R around a Honda test facility in Japan, impressing automotive journalists in the process. (BELOW) Marie shows off the Honda SCX Clarity hydrogen fuel cell car for a podcast episode of Jay Leno's Garage.





opinions of the journalists help Honda evaluate if they met those objectives. One of the important aspects of marketing a car is ensuring it meets the customer's needs and expectations.

With his marketing skills at his disposal, while he was racing at the SCCA Club level he realized there was a slight disconnect between Honda's racing heritage (Formula 1, IndyCar, and ALMS) and the average Club racer who runs a Honda product. Marie became part of a project team that put together a business plan that created Team Honda Research (THR) and Team Honda Research West (THR-W). This was a group of Honda employees who already spent their weekends and off time at racetracks. The program gave them the chance to take Honda products and run them in different series, prove their ability and market them to people with similar interests. This exercise ultimately resulted in Honda Performance Development (HPD), which offers products and technical services for the entry-level grass-roots racer up to the professional ranks.

After moving around a lot, including a three-month stint working in Japan, eventually Marie's career with Honda led him to the West Coast. Living in Huntington Beach, Calif., Marie now enjoys the great tracks of the west, like Mazda Raceway Laguna Seca, Thunderhill, and Willow Springs. He moved on from his ITA CRX into a Honda S2000 CR, which he describes as "the quintessential sports car personality – rear-wheel drive, tight cockpit, a pure expression of driving."

He has also enjoyed great success behind the wheel of an S2000, winning two SoPac Divisional Championships in T3 and a pole at the Runoffs. He even earned a podium finish at the 2009 Runoffs – the same year he drove in a World Challenge race.

Whether Marie is in the driver's seat of a Honda winning another race or he's introducing the new Acura ILX at an auto show, his passion for the Honda product is unwavering. For his dedication, when the head PR man of Honda retired, Marie was the natural choice for the company to put in charge of all auto product communications.

"Talking to the automotive media is the most important thing I do," he says. "The toughest part of my job is when I'm at the racetrack in some capacity for work but I'm not racing. I was at an F1 race in Japan and all I could think about was: 'I want to be on that track!"

# Inside Track

# Cal Club Region's Ellen Lowery, Southern Pacific Division's Worker of the Year

umbers have Ellen Lowery's number, and she's the first to admit it. She's been involved as an office manager and accountant in the furniture industry for more than 40 years. She and her husband Steve were serious NASCAR fans (their den is decorated in Mark Martin memorabilia) when a friend invited them to a Club race in 1996. "We loved it right away."

She instinctively gravitated to Timing and Scoring. "I feel like I'm very involved in the race weekend and I'm providing a service to the drivers. I'm happy and they're happy." She isn't really the outdoors type. "It gets very hot out here in Southern California but I'm in air conditioning, so what do I care?" she laughs.

Ellen and Steve don't lack for commitment. Between Cal Club events and vintage races, they are at a racetrack some 15 to 16 weekends a year. On occasion, they have strung four to five weekends together in a row.

Ellen is proud of bringing transponders and a computerized timing system into Cal Club when she became Chief in 2006. "The only good thing about the old system is that you got to meet a lot more people because you needed more people to run it." Ellen says they can now make do with three staffers where before they would need twice that amount. One person minds the computer screen, one is a taper and the other keeps a lap chart. "You get to know your fellow workers. You spend a lot of time together, sometimes from 7 a.m. to 7 p.m."

But you are not just a number to Ellen. She goes out of her way to make sure she's around any time she can put a driver's face to their number. "Sometimes they'll give out awards at the end of the day and I'm always there because I want to meet the drivers. I may not be able to identify them at first, but if they tell me their number, I can say their name." She also works registration at club banquets for the same reason; she gets to put a face to a name – or, in her case, to a number.

And, speaking of numbers, they are not only her love; they are also her pet peeve. She understands that drivers like to have colorful cars with neat graphics. "But they should all have to work a session with me and see just how difficult it is to see car numbers when they are part of complicated graphic design. Some colors don't show up well at all. Blue on black, without an outline for the number, is bad, as is red on blue." While drivers are identifying difficult track segments in practice sessions, Ellen is scoping out what cars are hard to see. "I just memorize the hard ones."

Even with computerization, a steady eye can still be necessary. At most Club races, in close finishes it is a human decision, not that of a machine. Not everyone mounts a transponder in the same place. "I just look at the finish line and concentrate on the line as the cars go past." Sometimes it seems as if the machines are getting their revenge. "I was watching my computer screen one day



For all of her hard work in Timing and Scoring, Ellen Lowery was presented with the 2011 BFGoodrich Tires Southern Pacific Division Worker of the Year Award.

# 66 I REALLY DO LOVE IT AND I INTEND TO KEEP ON DOING IT 99 Ellen Lowery

and two cars came past at about the same time and three different times showed up on the monitor. I thought I was losing my mind. I wondered if a ghost car had gone past." It turned out that a driver had purchased a used Formula Ford and dutifully installed his own transponder, without realizing that the car already had a working transponder on board.

Ellen found out about her

BFGoodrich Tires Worker of the Year Award in a phone call from a co-worker who had made the long trek to the 2011 National Championship Runoffs, where the award was presented. "I had a smile from side to side. It was a real thrill. It is wonderful to be recognized for all the hard work. I really do love it and I intend to keep on doing it, as long as we can afford the gas."

# 40+ DAYS

# NAME | REGION

John Anderson | Florida Bruce Brunner | San Francisco Jan Coleman-Mitchell | Atlanta Jim Creighton | Atlanta Paul Gauzens | Atlanta Rick Henschel | Buccaneer Ann E Hickey | Colorado Charles Leonard | Central Florida Timothy G Meddaugh | Glen Larry J Morgan | Central Florida Joe H Willer | Glen Peggy J Willer | Glen Region

# 30-39 DAYS

### NAME | REGION

Joyce P Bakels | Florida George J Bloeser | Philadelphia Judith Bloeser | Philadelphia Robert L Corbitt | San Francisco Marcy H Crawford | San Francisco Kevin S Cullen | San Francisco Terry Hanushek | South Jersey Barbara Henschel | Buccaneer Dave Hermann | Blackhawk Valley Don Holland | Oregon Robert J Horansky | Buccaneer Ralph R Johnson | Des Moines Valley Sandra K Jung | Florida David J Kettler | Milwaukee Randi Miller-Graffy | Oregon Richard | Mitchell Jr | Atlanta Elizabeth Offutt | Central Florida Ron Offutt | Central Florida David G Rollow | Atlanta Sara F Snider | North Carolina Paula D Spencer | Chicago Barry E Streets | San Francisco David E Sullivan | Chicago Larry A Svaton | Houston Marcia L. Ulise | San Francisco Region

# 20-29 DAYS

### NAME | REGION

Ralph Baldwin | San Francisco
Carolyn Bayer-Broring | Washington DC
Bruce Howard Bettinger | Wichita
Gloria Jean Blaha | Indianapolis
William A Blake | San Francisco
Jason O Briggs | Cincinnati
Wayne O Briggs | Cincinnati
Christopher Buccola | Chicago
Lauri Burkons | Neohio
Roger Lee Calvin | Central Florida

Bill Cannons | Central Florida Sandra L Carreiro | San Francisco Jerru Casini | San Francisco Nadine Casini | San Francisco Wanda K Cecil | South Carolina Marcel Ciascai | North Carolina Joshua Cockey | Washington DC Mike A Collins | Cal Club Rhonda L Corbitt | San Francisco Robert W. Cowie | Cincinnati Kenneth C Cramer | Milwaukee Robert Crawford | San Francisco Fred L Cummings Ph.D. | Milwaukee Larry Dent | Fort Wayne Linda Dent | Fort Waune Paul F Diringer | Wichita Costa Dunias | Utah Patty L Dwyer | San Francisco William J Dwyer Jr | San Francisco Steve Eckerich | Central Carolinas Linda E Fanning | New England Thomas E Fanning jr | New England James P Foyle | Southwest Louisiana Richard E French | Central Florida Eunice Gerstein | Philadelphia R J Gordy | San Francisco James J Graffy | Northwest Susan W Green | Blackhawk Valley Larry Richard Hall | Ohio Valley William Haneline | Cal Club Linda Haneline | Cal Club Jack Hanifan | Mohawk Hudson George (Smokey) W Harper | Central Florida Stephanie G Helberg | San Francisco Paul D. Helberg | San Francisco Tarun L Hodge | Ohio Valleu Dan Hodge | Ohio Valley Randall Holton | Ohio Valley Walter J Huber | Northern New Jersey JoAnne Jensen | Chicago Charlie Johnson | Blackhawk Valley Kim Joiner | Blackhawk Valley Michael Thomas Joseph | San Francisco Barry Kaplan | Steel Cities Byron Kauffman | Central Florida Steve Kearney | Central Florida Claire Kelly | San Francisco Mary Ann Kendall | Blackhawk Valley Lynwood H Kipp | Milwaukee Jim Kosco | Central Florida Rod Kramer | Atlanta Ron Long | Cincinnati Jack F Marr | Texas Bill Martin | Central Florida

Sherri Masterson | Northwest Barbara A Mayes | South Carolina Robert F P Mayes | South Carolina Barbara McClellan | San Francisco Kathy L McLeod | Washington DC Lois Meeker | San Francisco Gary Meeker | San Francisco William P Merrill | Florida Lori A Merrill | Florida Reid Milburn | Central Florida Margaret Mitchell | Florida John Molak | New England Donna Morgan | Central Florida Michael Neff | San Francisco Tara E Oram | Neohio Dave Panas | Northern New Jersey Mary C Patterson | Des Moines Valley Dewitt A Payne | Susquehanna Karen Petersen | New England John H Peterson | Cincinnati Tom Phillips | Cincinnati Kathie Reisinger | San Francisco Sharon Rollow | Atlanta John Schmale | San Francisco E Ronald Shellenberger | Washington DC Lisa Simoni | San Francisco Richard W Smith | Chicago William George Stanton | Central Florida Dennis J Steskal | Philadelphia Charlie Stolz | San Francisco Heather Streets | San Francisco Sherul Streets | San Francisco John R Sutton | Chicago John Switzer | Central Florida Robert E Thomas | New York Phil Tomeo | South Jerseu Donald Usher | Central Florida Gerald L Wannarka | Washington DC Bonnie J Wannarka | Washington DC Stanley Wantland | Washington DC Peter Watson | New York Heidi S Weir | Washington DC Andrew C Welden | Indianapolis Deborah L. Wiggins | Central Florida Jack E Wilkening | Indiana Northwest Michael Wingo | Central Florida Dave Yahn | Milwaukee Chuck Zanardi | San Francisco Ute Zettlitzer | Texas Region

# 12-19 DAYS

# NAME | REGION

Bonnie Lines Aarseth | Oregon Brenda S Abbott | Continental Divide Lynne Allen | Atlanta Robert I Allen | Atlanta Blondie Anderson | Land O'Lakes Barbara L Archer | Oregon Elisabeth Lynn Banner | Milwaukee Kathleen Barnes | New England Dennis R Barschow | Ohio Valley Louie Charles Beal | Ohio Valley Hayden Beatty | North Carolina Douglas A Berger | Oregon Leslie Ann Berry | San Francisco Charlene L Bettinger | Wichita Margaret D Binks | San Diego Michael George Blackrick | Central Florida Scott C Bowman | Des Moines Valley Robert J Brabban | San Diego John Wesley Brookman | San Francisco Dorothy A Brookman | San Francisco James E Brostek | Washington DC David K Brown | Western New York Michael Brunner | Finger Lakes Helga Brunner | San Francisco Ann K Burke | Detroit Jerry L Cabe | Cincinnati Robert L Cage | Washington DC Lee D Carrico | Texas Ann R Chamberlain | San Francisco William W Chamberlain | San Francisco Mack Clayton III | South Carolina Richard Coburn | Detroit Sheila W Cockey | Washington DC Ron P Coelho | Oregon Donald F Conner | Milwaukee Steven A Craig | Central Florida Toni Creighton | Atlanta Richard E Crowell | Tennessee Valley Judi Davis | Houston Tom L Davis | Kansas City Robert Warren DeLoatch | Buccaneer Dana E DeShong | Central Florida Dottie Dickinson | Cal Club Dian E Dingle | Susquehanna Earnest G Dingle | Susquehanna Jonathan Dove | Buccaneer Matthew S Downing | Ohio Valley A. L. (Tony) Drum | Central Carolinas Karen Drum | Central Carolinas Donna M Duffey | San Francisco James E Dwyer | Land O'Lakes Brad Ellingson | Milwaukee Raymond Elliott | Blackhawk Valley Scott Kevin Farrell | Florida Amy Maureen Finn | Florida

Larry Albedi | San Francisco

Continued on page 33

# VOLUNTER INCENTIVE PROGRAM

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

# BY R.A. MCCORMACK PHOTO COURTESY ASHLEY BERG

Born into an SCCA family, Breanna Heilicher has made her own path

odd and Bev – 22-year-old Breanna "Bre" Heilicher's parents – are SCCA lifers. They actually first met as flaggers. But Bre, who was born and raised in Minneapolis, Minn., freely admits that until she was 16, her response to heading out to the track with them was a plaintive, "Do I have to?"

Even though she got to see her dad race his G Production VW, "I hated being away from my friends," she says, looking back. "I used to load up all the DVDs I could find to bring with me for entertainment." Breanna's mom, an SCCA race steward in the Chicago Region, first attempted to get her bored 12-year-old daughter involved by working registration.

"That got old pretty quick," remembers Bre. Then she tried Timing and Scoring. "No way," she laughs, "could I count all those cars racing by!" When she was 15 she tried working the pits and grid, but with little interest. It wasn't until she turned 16 that encouragement from friend Dave Karling changed everything.

"Dave was crucial to me becoming part of who I am today," says Breanna. "He is the person who pushed me to try fire and rescue. He even gave me my first suit, which I still wear to this day." That suit has now seen action at Road America, Brainerd, and Blackhawk, although not nearly as much as she would like because of her other interests, which are considerable to say the least. But when asked what she likes about racing, Breanna practically explodes.

"What don't I love about being involved in racing! I love that I have a team that looks after each other. We're all about having fun and keeping people safe. I love hearing cars zooming around me. I love seeing people's passions and fire come alive – their drive. I'm addicted to the adrenaline rush. And above all, I love how I feel like I belong in that world."

Today, Bre not only hangs out in the back of fire and rescue trucks, but also completed her training as an



**Breanna Heilicher** reluctantly started volunteering with the SCCA when she was 15 years old. Now, at age 22, she's actively involved with the fire and rescue team at tracks like Road America, Brainered, and Blackhawk. For being the First Gear member of the month, Breanna will receive a \$200 gift certificate to SafeRacer.

presented by

Emergency Medical Technician (EMT) in 2010, and holds a national EMT license. She has vivid memories of her EMT training, which along with her fire and rescue work has had a profound effect on what was otherwise an academic life, focused on her love of choir singing and honing her mastery of Mandarin Chinese (studied since kindergarten) in support of her East Asian Studies at Wittenberg University in Springfield, Ohio, where she is a senior and which she attends on both music and academic scholarships.

"In the EMT training," recalls Bre, "we were required to do a nine-hour emergency room shift at North Memorial Hospital and a 12-hour ambulance shift. My ER shift was pretty relaxed, but I couldn't have asked for anything better on my ambulance shift. I worked on a Saturday – the night after my ER shift, actually – from 6 p.m. until 6 a.m. on Sunday. We had 13 calls in 12 hours, which is a large number when you consider that you usually spend more than 20 minutes on each call.

"That night I got to deal with a child who had a seizure, a pregnancy, a shortness-of-breath patient, a shooting victim who was dead when we arrived and also a cardiac arrest victim, on whom I got to use my CPR skills and more, but who sadly, didn't make it."

Breanna found that night to be "the challenge that any issue could be presented to you and you needed to

know how to deal with it or someone's life could be on the line. That's why I fell in love with medicine and fire and rescue in the first place. I'm not sure if I'll end up in the medical field, but it is surely something on my list."

That career list is getting complicated. When she graduates in May from Wittenberg, Breanna intends to take some time off to consider her options. These include an immediate business or government position using her Mandarin skills and understanding of Asian culture, heading off to law school or going to med school with the goal of becoming an emergency room doctor. The last may require taking some college-level science courses, but Bre is undeterred. "I didn't really factor in a possible career change like this when I was planning out my college schedule," she says. "No matter. We live, we learn and then adapt."

Adaptability has been a key component in Breanna's young life. Since 2004, she has made four multi-week trips to China, the last a formal four-month semester at school in Beijing in 2010 studying Mandarin as well as Chinese culture. Rather than live with a family, "I chose to live in the dorms on campus," she says. "It was required that if we didn't do a home stay, we had to have a Chinese roommate [part of the language intensive program], so I chose that option."

Breanna is clearly on a life-intensive mission. She has traveled to England with a choir from Minneapolis and in May they will be on tour in Germany. "But home in time for me to do the June Sprints," emphasizes Bre. In 2010, she also visited Israel with her older brother Justin on a 10-day Birthright tour. Back at Wittenberg, she puts in 10 hours a week interning with the local Chamber of Commerce trying to attract businesses to Springfield. She is also one of the university's tour guides for prospective students.

When not in class or busy with activities, you can usually find Bre with her sisters at the Gamma Phi Beta sorority house on campus. Since last summer she's has also had a job on weekends – bartending until 3 a.m. at McMurray's Irish Pub, a favorite of Witt students. She doesn't get to practice her Mandarin much with this crowd, but does find her SCCA background an advantage: "How to actually know what I'm talking about when I have conversations with guys about cars," smiles Bre. "It's something I've learned that not many women my age can do."

Whatever career path she chooses, Bre intends to remain part of the SCCA. "What I've learned most about my affiliation with SCCA is how to change a tire and drive a manual shift transmission," she jokes. "But in all honesty, I've learned responsibility, honor and pride. No matter what, being a part of the SCCA is all about finding your passions. Mine just happened to be in fire and rescue."

SCCA drivers can be glad she's there.



Continued from page 31

Michael Finn | Florida Brandon Scott Fleming | Florida Michael Floyd | Oregon Carul R Forbish | Oregon Christopher Michael Forte | Central New York Melinda K. Frame | Western Michigan Dayle Frame | Western Michigan Laraine Galfas | Northern New Jerseu Ron G Gallmeyer | Fort Wayne Tim Scott Gardner | North Carolina Marc A Gerstein | Philadelphia Jim Gillen | Land O'Lakes Bonnie Gladish | Chicago Timothy R Gordon | Ohio Valley Joseph H Gray | Susquehanna Sandra L Gray | Susquehanna Matthew A Green | Blue Mountain Charlene Gunn | Central Florida Merlin D Hansen | Houston Harold Harvey | North Carolina Randall S Hermann | Blackhawk Valley Daniel A Hoffman | New England Ellen Holland | Oregon Liam Hostrop | San Francisco Nancy G Huber | Northern New Jersey Brian Huff | North Carolina Alan R Hummel | Washington DC Bill Hunter | South Jersey Shelia P Hunter | Washington DC Kelley Huxtable | Des Moines Valley Charlene Irwin | Cal Club Ken Irwin | Atlanta Thomas Arthur Irwin III | Cal Club Kathy Johnson | Central Florida David W Johnston | Northwest Richard D Kantrud | Texas Richard Kase | Blue Mountain Edward Kelley | San Francisco George P Kendall, Jr. | Chicago Michael Q Key | Milwaukee Kenneth Kirkland | Arkansas Jeffrey A Knapp | Ohio Valley Ronda L. Knapp | Ohio Valley Sandi Kryder | Mahoning Valley Kimberly Kuzma McFarland | Oregon Vicki Lanning | Central Carolinas Bonnie Lawler | Cal Club George W Laws | Chicago Rolfe B Lehman | Blackhawk Valley W Pax Lemmon | Central Florida John C Leps | Central Florida Charles M Levy | Central New York Marianne C Lyons | New England Andrew William MacDougall | Colorado Timothy Martin | Central Florida Robert A Martin | Central Florida Tom Masterson | Northwest James V Matthews | North Carolina Alfred C Matthews | North Carolina Clifford L McCandless | Mahoning Valley Fred L McKinney | North Carolina Meg Meyer | South Jersey Ted Migchelbrink | Buccaneer Douglas K Mildon | Western Ohio Forrest Louden Minor | Washington DC Lorraine R Minor | Washington DC

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# INSIGHT

rom the earliest days of Solo, having the hot tire was key to winning. Once upon a time, retreads were the fast setup, as drivers quickly figured out the new rubber being installed on the old carcasses were softer than the original. Eventually, purpose-built DOT-approved competition tires began to surface, as crafty engineers were able to adapt race tire technology to products originally designed for road going cars.

As this evolution continued over the years, we ended up with the modern R-compound tires of today, which is really more race tire than street tire. Even though these tires feature the DOT stamp required for street use and for the Solo Stock category, some also include a warning against using them on public roads.

But for as long as these DOT competition tires have been around, there have been those who thought the tires did not belong in Stock. The arguments ranged from cost, life span, safety, and, of course, they are not stock tires. Then, with the comparatively new Street Touring category seeing massive growth, many people have seen that R-compound tires do not necessarily define good competition.

At the same time, you have competitors who have come to love R-compound tires, and the way they transform an otherwise mundane car into a great performer. One of the very attractive aspects of the Stock category is a rather restrictive fixed set of rules – everyone works from the same allowances, and you still have a car that will serve you well Monday through Friday. But, come the weekend, a tire change turns your mild-mannered daily driver into a racecar.

# THE PLAN IN MOTION

While it's easy to consider R-compound tires standard equipment, some see it as a barrier. With almost no production cars hitting the streets with competition tires from the factory, it's unlikely that any first-time entrants will show up at an event and not be at a disadvantage based purely on tires.

In response to this perceived barrier in Stock, many regions offer some derivative of a Stock class based on street tires. The Regional street tire Stock classes have become an alternative that many SCCA regions have found useful for keeping their customers happy – and in some areas, the street tire Stock class competitors will outnumber competitors on R-compounds. However, in other parts of the country, street tire Stock classes may not even be offered due to a lack of demand.

For a number of years, the Tire Rack Solo National Tour has offered host regions the opportunity to include local classes, such as street tire-based Stock. In some instances, this worked very well. Recognizing that it's always a challenge to incorporate a Regional program into National events, SCCA Vice President of Rally, Solo and Special Programs Howard Duncan and his team created the Road Tire (RT) category for National competition in 2012.

"We put the idea out as a note in *Fastrack* and I was inundated with responses," says Duncan. "The vast majority of responses were from folks who had never competed in a National Solo event and wanted to, but thought it would be a pointless exercise on street tires."

Based on the response, the Road Tire category was added to every stop on the 2012 National Tour and Tire Rack ProSolo National Series, and will even be offered at the Tire Rack Solo National Championships and in September in Topeka, Kan., as supplemental.

In Road Tire, there are three classes: RTR for rear-drive



66 SHAVING
THE TIRES IS
ANOTHER LUXURY 99

John "Woody" Rodgers

cars, RTF for front-drive cars, and RTA for all-wheel drive vehicles. There are also corresponding Ladies classes. Each car then competes using an index based on the car's Stock classification.

"We didn't expect much of a buy in right away," Duncan explains. "We are seeing a variety of cars, which is unusual in our sport where there is so much 'monkey see monkey do.' In this category, people seem to drive what they like."

At the first two Solo National Tours of the season, the RT category brought in a total of 22 entries, with the majority showing up in a variety of cars for the RTR class. In addition to



the wider variety of cars than you might normally find in many of the Stock classes, there is also a vast range of competitors. The concept itself was designed to help draw in the recreational driver who otherwise might not have attended a National Solo, but many veteran drivers are also showing up in support of the classes.

Take, for instance, Danny Shields, winner of RTR at the March 9-11 Dixie National Tour in Cecil, Ga. Shields made his first trip to the Solo National Championships in 1983 and owns four Stock class National Championships – all of which were won on R-compound tires.

Even though Shields has proven his metal using the R-compounds, he has strong feelings about their place in Stock. "I have been questioning the 'R' tires in Stock since the Yokohama A001R hit the scene in 1983," says Shields. "I think true road tires are what Stock cars ought to be running on. I have said that for a longtime."

The new RTR class at the Dixie
Tour also attracted Mark Strong, who
has only competed on street tires.
"I have run street tire classes since
I first started autocrossing in 2002,"
Strong says. "For me, I like the lower
cost of the tires and the fact that I can
get [an entire] season out of them.

I like the RTR class because it opens up the National level of competition to people like me who just don't feel like bothering with R-comps."

# **CHOOSING THE RIGHT TIRE**

In recent years, Stock category tire choices have been rather simple: Hoosier and Kumho have been the top choices for those wanting to win, and neither brand has brought a new compound to market for quite some time. Goodyear and BFGoodrich are newcomers to the R-compound Solo fray, but it's too early to tell if they will change the balance.

On the flip side, the street tire

Powerful cars, like this Super Stock Corvette, can be a handful on street tires, but is the draw of exteneded tire life and the convenience of not changing tires at events enough to sway competitors to give up their sticky R-compound tires?



# INSIGHT

market is much more active, with new models and sizes released frequently. As a result, competitors on street tires may find the need to test new tires more frequently than those on R-compounds. Looking at the Street Touring (ST) classes, however, is perhaps the best way to shortcut tire testing, as the tires that have found success there will likely be a good choice for RT.

One additional challenge RT competitors may face is finding the hot tire in the size you need. The ST classes include tire and wheel size limits for most classes, and in some cases what works for ST may not work in RT, where stock-sized wheels are required. In addition, while specialty manufacturers like Hoosier have been able to cater to the relatively small race tire market that often requests obscure R-compound sizes, many of the street tire manufacturers simply can't justify building sizes that won't sell in high quantities.

Tire price and manufacturer support may also be a factor in choosing your tires. Even though the RT classes came to fruition very late in the season, manufacturers like BFGoodrich Tires and Kumho Tires are supporting the classes with contingency awards.

To get a better idea of the actual cost difference, we contacted John "Woody" Rodgers from the Tire Rack, the title sponsor of many of SCCA's Solo programs. It doesn't take long to figure out why drivers with small diameter wheels like street tires – in

most cases, the cost of a 15-inch competitive street tire is about half of what an R-compound costs. But the price gap narrows as you go up in sizes, and in some cases can even go the other way around.

Looking at the Mazda 2, which could compete in either H Stock or RTF, Rodgers came up with a tire cost of \$968 to outfit the Mazda with 225/45-15 Hoosier R-compound tires, and \$460 for the 205/50-15 Dunlop Direzza Sport Z1 Star Spec street tire. Those numbers might be enough to sway some drivers to look at the RT classes, but it's not that simple. The popular C5 Corvette Z06, which has had a great run in Super Stock, sees

(ABOVE) Some RT competitors will push the limits by testing multiple sets of street tires, but this might not be necessary. Drivers can look to the tires used in Street Touring for useful tire data. (BELOW) The Road Tire classes are attracting not only drivers that previously passed on National events. but also multi-time **National Champions**, like Danny Shields.

the price gap between street and R-compound tires compress. The standard Hoosier setup for the Z06 rings in at \$1,404, while a set of Kumho Ecsta XS tires will set you back \$1,144. And, if you find yourself in need of something bigger, the choices become very limited, with the street tires often costing more.

However, based on his own experience and years of testing at the Tire Rack, Rodgers also noted a big difference in the competitive life of the two types of tires. In some cases, Rodgers says the street tires might be usable for twice as many runs as an R-compound.

So how many tires do you need? According to Rodgers, it seems very likely that running in the RT category could save the average driver one set of tires each season.

"We did a number of Regional events through the summer, a Divisional or Tour, and Nationals," says Rodgers. "With [myself and a co-driver], we would use most of two sets [of R-compounds] during the summer, and spring for a fresh set for Nationals."

Based on this tire life estimate, it's reasonable to assume a single set if RT tires will last an average driver most of the season, and they could then treat themselves to a fresh set before the National Championships.

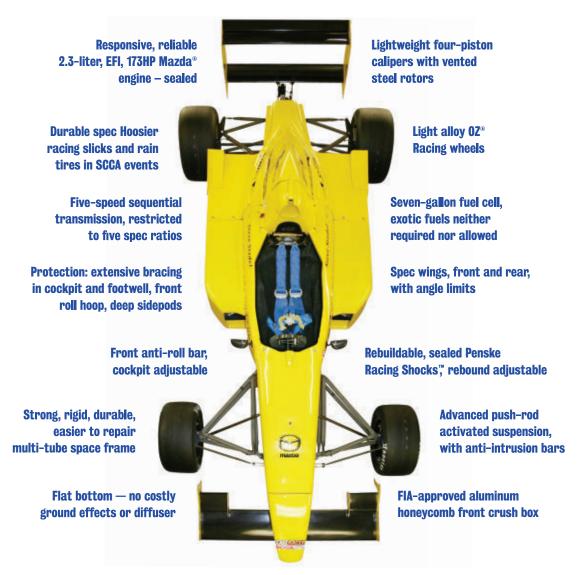
# **ROAD TIRE REALITY**

Beyond the cost and tire life, there are other matters to consider when deciding between RT or Stock – like whether you need wheels specifically for your competition RT tires. There

# 66 I THINK TRUE ROAD TIRES ARE WHAT STOCK CARS OUGHT TO BE RUNNING ON 99 Danny Shields



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will always be competitors who take things to the extreme, like testing multiple sets of tires and shaving the ones they like, but these people are not likely the target market for RT.

"Extra wheels are...a luxury, but become mandatory as you move up the ladder," says Rodgers. "The serious guys will have at least two sets of tires and wheels, probably dry tires on light aftermarket wheels, and rain or everyday tires on OEM wheels." Rodgers also notes that shaving the tires is another luxury. "Feel and precision changes a little, but we found little difference in lap time," he notes.

In Stock, it has become commonplace to have multiple sets of wheels and tires – a dedicated set to compete on and a set that does double duty as street and rain tires. However, the more serious Stock competitors may have another set with special R-compound rain tires.

In the case of Shields, he has been able to really stretch the life out of his RT tires. "I have been using these same four tires since 2009, not in every event, but enough to run up over 200 runs," says Shields. "I have worn them down to the wear bars, but they still work great and are still smooth and quiet on the highway. I love them!"

Unlike Shields, Strong often chooses not to drive on his RT wheel and tire setup. "For events within a 100 mile driving range, I will drive to the event on my competition tires," he says. "I did not travel to the [Dixie National Tour] on my competition tires."

Strong explains that while the event announcer had fun commenting on how Storng was changing his wheels and tires at the event, his reasoning was not what you'd think. "I actually have several reasons why I would prefer to make a 500-mile trip on my all-seasons. Number one, they are quiet. The Star Specs howl. Number two, I spent a lot of money on my SSR wheels – the last thing I want is to take one out in a random pothole that pops up. Number three, well, is because I can! The RX-8 fits all my tires, tools, and gears, and it only takes me 20 minutes to do a wheel swap."

#### THE FUTURE OF STOCK

Are street tires the future of Stock? If so, it's unlikely it will happen anytime soon. There is a large invested group of Stock competitors who love the feel of R-compound tires, and most are not likely to want to give them up.

It is also possible that changing to street tires in Stock simply pushes the clock back a few years. Currently, the ST category utilizes the tread wear rating of a tire as the primary criteria to determine what a street tire is. The downside to relying on that number is each manufacturer stamps the tire with a rating they select based on its own internal testing. So far, all manufacturers appear to be playing nice, but it is an open door to potential future problems.

Consider that the current crop of R-compounds today exist because there is a market for them – competitors asked for faster tires, and we got them. Manufacturers like Michelin already produce multicompound street tires, and many tires start to resemble a slick when shaved – without carefully written rules, Stock on street tires could easily be back to where it is today.

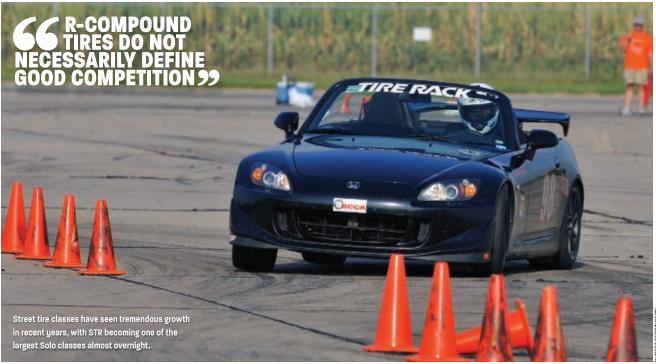
In addition, a change as significant as excluding R-compounds could upset the balance of nearly the entire Stock category. The cars we see going head to head in STR are a great example. While the second and third generation Mazda

MX-5 share C Stock, the early version has been relegated to also-ran status, and the B Stock Honda S2000 is in a different class, literally. These cars are not direct competitors in Stock, but on street tires in STR trim, all three go head to head. Also, lightweight, nimble cars seem to shine on street tires, but heavier, more powerful ones tend to struggle. Removing R-compounds from Stock would set many a class on its ear, likely necessitating a complete reorganization of the category.

At the end of the day, the Road Tire concept was not intended to replace Stock. Rather, it's intended to be an alternative to attract individuals who were missing out on the National Solo experience, while increasing participation at events across the country.

"That was my initial motivation, and where it goes from here will kind of depend on the reaction we get," says Duncan. "However, the Solo Events Board is looking at this, wondering if, in the long term, this is a viable idea for the Stock category. But they're not ready to go rushing into it.

"Ultimately, the decision may be that Stock stays like it is for the super dedicated, and [Road Tire] is, in fact, more for the casual competitor. One of the Club's core values is to have competition at a variety of levels and commitment – offering both Stock and Road Tire seems to fill that."



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Club Racing's justice

system isn't nearly as

### DEPARTMENT OF JUSTICE

A Guide to Navigating the SCCA Club Racing Justice System

#### BY JEFF ZURSCHMEIDE

ne of the least fun things that can happen to a Club racer (or anyone) at an SCCA event is to be hauled up in front of the Stewards to answer for some problem that has arisen. Getting in trouble is a topic that few racers want to think about, so it's not surprising that most SCCA members have not studied the parts of the GCR that cover official interactions with the Stewards. Plus, the parts of the book that define the powers of various officials, the available penalties and the rules that may be broken are not all in the same place in the GCR.

Honestly, unless your race win is on the line, the protests and penalties part of the GCR is kind of a dry read. But it's important to know something about the process and how it works – and ideally you should know this *before* you have to write a witness statement.

The very first thing to know about the SCCA system of rules enforcement is that most drivers and crew members will go through their entire careers in the Club without ever having to get up in front of the Stewards and defend themselves. But if you do find yourself waiting outside the Steward's shack wondering what happened, read on to discover what you need to know.

There are three official ways that the stewards act to enforce the rules when it looks like something bad has happened. These are Chief Steward's Actions, Requests for Action and Protests.

#### **CHIEF STEWARD'S ACTIONS**

The first option is a Chief Steward's Action, which is simply the Chief Steward or an Assistant Chief Steward assessing a penalty on his or her own authority as boss of the event. There are limits as to what the Chief Steward can do with this authority – for example, the Chief Steward may bring you into the pits on a black flag, fine you up to \$100, disallow your qualifying times, or impose a finishing-position penalty. The thing to know is that the actions of the Chief Steward all have to do with the race as it happens – his or her power does not extend beyond the end of the event.

#### **REQUESTS FOR ACTION**

The second thing the Chief Steward or an Assistant Chief Steward can do is to write a Request for Action to the Stewards of the Meet (SOM). This is a more formal process that essentially puts the problem in the hands of the SOM for more lengthy consideration.

In this scenario, you are allowed to take some time to gather evidence and witnesses and make your case for why you didn't break the rules or why it was an unfortunately unavoidable circumstance. If this happens to you, be ready to quote chapter and verse of the GCR to support your position.



"Everyone knows" and "Everyone does it" are not arguments that generally carry a lot of weight.

When a Request for Action has been initiated, the powers of the Stewards of the Meet are much broader than those allocated to the Chief Steward. The SOM may assess any penalty provided in Section 7 of the GCR. For example, the SOM can place you on suspension or probation, or remove your season points retroactively.

#### **PROTESTS**

The third and most complicated interaction you can have with the Stewards is a protest – this is also where most drivers and other participants are unprepared to deal with SCCA's rules and procedures. The first thing to know is that any driver, entrant, or official can lodge a protest covering virtually any alleged violation of the rules in the GCR.

Generally, drivers and entrants protest other drivers and entrants only in the case of alleged non-compliance with the car preparation rules (we don't like to use the word "cheating" in SCCA) or for on-track infractions that were not reported by the Flagging and Communications workers. However, officials may protest drivers, crew, or other officials, and drivers can even protest officials for their actions.

The protest form (and fee) must be given to the Chief Steward or an Assistant Chief Steward, who then hands it off to the SOM. That's where many people make a big mistake – it's not enough to scribble a complaint on the back of a race schedule and pass it to someone in the race center. Protests have to be written out clearly, ideally on a protest form.

Here's the real key to protests – a

### **INSIGHT**

protest has to exactly state which rule in the GCR has been violated, and you have to pony up \$50 at a National race and \$25 at a Regional race to file a protest. You also have to protest within certain time limits that are spelled out in the GCR. For example, you can't usually protest your grid position after the race is over.

If you are called into consultation with the Chief Steward and he or she levies a penalty against you with a Chief Steward's Action and you believe the penalty is inappropriate or too harsh, you can protest the action. You can also protest the actions of almost every other race official at the track – although judges such as the sound judge or start judges cannot be protested. The action will cost you a protest fee, but SCCA is unique among racing organizations for its multitiered system of adjudicating disputes.

What the protest fee buys you is time to make a case and the opportunity to make your case in front of the SOM. When you get there, you're allowed to call witnesses to support your case and you're allowed to present any evidence you may have to make your case. It's important to remember that an SOM hearing is not a court of law and, while Stewards strive to be fair, you don't have the right to cross-examine anyone.

A case before the SOM can extend past the end of the race weekend, but that's unusual. For example, if a protest alleges non-compliance in car preparation, the SOM may choose to disassemble the car, and they will then set a teardown bond. Simply put, you have to put your money where your mouth is if you're going to accuse someone of having an illegal car. It costs money to tear down an engine, and if the engine turns out to be legal, the protestor has to pay for the teardown and reassembly. If the engine (or other part) turns out to be non-compliant, then the car owner bears the expense.

#### **APPEALING A DECISION**

The last phase of SCCA adjudication is the Court of Appeals – and this is the most interesting part of SCCA's procedures. If you don't like the outcome of an interaction with the SOM, you can appeal the decision to a national court of well-respected Stewards. This costs \$175, but if a season championship or your reputation as a compliant car constructor is on the line, an appeal

could be worth the money.

The rules for appeals are very strict – you have to get all your appeal paperwork to SCCA within 10 days of the event that produced the appeal, and you have to submit it all at once.

Here's the thing to know about appeals: Generally speaking, the Court of Appeals will overturn the SOM's decision under two conditions only, and those are: new evidence that wasn't available to the first court (such as a video, or documentation that proves your car was compliant); or proof that the Chief Steward or SOM didn't do their jobs according to the GCR. Arguments such as "that steward has a grudge against me" won't work without some serious evidence to back up the allegation.

The other thing to consider with appeals is whether the idea that's driving your decision to appeal is based on careful consideration or wounded pride. If you received a reprimand or a two-race probation for some driving infraction, ask yourself if this appeal is really necessary, because if your appeal is not well founded, chances are you're going to lose your appeal fee.

### THE UNWRITTEN FOURTH ACTION

There's another thing that Stewards do that is often the most effective action – and that is simply to have a quiet word with competitors about an issue. If the Chief Steward (or some other official) takes the time to seek you out and offers a word of advice, it's a good idea to listen carefully When a competitor protests a part on another's racecar, a bond is often set and the part is removed and tested. Should there be a need, the decision can then be appealed.



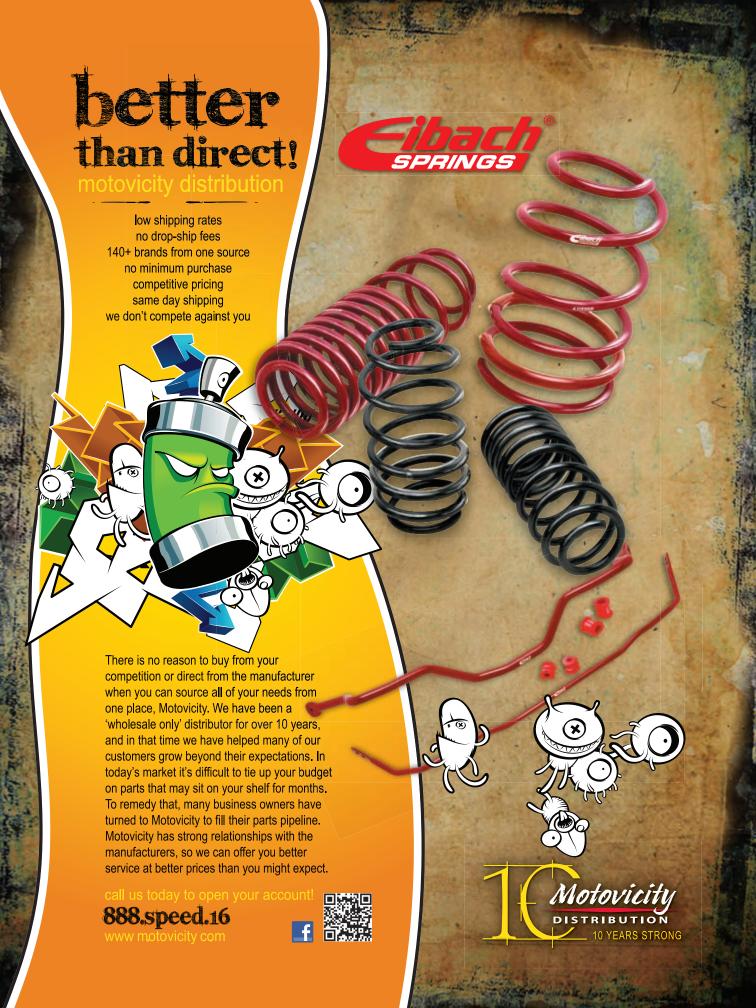
Racecars are supposed to be loud, right? Not if you're at a race track that enforces sound restrictions. Having a car that is too loud may result in a Chief Steward's Action, such as a black flag.

and consider the value of what you have heard. That often leads to much better outcomes than taking things through the official channels.

So, there you have it – simple, right? While this is hardly a complete guide to SCCA's protests, appeals, and penalties, it should arm you with enough knowledge to help you through the process. But whether you're the protestor or the one being protested, it's best to be kind, courteous, and keep a level head. Rushing into this process with a hot head rarely works out for anyone.



ILIP ROYLE



efore Club Racing's 2007
General Competition Rules
(GCR) was published, when
racers heard the class designation
"BP" or "DP," images of Mustangs,
Corvettes, Triumphs, and Porsches
from the 1960s and '70s came to mind.
But in 2007, that changed. That year, a
new Club Racing category with those
initials was granted instant National
status, with rules catering directly to
the heavy hitters of the Pirelli World
Challenge SCCA Pro Racing series.

"At that time, there was nowhere to run a World Challenge car [in SCCA Club Racing]," explains Matt Green, who, in 2005-'06, was part of a committee tasked with creating what eventually became B and D Prepared. "You either went to GT and had to do massive changes, or you went to another organization. And, at that point, the SCCA was pushing a lot of cars to other organizations because there was nowhere to run."

In the early days of penning the rules, it was thought the class would resemble the Production classes, even

falling under the Production category, but soon it was obvious that wasn't going to happen. "In a year's time [2005-'06], we went from something that we thought would be like the Production class to something that was completely its own animal," explains Green. "At that point, the single inlet restrictor was beginning to be used, so we came up with the idea of policing the class by single inlet restrictor and weight."

The committee Green was on constructed a rule set that wasn't exactly a World Challenge-only class. Rather, it also encouraged competitors to build cars to the BP and DP rules. But by the time the Prepared category rules printed in the 2007 GCR, they read mostly as a place for World Challenge cars to race on the Club level. Under "Purpose," the rulebook even read: "The intent of these rules is to allow older World Challenge cars to compete in Club Racing with minimal modifications and allow new cars to be built to the same spec as well."

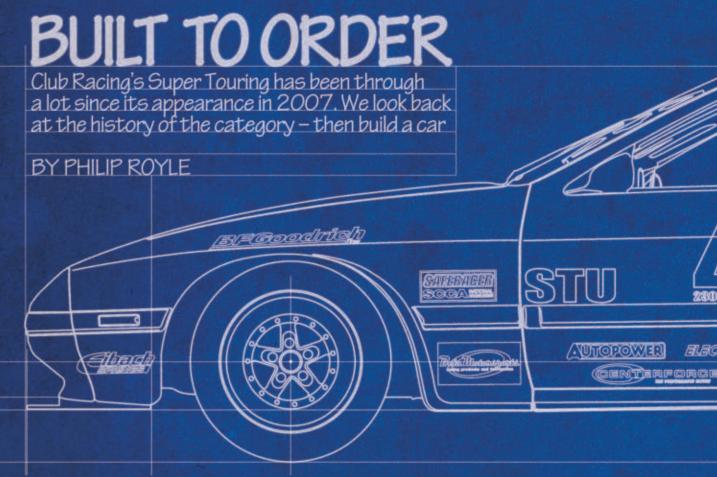
Initial participation numbers

indicated little interest among the membership. In 2007, BP (the more popular of the two classes) averaged 0.58 cars per National with a total of 41 entries. In 2008, that number rose to average 0.65 cars per National.

In 2009, the category underwent a monumental transformation. The category name shifted from "Prepared" to "Super Touring," and, along with that, came extensive modifications to the rules, which now included specific vehicle weights in the large displacement class (Super Touring Over, previously BP), and displacement weights and single inlet restrictor weights for the smaller displacement class (Super Touring Under, previously DP).

This might have been the shot in the arm the category needed, because by 2010, STU averaged 4.26 cars per National and, in 2011, STU was ranked third overall in participation numbers, with 6.43 cars per National. STO trailed with a respectable 17th-place ranking with 2.78 cars per National.

So what changed? According to



Greg Amy, who currently sits on the Super Touring advisory committee (and offers his opinion noting his comments are not the official stance of the committee), you can thank double dippers - competitors running two classes in the same car on the same race weekend - for the initial increase in participation.

"At the time, I was running ITA and I suddenly noted the new classes on the entry forms," says Amy of the rule change in 2008 where B and D Prepared encouraged 1990 and newer Improved Touring cars to run in the two classes. "In reviewing the regs, I saw that Improved Touring cars were explicitly allowed to run DP in their IT configuration. That same year I began to double dip in DP as well as ITA.

"In the end, I think double dipping became much more widespread as a direct result of Spec Miata. These guys had cars that cost relatively less to prep, and then they never broke, giving them a lot of time to sit around and want more track time.'

Amy notes that, at the time,

the Production category was also trying to attract Spec Miata and Improved Touring competitors to double dip, and even made some notable changes to their rules, like adjusting fuel cell requirements, but Amy feels the fact that Super Touring competed on DOT-legal tires versus the slicks of Production made Super Touring more appealing.

But since the 2008 inclusion of IT and Spec Miata to run "as is" in Super Touring, many purpose-built cars have shown up at the track built for what is now STO, STU, and (as of 2011) Super Touring Light (STL).

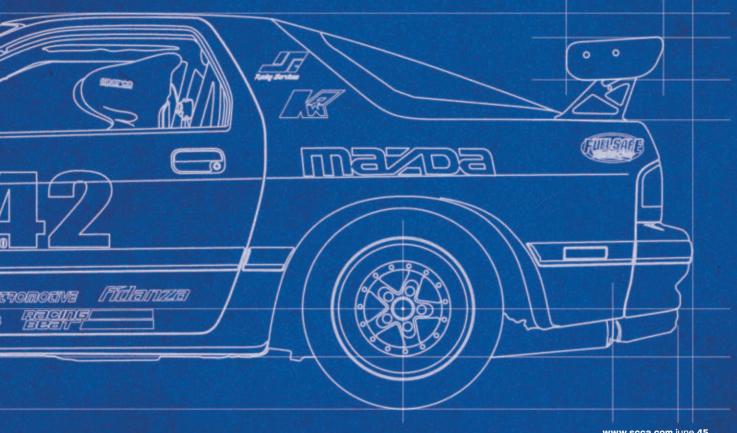
The growth, Amy proposes, is "just a natural progression of the awareness of the category, exacerbated by the double-dipper phenomenon."

Today, Super Touring's rules barely resemble the Prepared category rules that originally appeared in the GCR. In fact, World Challenge now seemingly takes a backseat, although those cars are welcome to compete. The current GCR now even states under Super Touring's class purpose,

"The intent of the Super Touring category is to allow competition of production-based vehicles, at a higher level of preparation, using DOTapproved tires." World Challenge racecars are now allowed to run in the category, rather than the category being catered toward those cars.

"If you look at the class now, it's very similar to what we were talking about in 2005," notes Green. "You can bring a World Challenge car and run it, but if you're not going to do that, here are a bunch of things you can do to your car."

Those things include engine swaps within the same manufacturer, installing bigger cams, the use of turbos, the inclusion of rear wings, and more. In fact, the class has seemingly turned into a combination of Improved Touring, Production, and GT, with the allowance of forced induction on certain motors. For example, STU and STL cars have to retain stock fenders and run on DOT-legal tires (like in IT), but can replace the hood and glass (like



Production), and can also add a rear wing (like GT).

With all this flexibility, Super Touring could be an expensive National category to compete in - and when it was primarily a World Challenge class, it was. But with the recent rule changes, Super Touring has become a surprisingly affordable category. Granted, in STO, where heavily modified Porsche Turbos. Dodge Vipers, and BMW M3s battle, getting behind the wheel is not for those with a small checkbook. But for competitors looking for a more affordable entry into a fast class that has a higher preparation level than IT, but who aren't interested in going the Production or GT route, STL and STU can be reasonably priced and fun. Plus, the flexibility of engine swaps makes this a place for creativity to shine.

### SUPER TOURING ON THE CHEAP

Shortly after the creation of the category, the editors at *SportsCar* tossed around the idea of building an affordable DP/STU racecar to illustrate the new category, but at the time you needed a World Challenge car to keep up. A budget build to the original rules could have easily surpassed \$50,000. That was then, and this is now.

As it stands, World Challenge cars are welcome to compete, but the emphasis is on competitors building creative cars. Under the current structure, STO is for mostly big-bore cars, both turbo and naturally aspirated, while STU welcomes cars with engine displacements from 1,600cc to 3,200cc (with some exceptions), as well as turbo cars. Meanwhile, STL allows only naturally aspirated engines up to 2,000cc, with a weight allowance for front-wheeldrive strut cars and a rear-drive weight penalty. All three Super Touring classes also allow for the use of rotary-powered cars, with the turbo versions racing in STO and STU.

Super Touring is great for many reasons, one of which is the ability to swap motors (the only limitations being that the engine and car manufacturer are the same and both are no older than 1985). So, depending on the powerplants available, a chassis might be able to run competitively in more than one Super Touring class.

Our goal was to build a Super



(ABOVE) We opted for Racing Beat's dual exhaust, which flows well while keeping the sound from the rotary tolerable. (BELOW) Engine management in Super Touring is open, so use of systems like Electromotive's TEC-GT is legal.



Touring car on the cheap, but with a decently competitive car. We found several options that tickled our fancy, including the Honda S2000 and the Mazda RX-8. But because "cheap" was the operative word, there was really only one choice: the Mazda RX-7.

The RX-7 has many choices in Super Touring. The car can run in STO with a 20B three-rotor motor at a minimum weight of 2,800lbs, or with the later twin-turbo motor at 2,750lbs. In STU, the car can compete at 2,300lbs with a street-ported 13B or stock Renesis, 2,250lbs with a street-ported 12A, 2,600lbs with a bridge-ported 13B, or at a variety of weights utilizing the single turbo 13B and a single inlet restrictor. In STL, the car can run with a stock 12A at 2,281lbs, a stock 13B at 2,680lbs, or with a stock Renesis at 3,075lbs (these weights include the STL-specific 2.5-percent weight multiplier for the car's rear-drive platform). That's a lot of options - and that's not even

mentioning combinations with Mazda's various piston motors. Also keep in mind that all of these engine options apply to first, second, and third generation RX-7 platforms.

Since we wanted a lightweight car, a naturally aspirated, street-ported 13B rotary for STU was a good choice for us – although we could have easily gone with the single turbo setup. But as a bonus, the 13B motor prep for the naturally aspirated combination is similar to that of EP, so we could run EP and STU in the same weekend with little more than a wheel and tire change.

With plan in hand, we found a second-generation RX-7 with a six-port 13B for \$1,500. Then, with the combination of a lot of used parts and some new, we pieced together an STU car for minimally more than the price of a budget-oriented ITS car. In the end, the feat was managed for \$12,000, give or take – which includes the price of the car – and we did it in five somewhat easy steps...

### STEP 1: INTERIOR AND EXTERIOR

We had Autopower install an IT-legal eight-point roll cage. The roll cage allowance in Super Touring is similar to that of Production, so if your intent is to double dip into Improved Touring with your Super Touring racecar, keep this in mind when installing the cage. If you're building to Super Touring rules, there are unlimited attachment points.



We had a Sparco Evo seat and Momo steering wheel left over from another project, and we also re-certified an old AFFF fire suppression system from Emergency Suppression Systems, Inc., to keep the cost down. We also used Sunpro's affordable gauges to monitor the engine's status.

Super Touring allows for the relocation and replacement of the car's battery, but the replacement must be an equivalent battery of the same type. For that, we purchased an Optima Red Top battery and mounted it where the passenger seat used to be.

Like Production and GT, Super Touring allows for the replacement of glass with Lexan-type plastic. Like Improved Touring, however, the fenders must remain mostly stock. And, while the addition of front splitters is nothing new to Club Racing, the allowance of aftermarket rear wings on a Club Racing car is unheard of outside of GT. The rear wing allowance alone might be enough to attract some racers to Super Touring – but wings aren't cheap, often costing upwards of \$900.

#### **STEP 2: ENGINE**

Unless there's a plug-and-play or factory re-flash solution for your car, it's hard to save money on engine management systems. In our case, the only real option was a no-holds-barred standalone engine management system. The Electromotive TEC-GT has all the bells and whistles and, while it's not the least expensive solution, it is a package that has proven itself on the track. Going this route also eliminates the 20-year-old stock wiring harness, which was probably an eventual point of failure anyway.

To get air to the engine, we installed a K&N Apollo cold air intake, and for the exhaust we went with the header-back Racing Beat road race exhaust system that can take the heat and keep the sound down. The goal was not to wake the neighbors when loading for the track, but we didn't want to give up too much power in the process. The Racing Beat setup uses a dual exhaust with two mufflers and a pre-silencer, and based on the results so far, we're very happy with both the sound and power output.

The beauty of rotary motors is that when rebuilding the motor, power is affordable to add. The price difference between an Improved Touring rotary rebuild and an all-out Production, Super Touring, or GT motor can be as little as a few hundred dollars. This is one of the main reasons we chose this car and motor combination for our budget STU build.

(LEFT) With few limitations, Super Touring allows for the replacement of the clutch and flywheel. We chose an affordable Centerforce DFX clutch and aluminum Fidanza flywheel combination.



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### TECHNICAL



#### STEP 3: DRIVETRAIN

Similar to Production, Super Touring allows for alternate clutches and lightweight flywheels. For our build, we chose the Centerforce DFX Series clutch and paired that with a lightweight Fidanza flywheel.

The DFX series Centerforce clutches are known for their clamping power and light pedal feel, and based on what we've experienced so far, the ball bearing actuated diaphragm certainly does its job. While the clutch does have slight chatter, it's nice to know that every component was designed to take the high stress levels found in racing without the fear breakage. The sub-9lb Fidanza flywheel, made of 6061 T6 aluminum with a 1050 steel ring gear and replaceable steel friction plate, pairs nicely with the clutch. The lightweight combination allows the engine to rev freely and quickly.

Super Touring allows for any final drive and differential, and alternate transmissions can be used with no weight penalty. We found a shorter ring and pinion and a used Torsen differential for a decent price. Meanwhile, a common and inexpensive modification for RX-7s is to use Miata gears in the stock RX-7 transmission housing – it's no replacement for a full race transmission, but options like this will get you close to what you need without a second mortgage.

### STEP 4: SUSPENSION, WHEELS, AND TIRES

Super Touring allows for adjustable, remote reservoir shocks, but you can easily break the bank shopping for a trick setup. Since our goal was to go as fast as possible with the lowest investment, we opted for a proven ITS setup from ISC Racing Services, which includes shocks, springs, and a swaybar. We quickly discovered, however, that the lighter weight of the car in STU trim over ITS, as well as the increased tire footprint, requires a spring change. For that, we ordered a set of springs from Eibach Springs to tune the car. Eibach has a variety of race-worthy spring rates in a number of lengths, so finding the right spring combination was easy. The springs were an unexpected yet not too pricey expense.

Speaking of tire footprint, Super Touring specs a maximum wheel size per class. For STU, cars can run up to a 17x8-inch wheel (STO allows 18x13-inch rear wheels and 18x11-inch front wheels, while STL limits competitors to 17x7-inch wheels). We wanted the width, but not the height and weight of a 17-inch wheel, so we opted for a 15x8-inch setup. But while 8-inch-wide wheels are readily available for many cars, this is not the case for the RX-7. Luckily, we found a set of used aluminum 15x8-inch Keizer wheels, which we picked up for pennies on the dollar.

For tires, we chose BFGoodrich Tires R1-S 225/50-15 tires. The R1-S is a new, softer compound version of the R1. Despite not being officially available until 2012, the R1-S has already done its rounds on the Club Racing circuit, winning the STU National Championship in 2011.

For use in the rain, we also picked up a set of very affordable Team Dynamics Pro Race 1.2 15x7-inch wheels, which can do double-duty as a race wheel should we choose to double dip in EP.

### **STEP 5: FUEL CELL**

Fuel cells are required in Super Touring unless the stock tank is "located between the axle centerlines and within the main chassis structure" – this is an area where (ABOVE) While remote reservoir dampers are allowed in Super Touring, we opted for an affordable IT setup from ISC Racing, and paired that with springs from Eibach.

(BELOW) STU allows for up to 17x8-inch wheels. For our build, we chose aluminum 15x8 wheels, weighing in at 10lbs each. Those were wrapped with the new BFGoodrich Tires R1-S competition tire. Super Touring can quickly get more expensive than building for Improved Touring. The RX-7's stock fuel tank is located behind the rear axle, so a fuel cell is a must. But to be honest, had we been building an Improved Touring racecar with the factory fuel tank located in the same position, we would have installed a fuel cell anyway.

To keep the weight down, we opted for an FIA-approved Fuel Safe 12-gallon tank in an aluminum housing, which we mounted in the same location as the stock tank, but we had Beta Motorsports in Brea, Calif., build a crash structure around the assembly. By our math, the setup weighed about 14lbs more than stock, but it's a lot safer. If you're a careful shopper, used fuel cell setups appear for sale on various forums – just make sure what you're buying holds the requisite FIA stamp or otherwise meets the GCR's requirements.



#### **SOURCES**

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# THE SCEAU SUPER TOUR S

Texas World Speedway College Station, Texas March 9-11, 2012



#### BY REECE WHITE PHOTOS SYDNEY DAVIS

espite weather fit for ducks at Texas World Speedway, round two of the BFGoodrich Tires SCCA Super Tour and the opening weekend of the Club Racing Majors program capped Sunday afternoon with close racing.

In addition to the Super Tour, the Texas Two Step Double National hosted by the Lone Star Region was also the opening round of the Club Racing Majors program, the pilot program held in the middle states in 2012 designed to cluster competition and provide a championship for those in the heartland. (More information on the Majors program can be found in the April issue of *SportsCar* or at www.scca.com/majors).

A morning rainstorm washed out qualifying for every group except the opening Spec Miata class, so the hardworking bunch of corner workers were put back on course in time for the 30 minute races to begin just after lunch.

Once underway, Spec Miata wasted no time putting on an entertaining show. The field ran under yellow for the middle part of the race to clear cars that had run off course and been stuck in the mud, but restarted with two laps to go.

Craig Berry held the point with one to go in the No. 29 Mazda Miata, but Blake Clements in his No. 27 Miata charged past the No. 75 Miata of Aaron McSpadden in Turn 4 for second place. Clements closed the gap to Berry, and in Turn 14 of the 15-turn course, splashed his way past Berry and onto the banking for the lead. This pass broke Berry's momentum

enough for McSpadden to get side by side on the banking of the Texas World Speedway oval as the two raced for the checker, with McSpadden moving around Berry by the smallest of margins for the runner-up position.

Group 2 for the big bore machines went 14 laps for the overall win by Eric Galerne's No. 37 Dodge Viper ACRX in STO, but the top class battle came in Touring 2. Richard Baldwin held the lead through most of the race but, as the track began to dry, Steve Coleman's No. 25 Ford Mustang was closing the gap. Baldwin held the lead in his No. 2 Nissan with Coleman charging, closing to the rear of Baldwin in Turn 8. Pushing hard, Coleman's Mustang drifted through the corner nearly sideways, letting Baldwin sneak away for a 1.435-second win.

David Fershtand (GT-1), Toby Grahovec (Showroom Stock B), Charles Barnes (GT-2), Eric Ritchie (American Sedan) and James Speights (GT-3) also claimed their class wins in the group.

The open-wheel machines got into the act with Group 3, where Stuart Rettie in the No. 21 Formula Mazda and Alan McCallum in the No. 19 Formula Mazda battled early in the race. McCallum ran off course in Turn 13, leaving Rettie alone to cruise to a 34.327sec victory. McCallum battled back to finish second, passing the No. 16 Formula Mazda machine of Russ Lindemann on the 15th and final lap of the 30-minute race.

Jacek Mucha (C Sports Racing), Scott McQueen (Formula Enterprises), Gregory Byrne (Formula Atlantic), Bill Johnson (Formula Continental) and Marvin Hodges (Sports 2000) were all (RIGHT) Toby Grahovec beat two other SSB competitors to take the class win.





Charles Barnes (ABOVE) claimed the GT-2 win. In GT-1, David Fershtand (RIGHT) stood atop the podium. class winners in the group.

Denny Stripling (No. 4 Spec Racer Ford) won Spec Racer Ford, which was alone in Group 4, followed by the No. 69 Spec Racer of Keith Verges, but neither made it easy. Battling for the lead on the opening lap, both drivers spun, avoided getting stuck and rejoined the group. However, at this point, they were deep into the 16-car field. But by lap five, the two had worked their way to the front.

Both pulled away after a one lap caution on lap seven, with Stripling steadily growing his lead to a 4.871sec win at the conclusion of the 13 lap



### 66 BATTLING FOR THE LEAD ON THE OPENING LAP, BOTH DRIVERS SPUN 39



race. Johnny Meriggi, who led early in the race in the No. 7 machine, held off Kevin Bosien's No. 4 for third place.

The track was drying in a number of places by the time Group 5 got the green flag for their 30-minute race. With two laps to go, Jesse Prather's No. 34 Mazda MX-5 moved around Matt Reynolds in his No. 71 Mazda Miata for the overall and E Production lead. With Reynolds giving chase, Prather hung on for a 0.619sec win.

Eric Prill turned the fastest lap of the group on his way to the F Production win in the No. 7 Mazda Miata, with a time of 2:05.942 (82.895 mph). Joe McClughan (STU), James Rogerson (HP), Trey Stiles (STL) and James Place (SSC) also clinched Super Tour wins.

The weekend concluded with a runaway win for Alex Ardoin in the No. 2 Sauce Svm1 Ford, who cruised to a 1:33.890 win. Charles Hearn drove his No. 37 Vortech to second overall and first in Formula Vee, with C.J.



(ABOVE) The soggy Spec Miata race saw 28 cars take the green. Blake Clements (6) claimed the win. (RIGHT) The STL podium consisted of first-place finisher Trey Stiles (right), second-place Danny Benzer (left), and Bill Bagby (center) in third. (FAR RIGHT) In T2, Richard Baldwin took the victory lap in his Nissan 350Z.



McAbee's No. 15 AJ's 2012 Formula 500 third overall and first in class.

Not lost in the weekend was the BFGoodrich Tires Party held for volunteers and competitors and hosted by the Lone Star Region on Saturday night at the Hilton College Station.

The party included a \$500 cash giveaway to a random driver, won by Scott McQueen, and \$100 prizes went to five workers. Chuck Warren, Colton Matocha, Derrick Benzer, Steve Lawrence and Brent McNaul were the lucky workers who earned the prizes.

As part of its contingency program at Super Tour events, Hoosier Tire, as the spec tire of Spec Miata, gave away two tires each to two Spec Miata drivers. In a random drawing held at victory circle, Matt Reynolds and Andy Rushing took the prizes.

The next Super Tour and Majors program race is at Hallett Motor Racing Circuit, April 14-15, near Tulsa, Okla., coverage of which will appear in the next issue of *SportsCar*.



### SWDIV NATIONAL. LONE STAR REGION / TEXAS WORLD SPEEDWAY / MARCH 9-11, 2012

SCCA SUPER TOUR

GTI: (1 starter) 1. David Fershtand (Oldsmobile) 2:07.410; GT2: (1 starter) 1. Charles Barnes (Porsche) 2:12.971; GT3: (1 starter) 1. James Speights (Mazda) 2:15.762; GTL: no entrants;

AS: (3 starters) 1. Eric Ritchie (Pontiac) 2:20.481;
2. Tom Himes (Ford); 3. Sean Maloney, EP: (7 starters)
1. Jesse Prather (Mazda) 2:06.181; 2. Matt Reynolds
(Mazda); 3. Paul Pineider (Mazda); FP: (4 starters)
1. Eric Prill (Mazda) 2:05.942; 2. Frederick Bramlage
(Mazda); 3. Mark Weber (Mazda); HP: (2 starters)
1. James Rogerson (Honda) 2:13.623; 2. Rob Horrell
(Austin-Healey);

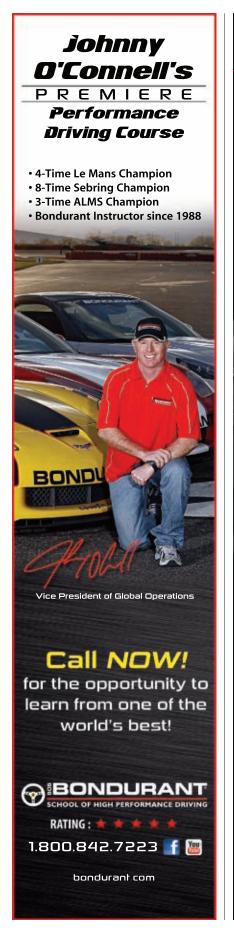


ST0: (2 starters) 1. Eric Galerne (Dodge) 2:07.164;
2. Wade McBride (Nissan); STU: (5 starters) 1. Joseph
McClughan (Mazda) 2:08.072; 2. David Koller (Pontiac);
3. Toby Grahovec (BMW); STL: (4 starters) 1. Trey Stiles
(Mazda) 2:13.925; 2. Danny Benzer (Mazda); 3. Bill
Bagby (Mazda); TI: no entrants; T2: (3 starters)
1. Richard Baldwin (Nissan) 2:14.149; 2. Steve Coleman
(Ford); 3. Charlie Vehle (BMW); T3: no entrants; SSB:
(13 starters) 1. Toby Grahovec (BMW) 2:15.437; 2.
Steven Zink (Ford); 3. Stan Czack; SSC: (2 starters)
1. James Place (Acura) 2:20.755; no other finishers;
SM: (28 starters) 1. Blake Clements 2:13.590; 2. Aaron
McSpadden; 3. Craig Berry;

CSR: (1 starter) I. Jacek Mucha (Swift) 2:01.904; DSR: no entrants; S2000: (1 starter) 1. Marvin Hodges (Lola) 2:12.225; SRF: (16 starters) 1. Denny Stripling 2:16.182; 2. Keith Verges; 3. Johnny Meriggi;

FA: (1 starter) 1. Gregory Byrne M.D. (Pro Mazda)
2:05.890; FC: (1 starter) 1. Bill Johnson (Van Diemen)
2:10.183; FM: (8 starters) 1. Stuart Rettie 1:57.948; 2.
Alan McCallum; 3. Russ Lindermann; FE: (2 starters)
1. Scott McQueen 2:10.547; FB: no entrants; FF:
(5 starters) 1. Alex Ardoin (Sauce) 1:57.678; 2. Megan
Sauce (Swift); 3. Wesley Cunningham (Swift); FV:
(8 starters) 1. Charles Hearn (Vortech) 2:06.329; 2. Lisa
Noble (Vortech); 3. Dwight Calkins (Protoform); F500:
(5 starters) 1. Charles McAbee Jr. (Al's 2012) 2:07.672;
2. Jack Walbran (Scorpion); 3. Joseph Palmer (Novakar).

(RIGHT) The Spec Miata champagne spray worked its way off the podium.





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### THE CONVENTION, AND CLASS CONSOLIDATION

■ he 2012 SCCA National Convention was a very interesting few days. It was my pleasure to hand out several awards at the Saturday awards luncheon. You can read more about the National Convention awards in the online version of the March issue (which can be found online by logging into your account at www.scca.com), but I wanted to comment on Lee Alexander (winner of the Kimberly Cup as the most improved driver), Eric Heinrich (winner of the Jim Fitzgerald Rookie of the Year Award), and Kevin Fandozzi (winner of the RRDC Mark Donahue Award).

These three young men, and others like them, are the future of SCCA Club Racing. Fandozzi, who was previously presented with his award, gave an excellent short speech that captured the spirit of the changes taking place in Club Racing. Heinrich, who has been active in the BMWCCA, also impressed us with his comments, as did Alexander. Fandozzi and Heinrich have both signed on to work on Advisory Committees, and will be involved in future planning for the Club.

At the National Convention, the CRB presented its initial proposal to the Board of Directors in response to the Board's request for class consolidation. The proposal, which covered all classes, was a general outline of where the Advisory Committees think that classes can be consolidated or eliminated to bring the number of National classes down to 24. At the end of the presentation, we asked the Board if they were serious about consolidation and if we should continue with specific rules and timelines. The answer was yes.

Consequently, the Advisory Committees are now putting together the specifics. The first stage, to be ready for the 2013 season, will be for the Touring classes. Look for four Touring classes, with T1 probably including the C6 and C5 Corvettes, Vipers, and the Ferriari 360, all with restrictors. In addition will be the new Camaros. Mustangs, the BMW M3, Porsche 911 and GT3, Cadillac CTS-V, and Nissan 370Z, with other cars possible. The slowest of these four Touring classes will be for the B-Spec cars.

This is a major change in class structure, with the Showroom Stock cars moving into the middle two Touring classes. We are looking at extensive computer modeling and in-car data to try and keep the cars competitive with each other. For that reason, we will be requiring some classes to run data acquisition at the 2012 National Championship Runoffs. This will be spelled out in future racing memos and in the Runoffs supps. If you are asked to run data, remember that the information will not be made public and will only be used by the CRB to help keep everyone equal.

There may be some changes for Formula and Sports Racing in the 2013 season as well. The FSRAC (Formula/ Sports Racing Advisory Committee) put together a very good white paper that was well received by the CRB and the BoD. More information on that, as it works its way through the system.

The rest of the classes will be dealt with as the committees present final proposals to the CRB. Some changes will even be for 2014 and beyond.

The official Rule Season is now in effect, so there should be very few rule changes coming through the system for 2012. We are working on a multi-year rule stability policy with rules, in some classes, remaining stable for five seasons. This would allow for weight and restrictor adjustments, errors, omissions, and clarifications, but would keep other rule changes to a minimum during the five-year time line.

While the heavy lifting goes on in the consolidation effort, it is really time to have some fun. Midwest Division racing starts in a couple of weeks, and early participation numbers from the Southeast, Southern Pacific and Southwest Divisions for January and February show that we are ahead of 2011.







### LEAVING THE LINE NATIONAL SOLO BY PAUL BROWN

### SOLO NATIONALS TURNS 40

his column was written the week between the first two Tire Rack SCCA Solo National Tour events, and so far turnouts are looking ok. Fuel costs are certainly up, but maybe at this point everyone has gotten used to the idea of \$4 diesel – it's interesting how perspectives change. Hopefully we won't have a call for another perspective change for at least the remainder of this season.

The new Road Tire (RT) classes are attracting a few competitors, though so far there's no sign that they'll be taking over Street Touring's role as our repository of large classes. But the big topic people are talking about is the upcoming 40th Tire Rack Solo National Championships, which will return to more traditional September dates after a one-year visit to August. Rumor has it that the air show - which forced the Solo Nationals schedule shift - happens just about once every five years, which means we'll have to be flexible with our schedule maybe twice each decade.

With 39 years of experience

behind the event, there are expected to be no revolutionary changes. Seeing how well the event ran in 2011 with the leadership of Mari and Eric Clements, the idea of making any major changes seems ludicrous. That's not to say there aren't tweaks to be made here and there even without any major rule changes that dictate operational adaption.

One issue that comes up every year is a shortage of course workers. particularly late in the day and late in the week. The event operations people have spent time looking at where there might have been extra people when, perhaps, they weren't entirely necessary. Writing coverage of the National Championship event for SportsCar will no longer count as a work assignment, which probably won't have much of an effect since most of us who did that also had at least one other work assignment. Officially, the organizers have found about 106 worker positions to eliminate, which will free up quite a few bodies to cover the courses.

"There are fewer op stewards, too," Mari Clements says, "but if the course working goes more smoothly, we should need fewer chiefs."

If we can eliminate the calls begging for a few volunteers so we can

start the last heat on Friday afternoon, it's well worth it.

In any case, the worker shuffle should help reduce the need for some of the heroic efforts we heard about at the banquets, so those special worker awards will be for more mundane things like doing two assignments and doing them well rather than managing to set up all of the cones in a slalom single-handedly and avoiding the need for a rerun. That was impressive, but we really shouldn't have a call for that sort of amazing feat.

Also, watch for an announcement about a "Women in Solo, four decades" luncheon being planned by one of our more prominent women in Solo. Details are few right now, but more information will be available soon.

As of this writing, it is unsure as to whether the Gumout All-Star Shootout will return for a second year, but if so they'll make sure it doesn't delay the course walks at the end of the day.

More details about everything to do with the Tire Rack Solo National Championships will become available as the year progresses, so keep an eye on www.scca.com/solo – or right here.

CONTACT PAUL BROWN L8apexrs@q.com







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### ON RALLYING ... ROADRALLY BY RICK BEATTIE

### THE SAME OLD STORY

or more than a dozen years, early
February brought the report from
the Son of Sno\* Drift RoadRally
held the first or second weekend of the
New Year. It was delayed this year
because of rallymaster Scott Harvey's
schedule. For those on the mailing list,
it's like waiting for a tax refund check.
In this case, the nervous anticipation is
relieved when the inbox shows
Harvey's name as sender.

This year's Sno\* was no exception as evidence of a quality event, fun stories and tight competition filled a half-dozen pages. It's the same old story on this event.

As it has for more than a decade, the Mexico Lindo restaurant in Michigan has hosted the start and finish for the event. Harvey seemed to downplay his "about average attendance" of 29 cars. However, there are few rallymasters who wouldn't trade for that average.

For a while, it looked like this year's weather would make the rally title a lie. Harvey reported three to four inches of snow in late December when the route was measured. That was followed by warm and rainy weather up until a few inches of snow two days before the event.

Those two days were enough to pack those few inches of snow into ice. The RoadRally CASTs were just about perfect for the road surface.

Ron Johnstonbaugh

(driver) and Jack von

took first overall and

first in Equipped Class

Kaenel (navigator)

at the 2012 Son of

Sno\* Drift RoadRally.

This year's start proved exciting for a few teams. Dave Sellers and Janis Ford, who typically run in Equipped Class, lost their sending unit and switched to Stock Class. The eventually Equipped Class winning team of Ron Johnstonbaugh and Jack von Kaenel had numerous odometer troubles at the start, including apparent problems with both sensors, which they eventually got worked out.

Harvey's work schedule necessitated keeping much of the route the same as previous years' and regular competitors found many familiar landmarks.

Harvey reported that, "Daniel Harkcom mentioned at the finish that he knew of many control locations [at least assumed] and still could not get the zeros that all teams are shooting for."

Besides working registration, Mary and Jerry Shiloff worked Checkpoint 7, the "Cemetery" control. There were

a number of contestants who reported "offs" as the crews attempted a route through ditches and cattail ponds. The Shiloffs had a front row seat for one attempt.

Mary Shiloff reported that the route to Checkpoint 7 "ends in a downhill left turn followed by the timing line a couple hundred feet down the road. Where we sit in the car, we can see the cars through the trees coming down the hill. Dave [Sellers] comes down the hill pretty fast apparently looking to make up some time...but the roads are pretty slippery and he does a donut at the curve and ends up pointing the other direction. He pulls a perfect drift turn, gets headed back in the right direction and crosses the line. Jerry [Shiloff] looked at me and said, 'Zero.' The only person more amazed than us was Dave [Sellers] when he came up to the car to collect his critique slip.

"Best entry into a checkpoint that I have seen in a long time."

Contestants also submitted stories. Most were "text length" notes entered into the "Reason for Delay" space on the TAs (time allowances).

Harvey noted, "The excellent penmanship exhibited by **Liz Bourquin**, navigator in car No. 12. 'Driver ate too many chips at Mexico Lindo, got late start (supposed to start 1:22, started at 1:31.5)." Car 26 reported "lost" twice, cars 17, 23 and 24 reported "stuck," while cars 21, 24, 26 and 28 all took notice of the police presence at the start of the third section. TAs are typically filled out by the navigator so the note from car No. 6, "Nav is getting tired or just stupid," is especially telling.

Those stories tell only part of the tale. Harvey acknowledged 19 workers in his write-up. Their tasks included the safety pre-check by **Mike Bennett**, **Ken Wiedbusch** maintaining

equipment, the Shiloffs handling registration and more than a dozen folks staffing controls. This year's report included a dozen photos from **Jeffery Lewis Bennett** who, last year, competed with his father, Mike.

Harvey always makes every effort to verify scores before they become official. One of the 22 controls was dropped from scoring as an error on a leg slip forced the contestants to choose from multiple interpretations.

The winners were not the same old story. Johnstonbaugh and von Kaenel were the only ones who repeated their 2011 achievement. Their 14 points earned them first overall and first in Equipped Class. While in Limited Class, Ken Wiedbusch and Daniel Wiedbusch took first-place honors with 31 points. Matt and Bruce Fisher with 171 points topped Stock Class while David Schilke and Janis Lane were best in Novice Class with 646 points.

The RoadRally community hopes this isn't the end of the story. Detroit Region will host the United States RoadRally Challenge on Oct. 18-20 this year. Aaron Usher, Rob Moran and Ken Wiebusch will act as rallymasters for the three rallies that make up the event. There is no reason it can't be another story like this one.

#### **ERRATA**

We hope this doesn't become a regular feature, and we're not sure where the error occurred, but the photo credit for October on the SCCA calendar is incorrect. The shot of the fuzzy dice and GPS unit in the view out of the car windshield taken on the 2011 USRRC should have been credited to **Eva Ames.** Our apologies for the error.

CONTACT RICK BEATTIE RLBArchitect@gmail.com







### GETTING DIRTY ALLYCROSS BY BRYAN TIPPENS

### EAST COAST LIGHTNING

allyCross may be relatively young within the SCCA, but some people have already become somewhat legendary within it for their incredible driving amid the giant clouds of dirt and debris. This month we chat with Warren Elliott, who is one such East Coast driver whose name should strike fear into the heart of any RallyCross driver – that is, until you get to know him and find out he's a great guy and a joy to talk to.

But before we dive into the interview, a little background on Elliott might help. Elliott is the 2011 RallyCross M4 National Champion where he piloted a Mitsubish Evo IX to victory. Other driving highlights include winning his first RallyCross in 2005, finishing second in M4 at the 2008 RallyCross National Championship, finishing third in M4 at the 2009 championship event, and then clinching the top title in 2011 with an 18.2sec lead.

Elliott hasn't only competed in RallyCross, however – he has a history road racing with AMA Pro in the Twins class and Superbike, he won a national title with APBA in stock drag boats, and he has also competed in Solo competition. So with all that other experience, how did Elliott find his way to RallyCross?

"After I raced in what was called a 'wintercross,' an event like Solo [but] on snow, I found out about SCCA RallyCross and was hooked," says Elliott. "I love to drive on limited-traction surfaces."

Elliott also has some words of advice for those new to the sport who would like to duplicate his success. "Get seat time and go to school. Have your local hotshoe ride with you and tell you what you need to work on."

He also admits that while he's fast, he still benefits from instruction.
"I go to [the] Evo school or Team
O'Neil when I can to stay sharp," he says, describing his own driving style as conservative.

"Tulsa is great because it does not rut up," Elliott says of the location of the 2011 and 2012 RallyCross National Championship – an event where you might see him. "I will be at the Northeast National Challenge for sure and maybe Great Lakes. I may run in PA to shake things up."

Elliott's advice underscores what all RallyCross drivers should be thinking

about: competing at one or more of the RallyCross National Challenge events this year before the championship in Tulsa, Okla. (being sure to register for any contingency programs prior to these events). This year's National Challenges are a great opportunity to test against the best before the National Championship in October.

We'll follow up with the RallyCross West Coast crew in a future issue, and hopefully have them settle the score as to which are the best drivers at the 2012 RallyCross National Championship in Tulsa on Oct. 5-7. Also, don't forget to check the schedule, order windshield banners for the National Challenge events (check each event's supplemental rules for required stickers), and don't forget to visit www.facebook.com/sccarallycross and post about your latest RallyCross adventures, questions, post pictures, videos, concerns and whatever else crosses your mind.

Finally, we wrap up this month with a request from the RallyCross
Marketing Committee. New content for the www.scca.com RallyCross pages is needed. Please send your best photos and articles on local RallyCross topics and your region's events dates to Brian Harmer (bharmer@scca.com) and copy Ron Foley (rofo7672@aol.com)







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PRO FILE SCCA PRO RACING BY SPORTSCAR STAFF

### WORLD CHALLENGE RACES INTO 2012

y the time you read this, the SCCA Pro Racing Pirelli World Challenge season will already be under way. For GT, GTS, and Touring Car competitors, the season launched at the Streets of St. Petersburg in St. Petersburg, Fla., on March. 23-25. But building up to the St. Petersburg race, teams feverishly announced their World Challenge plans for 2012.

One notable announcement came from **Michael Cooper**, winner of the 2011 SCCA Pro Racing Playboy Mazda MX-5 Cup. Cooper will be utilizing his Mazda Ladder prize from his MX-5 Cup title to campaign a Mazdaspeed 3 for Atlanta Motorsports Group in World Challenge Touring Car – this is the same crew Cooper clinched the 2011 MX-5 Cup with.

"It was an easy decision to stay with Atlanta Motorsports Group," says Cooper. "Team owner Jason Hoover and I have been through (ABOVE) Jack Baldwin returns to SCCA Pro Racing competition in 2012, but this time he'll be piloting a Porsche Cayman in Pirelli World Challenge GTS. so much to win the Playboy Mazda MX-5 Cup championship last year, we have a winning system I hope we can implement into the World Challenge program."

In GTS, a past SCCA Pro Racing champion will be returning after a 20-year hiatus. Even those unfamiliar with the name Jack Baldwin will undoubtedly remember the Chevrolet Camaro he won the 1992 SCCA Pro

Racing Trans-Am championship in – and his Cayman will don similarly bright livery with the Hot Wheels logo.

"The original Hot Wheels program was a winner on and off the track," says Baldwin, an American road racing legend who is also a two-time IMSA Camel GTU Champion. "We won races and the 1992 championship while the actual Hot Wheels models of our Camaros turned out to be some of

(RIGHT) For the first time in World Challenge history, a Korean car manufacturer is going racing. In 2012, Michael Galati and Coline Braun will pilot a pair of Kia Optima



the best-selling Hot Wheels of all time. We are shooting for nothing short of similar success this time around in the Pirelli World Challenge with not only Hot Wheels but Voodoo Ride, InvoicePrep, and all of our great sponsor partners."

A first for World Challenge competition in 2012 is the entry of a Korean car manufacturer, Kia. Partnering with Kenetic Motorsports, Kia Racing has assembled a team of top-ranked drivers, which includes five-time World Challenge Champion **Michael Galati**, as well as open-wheel and NASCAR driver **Colin Braun**, both of whom will be piloting the Optima SX in the GTS class.

"Getting to drive for Kia Racing and Kinetic Motorsports again is a fantastic opportunity," says Galati. "We experienced great success last year in Grand-Am with the Forte Koup winning Kia's first-ever road racing championship and, hopefully, we can keep that momentum going in World Challenge with this new turbocharged Optima racecar. The car already handles exceptionally well and is incredibly fast, despite the limited testing we've done."

After clinching the GT championship last year, it should come as no surprise that TruSpeed is returning to World Challenge with its potent Porsche GT3 Cup racecars. This year the team will be bringing a fleet of cars, and has signed a number of top-rank drivers. 2006 World Challenge GT Champion and Rookie of the Year winner, as well as 2011 Touring Car Champion, Lawson Aschenbach will be driving the No. 1 GT3 Cup racecar – the car that clinched the 2011 World Challenge GT championship with Patrick Long at the wheel.

"It's very exciting to be returning to the Pirelli World Challenge series in 2012 with TruSpeed and Porsche," says Aschenbach. "This feels like a bit of a homecoming for me and I still have fond memories from my first year in 2006. Having partners like PrivacyStar and Entrust is an honor and we are very proud to be representing them on our No. 1 Porsche GT3 Cup in the GT Class."

Joining Aschenbach with the TruSpeed team in the GT class is Justin Marks, who debuted in the world of professional racing in 2001. The team will also split driving duties of a third GT-class Porsche throughout the 2012 season, with 2009 Trans-Am Champion Tomy Drissi, 16-year-old Madison Snow, and Brett Sandberg at the helm. In addition, longtime World Challenge competitor Jeff Courtney will race with TruSpeed in his No. 99 Kenda Tires/RecStuff.com Porsche at four races during the season.

Who will taste victory this year in World Challenge? It's impossible to say – but what is guaranteed is the action will be as tight as ever. For more information on the series – and, for a complete driver and team rundown – head to www.world-challenge.com.





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

### **KNEE DEEP IN NEDIV**

NORTHEAST DIVISION BY G.W. HENDERSON

### **GOINGS ON AT POCONO MANOR**

his March, NEDiv met at The Inn at Pocono Manor for one last round of schooling before the full-on competition season began in earnest. As these are the sessions that would be fresh in everyone's brains, I couldn't help but look around at the sparseness of attendees and wonder, "What if they gave a free seminar and no one came?" True, some sessions were slightly better attended than others, but some were anemic. As only a single person I couldn't get to all of them, but here is some information from the ones I did attend...

The steward's session was packed – and it was an all-day session! Now, I fully believe that NEDiv has the absolute best stewards program and executors of that program in the country, and I hope never to have to experience the lessons these folks are learning first hand, but the number of people in that room just kept conjuring up visions of big government, what with all the chiefs, assistant chiefs, operating stewards, safety stewards and beer stewards (well, let's not discuss the beer stewards).

Richard Welty was called to fill in at the last minute for the ailing Paul Morrison to handle the tech seminar. Welty, who knows his way around a tech shed pretty well, guided attendees down a winding path through the regulation forest and brought us up to speed on issues such as the required use of a head and neck restraint and the bugaboos of modern technology such as the false reading of the "void" label on stickers applied over polished surfaces, the change in the GCR regarding the "fix by next event" call from chief stewards regarding safety items, the mandate that all race vehicles will now have to prominently display their GCR-published minimum weight and the move to the "kinder, gentler SCCA tech."

**Peter Villaume** came down from New Hampshire to lead the EMS session, and the discussion ran the gamut from how the newbie gets involved in EMS to where that newbie rides (did you know that fire and rescue has assigned seating?) to what the required clothing and gear is. Villaume even touched on safety bumpers on response vehicles.

**Ed Zebrowski** led a panel explaining the radical new idea on how to have a Drivers School without really having a Drivers School. The alternative school, as outlined in the January 2012 *Fastrack news*, basically allows you to have an SCCA-recognized instructor at events like a Time Trial or PDX to work with drivers working toward an SCCA competition license and, with the personalized attention from the instructors, it takes on the aura of a charter school. Queue the heavenly choir.

**Terry Ozment**, SCCA's Vice President of Club Racing, addressed the assembled attendees and fielded questions after she presented the National Office's plan for the Club Racing program you have undoubtedly all seen, the Majors. As expected, there were many questions, and Ozment tackled them expertly – to the point that not many, if any, in the room found anything counterintuitive

to say about this new program. Still not sure? Check out pg. 52 of the April issue of *SportsCar* for complete disclosure. But Ozment, just one more question... (Inside joke. You had to be there.)

C. Wayne Armbrust is the Divisional Administrator for Flagging and Communications and has spearheaded a rewrite, compilation and consolidation of the Divisional F&C Manual. He and a dedicated staff of volunteers are ever so close to finalizing and distributing said manual. And to validate his efforts, the National Office staff has stepped up its efforts to publish a revamped national standard as well. This, in combination with a hard look at the F&C licensing standard and grades, was the topic of much discussion.

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

### **REVVIN' IN SEDIV**

SOUTHEAST DIVISION

### LEWIS COOPER RECEIVES TOM MCKEAN AWARD

Central Florida Region Club racer and 2011 Formula F National Champion Lewis Cooper III received the Tom McKean Award at the SCCA National Convention, held March 1-3, 2012, for his outstanding act of sportsmanship involving self-sacrifice.

During the National race at Road Atlanta in May of 2011, a multi-car incident took place on the first lap at Turn 1 of the FF race. The end results were many cars off track and one upside down, on fire. Cooper unbuckled from his racecar, grabbed a fire extinguisher, and extinguished the flames!

This award is named after Tom McKean and was first presented in 1949. It is given for a single outstanding act of sportsmanship involving self-sacrifice. Since Cooper couldn't attend the National Convention, the award was presented to him at the Road Atlanta March Double National during the drivers meeting.

### JUNE EVENTS: AMP AND A DRAGON CHASE

"June 9-10 will be our first weekend at the new Atlanta Motorsports Park [just west of Dawsonville on GA 53.]," says Atlanta Region's **Butch Kummer**. "Saturday [there will be a] PDX and Track Trials on the short course, plus a Solo event on the 'hill' portion of the track. Sunday [will have] another PDX and Track Trials event on the complete 1.99-mile course. On Saturday evening, we'll have a cook-out and party that will bring together both the Solo and Club Racing programs of the region."

And don't forget, the Chasing the Dragon hillclimb is on June 23-24. Slither over to

www.dragonhillclimb.com for more information on that exciting event.

### CHECKERED FLAG: BOB YOUNGDAHL

Bob Youngdahl, an SCCA member since 1972 and frequent racer in SEDiv, was tragically killed in a trailer unloading accident while at his winter home of Sarasota. Youngdahl was owner and founder of Concrete Forms Engineers in St. Paul, Minn., and, in the summers, enjoyed his Minnesota farm with wife Nancy Lee. Youngdahl was an active vintage sports car racer, with his passion for racing taking him all over the continent. A member of many vintage racing organizations and car clubs, Youngdahl competed in the La Carrera Panamericana multiple times.





He was also a collector and restorer of interesting, rare and unique cars.

"At Road Atlanta, Bob's last event, he drove this awesome car [the Elva,]" Florida Region's Lori Merrill recalls. "I had the pleasure of listening to Bob explain its motor to Roger Calvin. Bob gave us a tank of nitro to fill my tires, for which I believe we made it home safe thanks to Bob. Just a wonderful man I will miss so dearly -I will treasure all the extra time we got to spend with him at Road Atlanta. We had the pleasure again of laughing and joking together while he ate with his crew and some track friends. He reminds me so much of my father. His stories of racing just amaze me."

"We are shocked and saddened by Bob's passing," **Keep Morse** says. "I have known Bob for 20-plus years, and raced him many times with my 1970 240Z. We love you Bob, you'll be missed."

"I first met Bob at VIRginia
International Raceway where he first
raced his Elva Porsche," says
Charlie Hollis. "He allowed me to pit
with him and helped me with my
Chevron. We last raced together at
Sebring recently. A great gentleman
and friend. Heaven is now his home
and we will all miss him, but treasure
our times with him."

Youngdahl was 76 at the time of his passing.

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

### NORTH COAST NEWS

GREAT LAKES DIVISION

### GOOD NEWS ON A SPONSOR

or the past 20 years,
Scott Giles and Renee Hines
have raced a 1985 Honda CRX
in Solo competition at both Regional
and National levels. With three Great
Lakes Division titles and a finish
close to the top at the Tire Rack Solo
National Championships, it's far from
over for this racecar. There are plans
to compete at multiple Regional and
National events all over the Great
Lakes and Southeast Divisions as well
as at the Solo National Championships
in Lincoln, Neb., this fall.

This year, the racecar will sport a new sponsor graphic for the Injured Marine Semper Fi Fund to provide immediate financial support for injured and critically ill members of the U.S. Armed Forces and their families.

The organization directs urgently needed resources to post 9/11 Marines and sailors, as well as members of the Army, Air Force or Coast Guard who serve in support of Marine forces. The Semper Fi Fund provides relief for financial needs that arise during hospitalization and recovery as well as assistance for those with perpetuating needs. The program provides support in a variety of ways including service member and family

Bob Youngdahl (left), owner and driver of this Elva Porsche, passed away suddenly this winter.

(LEFT) SCCA Vice President of Club Racing Terry Ozment was on hand at the NEDiv convention to explain the Majors program and field questions. support, specialized and adaptive equipment, adaptive housing, adaptive transportation, education and career transition assistance, therapeutic arts and Team Semper Fi.

"We are honored to be allowed to represent the Semper Fi Fund with our racing effort and will carry Semper Fi Fund livery for the current and near future race seasons," says Giles. "Our goal is to use our travels around the country to Solo events to help promote awareness of the Semper Fi Fund both within and outside the SCCA community."

More information can be found and donations can be made at www.semperfifund.org.

#### WHAT IT TAKES TO GO PRO

Camaraderie and lending a helping hand seem to prevail in Club Racing, and those qualities went a step further in the development of the professional team of Alliance Autosport of Camden, Ohio. Club members working together at races grew into a team now racing in several professional circuits, with a major race being the Rolex 24 at Daytona.

"Going into the race we knew that we could use two basic strategies," team co-owner, driver and SCCA National Champion

Scott Rettich shares. "We could set the car up aggressively and push very hard or we could set the car up more conservatively and drive less aggressively and really focus on being there at the end of the race.

"I was chosen to be the qualifying and starting driver. We ended up qualifying 30th, but we were only 2.4sec off the pole time on a 3.5-mile track! Given that we didn't put a qualifying setup on the car, we just ran our race setup and a set of tires from practice, we were very pleased with our pace and we knew that we would have a strong car for the race.

"The start was relatively clean, especially given the size of the field. Early on we noticed we had a clutch issue, which we went back to the garage to fix in the second hour. After we fixed the clutch issue, we were running really strong and gaining positions when someone pushed us into the wall at 160mph. We were able to get the car fixed after a couple of trips back to the garage to fix a substantial amount of damage. After making the repairs, the car and the team ran flawlessly for the remaining 15 hours straight and we moved up from 45th to 28th. Without the clutch

issue and being pushed into the wall we would have likely finished in the top 15 or perhaps even in the top 10.

"Obviously, we would have liked to have finished higher than 28th, but we ran very well and beat many great teams. The race was likely the biggest and most competitive GT field in history with 45 entries and many strong teams and drivers from all over the world. It's hard to describe the feeling of accomplishment I felt when I saw my co-driver Matt Schneider take the checkered flag Sunday afternoon. It was an incredible experience seeing all of our months of hard work pay off."

"I have to thank our team, Alliance Autosport, for putting together a great package for the race," says Rettich. "Our entire crew including Al Hostettler, Ray Rivard, Zach Rivard, Ned Morrell, Rebecca Shackelford, Jon Dick, Ron Dick, Colleen Dick, Marc Thomas, Eric Thomas, John Mills, Richard Yockel, Scott Feller and Jerry Cabe [all of whom are SCCA members] worked very hard and did a great job. I have to especially thank team manager and co-owner Suren Tchobanian and crew chief Joe Heretta, who devoted the last three months of their lives to make sure the race was a success. I would also like to thank my parents, our team sponsor PDI Communication Systems, my co-drivers Matt Schneider, Darryl Shoff, Jon Miller and Hal Prewitt, and the many SCCA workers who must be exhausted from waving blue flags for 24 hours!"

Being a pro team hasn't changed the team members from doing what they've done in the past, and that is to give back to others and the community. On Feb. 18, a local Cub Scout troop toured the team's facility in Columbus. SCCA starter Randy Holton joined Ron and Colleen Dick in a demonstration and explanation of the flags and safety procedures done by the race volunteers.

CONTACT NANCY SCHILLACE nhschillace@wowway.com

### THE FISH WRAP

CENTRAL DIVISION

### **LINKS TO KINKS**

f you're like me, you usually spend some lonely day or night in the dead of winter going to each region's website to get its schedule for 2012. There is, however, a link that might save you a ton of time if you're simply looking for a compilation of event dates: http://cendiv.motorsportreg.com. The magic of technology has managed to get a majority of the division's events all on that link – and registration for the events is available there, as well. There are all sorts of choices from Solo to Club Racing to Rally to Time Trials. There are some regions still using their own registration systems, but MotorsportReg.com will probably get you pointed in the right direction.

#### KNOCKIN' THE RUST OFF

Anyone who has been a Solo driver in CENDiv for a while will tell you there are certain regions that have a hard time getting some of their members to travel to events. With great programs offered locally, many competitors see no reason to get out of town. The same people will tell you that there is a small group of very dedicated road warriors who get their cone fix in a little earlier than everyone else.

One of those is Land O' Lakes Region member **Todd Freeman**. Freeman can often be found making trips from his Plymouth, Minn., home to events all across the country. Land O' Lakes members are known as the best travelers for Solo events in this division, and Freeman is probably the mileage leader. His trip down to South Georgia Motorsports Park for the Tire Rack Solo National Tour on March 9-11 was not wasted, though.

Freeman entered his 2006 Mini Cooper into the new supplemental Street Touring FWD (STF) class. The class started off with a bang, with five entrants driving five different cars. The field saw Freeman as the lone Mini dueling against two Mazda 2s, a Mazda 3, and a Honda Fit. But Freeman ended up as the big winner of the class, taking the win by 0.4sec.

Not to be totally outdone by Freeman was Milwaukee Region member **Jeff Slater** at the Sun Belt Solo National Tour held the week after the Dixie tour. Slater keeps a home in Dallas, Texas, as well as Cedarburg, Wis., but strategically planned his itinerary to be in Texas so he could attend the National Tour in College Station, Texas.

The Alliance Autosport team of Camden, Ohio, which is made up of a number of SCCA members, faced numerous challenges at their first Rolex 24 attempt in January.

Like Freeman, the week before the event, Slater was also registered in a new supplemental class: RTR. No, that is not a class for SCCA Pro Racing competitor Peter Cunningham and other RealTime Racing drivers; it stands for Road Tire RWD. Along with RTF and RTA (for front- and all-wheeldrive vehicles), the new Road Tire classes are for those competing on 140-tread wear tires and higher whose cars would otherwise fall under the Stock category. This will sound oddly familiar to those who compete in Milwaukee or Chicago Regions, as they run a similar format.

Slater competed in his 2007 Mazda MX-5 in a class of five other drivers. By Sunday, Slater had a three-second lead and the win.

If you are one of those people who have thought about traveling to some of these larger Solo events, be they Solo National Tours or Tire Rack ProSolos, and haven't, this is the time! SCCA has a class to fit your particular car (although some are supplemental). Freeman and Slater are just a couple of the friendly and familiar faces you will likely see.

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

### **GATEWAY TO MIDIV**

MIDWEST DIVISION

### AN ABUNDANCE OF AWARDS

he SCCA National Convention, held this year on March 1-3 in Las Vegas, Nev., provided a bevy



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At the Midwest Division convention, Frank Diringer was presented with the 2011 England Stipe Award.

of important presentations across all aspects of the Club, with annual awards presented at every meal. Several of these awards were presented to our own Midwest Division. Nebraska Region's Jerry Doctor received the RallyCross Dirty Cup for his contributions to RallyCross. The Solo Region Cup for medium-sized regions went to Nebraska Region. This is a contest at the Solo National Championships where a region receives one point for each car their region member beats in a class, plus 100 points if they had a regional T-shirt. Also, the Midwest Division was presented the Divisional Achievement Award in RallyCross.

The MiDiv Convention, held in Springfield, Mo., on Feb. 3-5, saw the presentation of its annual awards at the Saturday evening banquet. Frank Diringer, of Wichita Region, received the Divisions' highest honor, The England-Stipe Award for long-term dedication to the Midwest Division. Diringer has served as the Divisional Administrator for Scrutineering off and on since the 1990s. Ozark Mountain Region member Vicki Jarecke was the recipient of the Worker of the Year Award. She is the chair of the Club Racing Vroom program for the division and has chaired the past two MiDiv Conventions. Winning his 12th Driver of the Year Award since 1995 was Southern Illinois Region RE Chris Albin. He drives a vellow Volkswagen Golf in ITB and in HP. The Corner Worker's Choice Award went to **Charles McAbee Jr.** of the Kansas Region. He campaigns the Club Racing KBS Cyclone in F500. The RallyCross Program of the Year went to St. Louis Region and Brian Schwantner, who is in his first year as the program chair.

One of the highlights of the MiDiv Convention was the return of **Toly Arutunoff**, who was the guest speaker at the banquet. Arutunoff was injured last year helping a motorist while headed to the SCCA National Convention. An SCCA member for over 50 years, a car collector and a vintage racer, he always was – and continues to be – a great character and storyteller.

It was announced that the MiDiv RallyCross Championship will be held June 30-July 1 at I-80 Speedway in Greenwood, Neb., as part of the RallyCross National Challenge Series. Entrants are eligible for contingency awards. Also, the R&S Racing and SPS MiDiv Solo Series events are May 26-27 at Lincoln Airpark in Lincoln, Neb., July 7-8 at Heartland Park Topeka in Topeka, Kan., Aug. 4-5 at East Crawford in Salina, Kan., and Sept. 22-23 at the Metropolitan Community College Driving Center in Independence, Kan.

At the Kansas City Region awards banquet, Mark Hill was named the Driver of the Year, Greg Chaney was presented with the Rookie of the Year Award, Noland Lawrence won the Most Improved Driver Award and Jeremy Salenius and Dick VanBenschoten shared the Worker of the Year honors.

The St. Louis Region awards ceremonies saw new Gateway Motorsports Park owner Curtis François presented with the region's highest honor, the Spirit of St. Louis Award. Event of the Year went to the Tire Rack Street Survival School chaired by Chuck DeProw, the Mechanic of the Year was **Ancel Henry**, the Workers of the Year were Vicky and Dave Moellenbeck, the RE award went to Dave Jones and a Special Achievement Award was given to Brian Schwantner. Program awards were presented to Albin (Club Racing Driver of the Year), Andy Hohl (Solo Driver of the Year), Erik Le (Solo Rookie of the Year), **Tom Sotiropoulos** (Solo Most Improved Driver), Kim DeMotte (RallyCross Driver of the Year), Jon Rinehart (RallyCross Rookie of the Year), and Mike Roberson (RallyCross Most Improved Driver), and the Road Rally Driver of the Year was Ron Ferris.

A big thank you to all of the honorees for their dedication and commitment. Congratulations to everyone!

CONTACT EILEEN WATERS Eileenwaters10@ymail.com

### **SOWDIV SUNSET**

SOUTHWEST DIVISION

### THAT FIRST WIN

Southwest Division is some of the most competitive and entertaining in Club Racing. Tempers may flare up once and a while, but it's common to see a group of drivers sharing a few beers at dinner after the day's racing is over.

With that camaraderie and competition, it makes a win in Spec Miata a special victory. One driver who got to experience that special victory was **Chris Haldeman** (Texas Region). Haldeman took his first National win at the Feb. 26 Hoedown Double Rational hosted by Houston Region at MSR Houston.

Getting to this point hasn't been exactly easy for Haldeman, who began racing in December 2009. In

November 2011, he – along with several other Phillips Race Prep Spec Miatas – went to the American Road Race of Champions at Road Atlanta.

"Road Atlanta is one of those iconic tracks everyone wants to race," Haldeman says. "I was getting up to speed quickly until an out-of-class car got in the mix and ended my weekend early."

The result was a complete replacement of the front of the car, including the fenders, bumpers, core support, hood, and several other important parts. The off-season repair made Haldeman a bit weary going into the first race of the season.

"I did some testing before the event, but I was still worried about how the setup would hold throughout the weekend," Haldeman says. "I do all the service on my car, but [Houston Region's] John Phillips III makes the decisions on setup and helps support at the track. We were encouraged after Saturday's race."

Haldeman was having an awesome race with Jesse Combs and Steve Ott (Houston Region) and went to make his move on what he thought was the last lap. He thought he saw the "one to go" board on the previous lap. It turns out it was a furled black flag.

"When I realized we still had more racing, I knew I had made my move too early," Haldeman recalls. "It's unfortunate, but it got me all fired up for Sunday."

During Sunday's qualifying,
Haldeman worked with teammate,
Houston Region member
Michael Ross, to get himself a poleworthy lap. After laying down a lap
that qualified him for the pole, he
came in, only to be out-qualified by
Ott toward the end of the session.
Nonetheless, Haldeman was happy
with his front row starting position.

"Like any racer, I get jitters before each race. The moment I stop feeling those, I'm quitting," Haldeman says with a laugh. "I sit on the grid and just close my eyes to find peace. I was on a mission during this race, and I was ready."

At the drop of the green flag, Haldeman got down to business. He tucked in behind Ott as they entered the carousel. When Ott went off at the exit, Haldeman had no idea. He kept his head down and continued to put down solid laps, slowly pulling away from teammate Ross and Houston Region's Alec Udell.

"I just raced my race," Haldeman explains. "It was really cool to come







out of the final turn without pressure and see those double checkered flags waving for me. The first win is always sweet, and it makes it even better that Ross came in second, so we got a one-two finish for Phillips Race Prep."

The only down side to the weekend for Haldeman? The fact that he still had to go back to work on Monday.

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

#### PONY EXPRESS

ROCKY MOUNTAIN DIVISION

### THE RIGHT MIX

hile many awards were given out at the 2012 SCCA National Convention on March 1-3, one RMDiv region seems to have a lock on them. Continental Divide Region (CDR) won the SCCA Regional Achievement Award for medium-sized regions for a third time. But rather than a single meritorious feat, several factors were taken into consideration. According to Rick Meyers, SCCA Region Development Manager, CDR was outstanding in the six areas used to determine the winner: potential growth, retention, variety of programs, number of events, effective Website and communication.

"In 2011, CDR ran 34 different events in almost every program SCCA offers," says Meyers. "They've got successful Solo, RallyCross and Club Racing programs and have implemented the [Tire Rack] Street Survival program for teens as well." Meyers mentions the only program missing was RoadRally, but concedes that not many regions have the resources to hold one.

It is also notable that RMDiv took individual awards, as well. The SCCA Board of Directors named Arnie Coleman, who currently serves as the CDR Regional Executive, the SCCA Member of Excellence Award. Arnie, who has also served as CDR's Assistant RE, Solo Chairman, Solo Safety Steward and Solo instructor in the past, has remained constantly busy. Besides his involvement with the Tire Rack Street Survival program, he takes time to bring the regional timing and scoring system (complete with CDR banners) to support the local Soap Box Derby Championships. In typical Coleman fashion, he declined to take much credit in these mindblowing accomplishments. But having



Darryl Wills (right) presented his Formula Mazda endplate to Ben Thrash. Wills ran the entire 2011 Club Racing season with the endplate in memory of Thrash's son, EP National Champion Tom Thrash, who passed away in 2010. It was a special moment for everyone during the presentation at the Houston Region Hoedown Saturday night party.

witnessed him work with the Solo novice program and set up and enjoy one of the Soap Box Derby events, I can only say this is an award that is well deserved.

#### **BOILEAU GETS PIKES PEAK BID**

Eighteen-year-old racer **Tommy Boileau** is ready to take the next step in his motorsports career. After starting with go-karts at age 9, Tommy gained a lot of experience when he earned his first road-racing license at 14 with a different racing organization. Boileau went on to gain his SCCA competition license two short years ago and had a tight battle to win the RMDiv T3 divisional title and take co-Rookie of the Year honors with his brother **Bobby Boileau** that year! Since then, the son of Pikes Peak Int'l Raceway General Manager **Bob Boileau II** has gained experience testing IndyCars on PPIR's high-banked, one-mile oval and now holds an FIA Grade B license.

But Tommy's biggest break to date may have come when three-time Pikes Peak Hillclimb champion **Bobby Regester** interviewed him. Regester, who heavily crashed at last year's running of the Race to the Clouds, was looking for the right driver to take under his wing.

"When I was a young man, **Bobby Unser Sr.**, gave me great coaching advice to help me achieve my first win on Pikes Peak in 1995, my fifth year on the hill and as a rookie of the Open Wheel Division," recalls Regester. "I decided to look for a young driver I thought could carry on this winning tradition and have a legitimate chance to win the Super Stock Class as a rookie, a feat that has never been accomplished."

Showing what you do off the track is as important as what you accomplish on it, and Tommy managed to make an impression. "During my search to find a driver I could partner with, I interviewed four, and when I met Tommy it just felt right," says Regester. "Tommy has proven to be a very accomplished driver in his young racing career – he speaks well, presents himself well and brings a ton of talent to the team. He, like me, is from a family of racers, and this kid has all of the tools necessary to have a huge future in the racing world."

Regester has begun preparing a Super Stock Corvette (with support from Spring Loaded Water and PPIR) for

Tommy to take up the mountain on July 8. Super Stock will present one of the deepest and toughest fields in 2012, but Boileau is well aware of the challenge: "There will be a lot of guys in my class who will be tough competitors," Tommy says. But having the undivided attention of an expert like Regester to help him learn the nuances of 156-turns up Pikes Peak may give Tommy the boost he needs to supplement his uncanny speed.

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

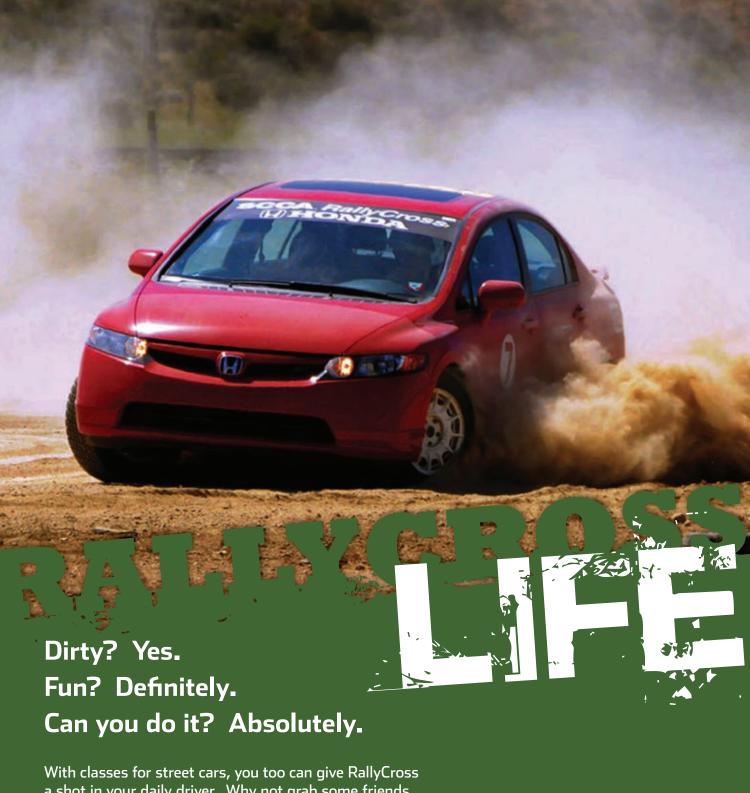
### **BLOWING SMOKE**

NORTHERN PACIFIC DIVISION

### MARK YOUR CALENDAR FOR THE NPDIV CONFERENCE

ark your calendar! Hold that date! Oct. 27, 2012 will be the next Northern Pacific Division conference! This year's event will once again be held at the Atlantis Casino Spa Resort. For those arriving on Friday, there will be an informal social that evening. Saturday will begin with coffee and pastries in a general welcome meeting, and then it's off to various seminars. Lunch will have a keynote speaker (yet to be announced) and then there will be more seminars, discussions, and networking. Dinner is included and there will be an auction of some type (item donations accepted) to help offset the expenses of the weekend. Even though the conference ends on Saturday night, Sunday is a perfect opportunity to network with other attendees before everyone leaves for home.

Seminar topics may include social networking, training scenarios for Flagging and Communications, emergency crew, dispatch responses, and more. These training scenarios are designed for the Club Racing worker but can be beneficial for all venues applying the principles. A seminar on critical stress management (grief counseling) is also in the planning mode. It's important to hear what you would like to see offered for instruction, discussion, or shared for this event - after all, this conference is about reaching out and sharing each other's knowledge to help regions and members grow. Contact your region's RE or your area director to make suggestions. Seminar topics are always under discussion and it's



a shot in your daily driver. Why not grab some friends and compare times?

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still early enough to make changes. The cost of the conference is \$75, and you can register at

www.motorsportreg.com. Hotel rooms can be reserved by contacting the hotel at (800) 723-6500 – be sure to ask for the SCCA room rate.

### CHECKERED FLAG: MICHAEL SMITH

The checkered flag has flown for Formula Vee driver **Michael C. Smith** of Newport, Ore. Smith was attending the Thunderhill Double National in Willows, Calif., on March 10-11 when he suffered heart failure. Smith was 67 years old.

Born June 8, 1943, in Portland, his family moved to Newport where he graduated from Newport High School in 1961 and then attended Pacific University in Forest Grove, University of Portland and graduated from Portland State University. Smith joined the Peace Corps and served in Turkey and Afghanistan in 1967-'68. He worked many jobs over the years and, in the late 1970s, fished commercially for crab and salmon on his boat the MS Electron. Smith took over the family business in 1982, Harbor Village Mobile Home & RV Park, turning it into a thriving corporation.

Smith bought his first car at age 57 and began racing his No. 57 Formula Vee up and down the West Coast. He earned his National competition license and scored many victories. He was a great friend and loved by his racing family. He is survived by his mother, Loretta; his two children, Roger and Tara; six siblings; and grandchildren, nieces, and nephews.

A funeral mass to celebrate his life was held March 20 at Sacred Heart Catholic Church in Newport. Memorial donations may be made to Building for America's Bravest at

#### www.garysinisefoundation.org.

He was a valuable member of the Formula Vee community and will be missed. Race in peace, Mike.

**CONTACT** SHERRI MASTERSON BlowingSmoke.SCCA@gmail.com

### **SKID MARKS**

SOUTHERN PACIFIC DIVISION

### **BACK TO SCHOOL**

al Club Region wrapped its annual Super School weekend on March 22-24, and 12 new drivers now have the highly prized SCCA novice-racing permit. And it didn't take them long to use it, as the Sunday Regional race gave them all the chance to put what they learned into practice.

During the weekend, the local Bakersfield NBC affiliate stopped by and filmed a segment on the event, telling viewers how they could get off the couch and onto the racetrack.

There was a very out of the ordinary occurrence during the weekend when Jason Williams proposed to Stephanie Stone as the pair piloted the pace car on the warmup lap for the first group. Rather than just outright asking, Williams employed the help of the corner workers, positioning a number of signs at various stations leading up to the big question. The creativity paid off with a "yes" from Stone. It certainly made for a memorable day at the track.

#### **HIGHER EDUCATION**

If you missed the Cal Club Super School and want to get on track this year, you still have options. In addition to a new system that recognizes SCCA's Time Trials program for drivers to get credit toward a Club Graduates from the March 22-24 Cal Club Region Super School were treated to a wet qualifying session during their very first competition day on Sunday, March 25, at Buttonwillow Raceway Park. Fortunately, the race was in the dry.

Racing license, we also have a number of great professional racing schools in our division.

Danny McKeever's Fast Lane
Racing School is based at Willow
Springs Raceway in Rosamond, Calif.,
and may be best known for the
training of celebrities who participate
in the Toyota Pro/Celebrity race at the
Grand Prix of Long Beach.

Danny McKeever starting instruction
over 40 years ago with Cal Club, and
his lead instructor Jim Bishop currently
serves as the chief instructor for the
Cal Club Super School. You can find
out more about the Fast Lane school
by visiting www.raceschool.com.

Another great option is the Bob Bondurant School of High Performance Driving, based at Firebird Raceway in Chandler, Ariz. The Bondurant School has a dedicated track for students to learn on, and a massive fleet of cars. The Bondurant School is the official driving school of the SCCA Pro Racing Pirelli World Challenge Championships, and that school has helped many drivers who want to take their driving career up a notch. More details can be found at www.bondurant.com.

The Spring Mountain Motorsports Ranch, located in Pahrump, Nev., about an hour west of Las Vegas, also offers SCCA licensing courses. Would-be racers can jump behind the wheel of a Corvette or Radical Sports Racer for school time, and enjoy the country club amenities off the track. The pricing and schedule can be found at www.springmountainmotorsports.com.

The most recent addition to the list of SCCA accredited schools in SPDiv is the Allen Berg Racing School, based at Auto Club Speedway in Fontana, Calif. The Allen Berg School puts drivers into Tatuus Renault formula cars equipped with a state-of-the-art data acquisition to help with driver coaching. And each student will receive a video of their training, which is captured by the on-board HD camera system. You can learn more about the Allen Berg Racing School by pointing your browser to www.allenbergracingschool.com.

### **CAL CLUB'S NEW NUMBER**

Cal Club Region has recently changed its phone number. Those wishing to contact them will now need to dial (661) 304-9382.

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





































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# Record Book

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

#### **SWDIV DOUBLE NAT'L**

LONE STAR REGION
TEXAS WORLD SPEEDWAY / MARCH 10-11, 2012

#### SATURDAY

GTI: (2 starters) 1. David Fershtand (Oldsmobile)
2:12.544; 2. John Gray (Pontiac); GT2: (1 starter) 1.
Charles Barnes (Porsche) 2:19.697; GT3: (2 starters) 1.
James Speights (Mazda) 2:15.007; 2. Wayne Davis
(Mazda); GTL: no entrants;

AS: (3 starters) 1. Tom Himes (Ford) 2:22.286; 2. Eric Ritchie (Pontiac); 3. Sean Maloney (Chevrolet); EP: (9 starters) 1. Matt Reynolds (Mazda) 2:13.508; 2. Jesse Prather (Mazda); 3. Bill Allman (Mazda); FP: (4 starters) 1. Eric Prill (Mazda) 2:16.667; 2. Mark Weber (Mazda); 3. James Smith (Honda); HP: (3 starters) 1. James Rogerson (Honda) 2:21.314; 2. John Trenery, Jr. (Austin Healey); 3. Robert Weber (Austin Healey);

\$T0: (2 starters) 1. Eric Galerne (Dodge) 2:10.570; 2. Wade McBride (Nissan); \$TU: (5 starters) 1. Toby Grahovec (BMW) 2:10.872; 2. Joseph Mcclughan (Mazda); 3. David Koller (Pontiac); \$TL: (4 starters) 1. James Speights (Mazda) 2:22.223; 2. Trey Stiles (Mazda); 3. Danny Benzer (Mazda); T1: no entrants; T2: (3 starters) 1. Charlie Vehle (BMW) 2:18.137; 2. Steve

Coleman (Ford); 3. Richard Baldwin (Nissan); **T3:** no entrants; SSB: (3 starters) 1. Toby Grahovec (BMW) 2:16.17l; 2. Steven Zink (Ford); 3. Stan Czacki (Acura); **SSC:** (2 starters) 1. James Place (Acura) 2:23.864; 2. Steven Christopher (Mazda); **SM:** (29 starters) 1. Trevor Mccallion 2:11.54l; 2. Steve Ott; 3. Craig Berry;

CSR: (1 starter) 1. Jacek Mucha (Swift) 2:03.277; DSR: no entrants; S2000: (1 starter) 1. Marvin Hodges (Lola) 2:19.419; SRF: (23 starters) 1. Keith Verges 2:21.572; 2. Denny Stripling; 3. Monroe Scott;

FA: (2 starters) 1. Gregory Byrne M.D. (Mazda)
2:09.389; 2. Mark Felsen (Mazda); FC: (2 starters) 1. Bill
Johnson (Van Diemen) 2:19.401; 2. Jose Gerardo (Van
Diemen); FM: (8 starters) 1. Stuart Rettie 1:57.966; 2.
Alan Mccallum; 3. Davis Parr; FE: (4 starters) 1. Tyler
Hunter 2:15.349; 2. Scott McQueen; 3. Jim Kelleher; FB: (1
starter) 1. David Burkett (RFR) 2:07.178; FF: (4 starters) 1.
Alex Ardoin (Sauce) 2:14.382; 2. Randy Acook (Van
Diemen); 3. Dan Johnson (Van Diemen); FV: (10 starters)
1. Charles Hearn (Vortech) 2:21.818; 2. Tyler Hunter
(Volkswagen); 3. Dwight Calkins (Protoform); F500: (5
starters) 1. Charles Mcabee Jr (AJ's) 2:19.117; 2. Joseph
Palmer (Novakar); 3. Jack Walbran (Scorpion).

SUNDAY (see Super Tour coverage pg. 48)

#### NPDIV DOUBLE NAT'L

SAN FRANCISCO REGION
THUNDERHILL RACEWAY PARK / MARCH 10-11, 2012

#### SATURDAY

GTI: (2 starters) 1. John Watkins (Pontiac) 1:53.775; 2.
Connia Bogan (Dodge); GT2: (1 starter) 1. Kevin Booth
(Porsche) 1:56.722; GT3: (1 starter) 1. Jose Rodríguez
(Mazda) 1:57.636; GTL: no entrants;

AS: (3 starters) 1. Aaron Bailey (Pontiac) 2:01.516;
2. Dylan Olsen (Ford); 3. Kevin Smith (Pontiac); EP:
(3 starters) 1. Bruce Ackerman (Volvo) 2:03.042; 2.
Aaron Downey (Mazda); 3. Tony Jimerson (Mazda);
FP: (2 starters) 1. Wayne Shover (Datsun) 2:08.687;
no other finishers; HP: (3 starters) 1. Neil Verity (MG)
2:09.021; 2. Mike Cummings (Austin Healey); 3. Jon
Becker (Austin Mini);

\$T0: (1 starter) 1. Fred Schrader (Aston Martin)
2:04.846; \$TU: (2 starters) 1. Marc Hoover (Mazda)
1:58.799; 2. Tom Wickersham (Honda); \$TL: (2 starters) 1.
Kim Willcox (Mazda) 2:10.266; 2. David Allen (Mazda);
T1: (3 starters) 1. William Brinkop (Chevrolet) 1:57.297; 2.
Oli Thordarson (Chevrolet); 3. Chuck Matthews
(Chevrolet); T2: (2 starters) 1. Jeffrey Parnell (BMW)
2:04.200; 2. Patrick Womack (BMW); T3: (1 starter) 1.

At Round 1 of the Tire Rack Solo National Tour in Cecil, Ga., Mike Lane picked up the win in BSP.



CLUB RACING
GTI-3- GTI-, GTI-2, GTI-3
GTI- GTI-LIG
GTI- GTI-LIG
AS = American Sedan
EP-HP = E-H Production
STO, STU, STI = Super Touring
Over, Under, Light
TI-T3 = Touring I-3
SSB = Showroom Stock B
SSC = Showroom Stock C
SSM = Spec Miata
CSR = C Sports Racing
DSR = D Snorts Racing

CSR = C Sports Racing
DSR = D Sports Racing
S2000 = Sports 2000
SRF = Spec Racer Ford
FA = Formula Adantic
FC = Formula Continenta
FM = Formula Mazda

FE = Formula Enterprises
FB = Formula 1000
FF = Formula Ford
FV = Formula Vee
F500 = Formula 500

SOLO (L=LADIES)
SS = Super Stock
AS-HS = A H Stock
ASP-FSP = A F Street Prepared
CP-GP = C-G Prepared
AM-FM = A F Modified
STIC, STR, STS, STX, STU =
Street Touring
SM = Street Modified
SSM = Super Street Modified
SSM = Super Street Modified
FM = Formula Unior A
FIA = Formula Unior A
FIB = Formula Unior B

RTA, RTR, RTF = Road Tire

RALLYCROSS

SA = Stock All-wheel drive

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, Front-wheel drive
M4 = Modified, All-wheel drive
M2 = Modified, Two-wheel drive

ROADRALLY
S = Stock
L = Limited
E = Equipped



Tom Wickersham (Honda) 2:05.275; **SSB:** (1 starter) 1. Lynne Griffiths (Ford) 2:17.123; **SSC:** (1 starter) 1. Ali Naimi (Mazda) 2:13.425; **SM:** (11 starters) 1. Ken Sutherland 2:08.045; 2. Will Sphrader; 3. Dan Copper:

CSR: (2 starters) 1. Sam Souvall (Stohr) 1:40.613; 2. James Devenport (Norma); DSR: (5 starters) 1. Chris Farrell (Stohr) 1:35.994; 2. Jeff Lederman (Stohr); 3. Ellen Ferguson (Stohr); S2000: no entrants; SRF: (21 starters) 1. Mike Miserendino 2:03.911; 2. Todd Harris; 3. Mike Smith;

FA: (1 starter) 1. Randy Cook (Reynard) 1:49.464;
FC: (3 starters) 1. Michael Manning (Van Diemen)
1:52.395; 2. Kim Willcox (Van Diemen); 3. Jeffrey Pietz
(Van Diemen); FM: (1 starter) 1. Mel Kemper 1:48.978;
FE: (3 starters) 1. Steve Baumhoff 1:48.511; 2. John
Veatman; 3. Jerry Kroll; FB: (6 starters) 1. Lucian Pancea
(Stohr) 1:42.954; 2. Terry Biner (RFR); 3. Corey Smith
(RFR); FF: (9 starters) 1. Ethan Shippert (Van Diemen)
1:53.233; 2. Peter Nosler (Swift); 3. Dave Zurlinden
(Piper); FV: (8 starters) 1. Brian Swanson (Mysterian)
2:05.486; 2. Gavin Sweeney (Crusader); 3. Dennis
Andrade (Vortech); F500: (1 starter) no finishers.

#### SUNDAY

GTI: (1 starter) 1. Connie Bogan (Dodge) 1:53.911; GT2: (1 starter) 1. Kevin Booth (Porsche) 1:53.911; GT3: (1 starter) 1. Jose Rodriguez (Mazda) 1:59.471; GTL: no entrants;

AS: (3 starters) 1. Aaron Bailey (Pontiac) 2:01.647; 2. Dylan Olsen (Ford); no other finishers; EP: (4 starters) 1. Tony Jimerson (Mazda) 2:05.209; 2. Gary Gist (Mazda); 3. Bruce Ackerman (Volvo); FP: (1 starter) 1. Chuck Horton (MG) 2:07.825; HP: (3 starters) 1. Neil Verity (MG) 2:08.435; 2. Mike Cummings (Austin Healey); 3. Jon Becker (Austin Mini);

\$T0: (1 starter) 1. Fred Schrader (Aston Martin)
2:03.820; \$TU: (2 starters) 1. Marc Hoover (Mazda)
1:58.498; 2. Tom Wickersham (Honda); \$T1: (2 starters)
1. Kim Willcox (Mazda) 2:09.249; 2. David Allen (Mazda);
T1: (3 starters) 1. William Brinkop (Chevrolet) 1:57.879; 2.
Oli Thordarson (Chevrolet); 3. Chuck Matthews
(Chevrolet); T2: (2 starters) 1. Jeffrey Parnell (BMW)
2:04.090; 2. Patrick Womack (BMW); T3: (1 starter) 1.
Tom Wickersham (Honda) 2:05.125; \$SB: (1 starter) 1.
Lynne Griffiths (Ford) 2:16.679; \$SC: (1 starter) 1. Ali
Naimi (Mazda) 2:13.071; \$M: (12 starters) 1. Ken
Sutherland 2:07.436: 2. Will Schrader; 3. Matt Schultz:

CSR: (2 starters) 1. James Devenport (Norma)
1:43.547; no other finishers; DSR: (4 starters) 1. Chris
Farrell (Stohr) 1:37.666; 2. Jeff Lederman (Stohr); 3. Ellen
Ferguson (Stohr); S2000: no entrants; SRF: (20
starters) 1. Mike Miserendino 2:03.581; 2. Todd Harris; 3.
Steve Fogg;

FA: (1 starter) 1.Randy Cook (Reynard) 1:41.903;
FC: (3 starters) 1. Kim Willcox (Van Diemen) 1:54.597; 2.
Jeffrey Pietz (Van Diemen); 3. Michael Manning (Van Diemen); FM: (1 starter) 1. Mel Kemper 1:46.797; FE: (3 starters) 1. Jerry Kroll 1:47.280; 2. Steve Baumhoff; 3.
John Yeatman; FB: (6 starters) 1. J.R. Osborne (Stohr) 1:40.931; 2. Lucian Pancea (Stohr); 3. Corey Smith (RFR); FF: (8 starters) 1. Ethan Shippert (Van Diemen) 1:52.609; 2. Jon Brandstad (Swift); 3. Peter Nosler (Swift); FV: (7 starters) 1. Gavin Sweeney (Crusader) 2:05.405; 2.
Dennis Andrade (Vortech); 3. Brian Swanson (Mysterian); F500: (1 starter) 1. Joseph Rozelle (Novakar) 2:00.107

#### SEDIV DOUBLE NAT'L

## ALABAMA REGION

#### SATURDAY

GTI: (9 starters) 1. John Schaller (Chevrolet) 1:24.609; 2. Terry Giles (Chevrolet); 3. Paige Monette Alecander (Chevrolet); GT2: (7 starters) 1. Pete Peterson (Toyota) 1:29.416; 2. Chris St. Martin (Porsche); 3. Tommy Thompson (Porsche); GT3: (2 starters) 1. Jeff Dernehl (Mazda) 1:32.723; 2. Fletcher Williams (Nissan); GTL:

AS: (10 starters) 1. Tom Ellis (Ford) 1:38.039; 2.

Michael Lavigne (Ford); 3. Brian LaCroix (Chevrolet);

EP: (5 starters) 1. Sam Moore (BMW) 1:37.564; 2. Steven
Hickham (Mazda); 3. Fred Albright (Mazda); FP: (4
starters) 1. Ken Kannard (Mazda) 1:39.208; 2. Don
Ahrens (Mazda); 3. Charles Coker (Porsche); HP: (7
starters) 1. Greg Gauper (Honda) 1:44.422; 2. W. Jay
Griffin (Honda); 3. A.L. Drum (Austin Healey);

STO: (7 starters) 1. Bob Mayer (Chevrolet) 1:29.365; 2. Randy Kinsland (Chevrolet); 3. Edward Lewis (Chevrolet); STU: (4 starters) 1. David Brand (Lotus) 1:47.962; 2. Jim Taggart (Lotus); 3. William B Niemeter Jr (Acura); STL: (7 starters) 1. Jim Drago (Mazda) 1:54.608; 2. Selin L. Rollan (Mazda): 3. Willie Phee (Acura): T1: (3 starters) 1. Chris Ingle (Chevrolet) 1:34.538; 2. Tim Hund (Dodge); 3. Jason Berkeley (Chevrolet); T2: (3 starters) 1. CJ Moses (Mitsubishi) 1:45.668; 2. Marty Grand (Honda): no other finishers: T3: (6 starters) 1. Richard Fisher (Volkswagen) 1:49.707; 2. Mike Kramer (Saturn); 3. Bill Steinhoff (Nissan); SSB: (2 starters) 1. Michael Scornavacchi (Ford) 1:54.610; 2. Mark McCaugheu (Toyota); SSC: (1 starter) 1. Emmitt Staley (Toyota) 1:57.760: SM: (28 starters) 1. L. Patrick Sandlin 1:44.641: 2. Andrew Carbonell; 3. Voytek Burdzy;

CSR: (3 starters) 1. Lean-Luc Liverato (Swift) 1:19.251; 2. Bob Wheless (Stohr); no other finishers; DSR: (2 starters) 1. Matt Graham (Critter) 1:31.056; 2. Greg Bell (Stohr); S2000: (1 starter) 1. Charles Duncan (Lola) 2:08.018; SRF: (22 starters) 1. Brian Schofield 1:41.725; 2. Tray Ayres; 3. John Greene;

FA: (6 starters) 1. Lewis Cooper Jr (Swift) 1:20.061;

2. William Goldkind (Swift); 3. John Burke (Swift); FC:
(3 starters) 1. Chuck Moran (Van Diemen) 1:41.339;

2. Nick Coello (RFR); 3. Mike Eakin (Reynard); FM:
(4 starters) 1. Steve Jenks 1:27.843; 2. Carson Weeder;
3. David Obenauer; FE: (2 starters) 1. Paul Schneider
1:26.899; 2. Andrew Cross Jr; FB: (4 starters) 1. Brandon
Dixon (Citation) 1:22.062; 2. Gleen Cooper (RFR); 3. Pete
Frost (Phoenix); FF: (7 starters) 1. Joe Colasacco (Van
Diemen) 1:46.216; 2. David H. Livingston, Jr. (Swift); 3.
Donald Baggett (Swift); FV: (5 starters) 1. Steven Davis
(Racer's Wedge) 1:54.389; 2. Donnie Isley (Agitator); 3.
Michael Leonard (Caracal); F500: no entrants.

#### SUNDAY

GTI: (7 starters) 1. John Schaller (Chevrolet): 24.217; 2.
Paige Monette Alexander (Chevrolet); 3. J. Richard Grant
(Chevrolet); GT2: (7 starters) 1. Tom Patton (Sunbeam)
1:29.637; 2. Chris St. Martin (Porsche); 3. James Burke
(Porsche); GT3: (2 starters) 1. Jeff Dernehl (Mazda)
1:33.141; no other finishers; GTL: no entrants;

AS: (7 starters) 1. Brian LaCroix (Chevrolet) 1:38.214; 2. Michael Lavigne (Ford); 3. Tom Ellis (Ford); EP: (4 starters) 1. Sam Moore (BMW) 1:38.182; 2. Steven Hickham (Mazda); 3. Jason Albright (Mazda); FP: (3 starters) 1. Ken Kannard (Mazda) 1:39.641; 2. Glenn Cameron (MG); no other finishers; HP: (8 starters) 1. Greg Gauper (Honda) 1:46.704; 2. Keith Church (Toyota); 3. Michael H Miller (Austin Healey);

STO: (5 starters) 1. Bob Mauer (Chevrolet) 1:30.525: 2. Randy Kinsland (Chevrolet); 3. Edward Lewis (Chevrolet): STU: (3 starters) 1, Jim Taggart (Lotus) 1:39.091; 2. John DeBarros (Mazda); 3. William B. Niemeuer Jr (Acura): STL: (6 starters) 1, Jim Drago (Mazda) 1:45.153; 2. Willie Phee (Acura); 3. Ted Thorp (Acura): T1: (3 starters) 1. Tim Hund (Dodge) 1:36.806: 2. Jason Berkeley (Chevrolet); no other finishers; T2: (3 starters) 1. Don Knowles (Ford) 1:38.156; 2. Martu Grand (Honda) 1:40.047; no other finishers; T3: (6 starters) 1. Richard Fisher (Volkswagen) 1:41.262; 2. Bill Steinhoff (Nissan); 3. Frank Levinson (Honda); SSB: (2 starters) 1. Michael Scornavacchi (Ford) 1:45.595; 2. Mark McCaughey (Toyota); SSC: (1 starter) 1. Emmitt Staley (Toyota) 1:55.042; SM: (26 starters) 1. Cliff Brown 1:44.905; 2. L. Patrick Sandlin; 3. Alexander Bolanos;

CSR: (3 starters) 1. Jean-Luc Liverato (Swift) 1:19.221; 2. Jacek Mucha (Swift); 3. Bob Wheless (Stohr); DSR: (1 starter) 1. Greg Bell (Stohr) 1:24.906; S2000: (1 starter) 1. Charles Duncan (Lola) 1:38.220; SRF: (22 starters) 1. Brian Schofield 1:42.419; 2. Tray Ayres; 3. Cliff White;

FA: (6 starters) 1. John Burke (Swift): 21.220; 2.

William Goldkind (Swift); 3. Lewis Cooper Jr (Swift);

FC: (4 starters) 1. Chuck Moran (Van Diemen) 1:26.642;
2. Nick Coello (RFR); 3. Sean O'Connell (Mygale); FM: (3
starters) 1. Carson Weeder 1:30.042; 2. John Newcomb;
3. Steve Jenks; FE: (2 starters) 1. Paul Schneider
1:27.047; 2. Andrew Cross Jr; FB: (4 starters) 1. Brandon
Dixon (Gitation) 1:21.050; 2. Glenn Cooper (RFR); 3. John
Hudak (Phoenix); FF: (7 starters) 1. Lewis Cooper III (Van
Diemen) 1:30.904; 2. Joe Colasacco (Van Diemen); 3.
David H. Livingston, Jr. (Swift); FV: (5 starters) 1. Steven
Davis (Racer's Wedge) 1:44.679; 2. Donnie Isley
(Agitator); 3. Guy Bellingham (BRD); F500: no entrants.

#### **SOLO NATIONAL TOUR**

#### ROUND 1 CECIL, GA / MARCH 9-11, 2012

SS: 1. Sam Strano (Chevrolet) 95.719; 2. Matthew Braun (Chevrolet): 3. Brian Conners (Lotus): SSL: 1. Shellu Monfort (Chevrolet) 101,670; 2, Roberta Wetzel (Chevrolet); 3. Donna Marx (Chevrolet); AS: 1. Kerry Emmert (BMW) 102.510; 2. Han Henze (Porsche); 3. Asher Wunderl (BMW); BS: 1. Jadrice Toussaint (Honda) 96.843; 2. Ricky Crow (Honda); 3. Matt Posey (Honda); CS: 1. Dat Nguyen (Mazda) 101.686; 2. Al Aberson (Nissan): 3. Steve Seumore (Mazda): DS: 1. Nick Amick (Acura) 103.514; 2. Romesh Canekeratne (Chevrolet): 3. Terru Baker (Ford): ES: 1. Brian Johns (Mazda) 101,202: 2. Tara Johns (Mazda): 3. Peter Stpierre (Touota): ESL: 1. Alison Hill (Touota) 111.560; 2. Sofia Staton (Touota; FS: 1. Ron Bistrais (Ford) 101.391; 2. Brian Meuers (Ford); 3. Tim White (Ford); GS: 1. Jeffrey Pilson (Toyota) 103.904; 2. Ted Visscher (Toyota); 3. Ross Hennings (Volkswagen): HS: 1, James Feinberg (Mini) 102,529: 2. Keith Robertson (Mini); 3. Joe Austin (Mini); HSL: 1. Linda Duncan (Mini) 105.553; 2. Gwen Baake (Mini); 3. Jacqueline Lawson (Mini);

STF: 1. Todd Freeman (Mini) 107.574; 2. Andres



Rodriguez (Mazda); 3. Ervin Carder (Mazda); STC: 1. Chris Haydu (Honda) 101.995; 2. Adam Koback (Honda); 3. Andrew Bower (Honda): STS: 1. John Brown (Mazda) 100.299; 2. Tom OGorman (Honda); 3. Kerry Coughlin (Honda); STX: 1. Jason Ruggles (Mazda) 102.016; 2. Jim Fossum (Mazda): 3. Dennis Sparks (Mazda): STXL: 1. Laura Campbell (Mazda) 107.957; 2. Corrin Tyson (Mazda); STR: 1. Darrin DiSimo (Mazda) 99.963; 2. Matthew Glagola (Honda); 3. Geoff Walker (Honda); STU: 1. Josh Luster (Mitsubishi) 103.129: 2. Kevin Williams (Subaru); 3. John Willemin (Mitsubishi); SM: 1. George Bonafede (Nissan) 97.813; 2. Rob Ippolito (Ford); 3. Jesse Waymire (Ford); SMF: 1. Jinx Jordan (Honda) 99.827; 2. Taylor Carr (Honda); 3. Leroy Lowder (Mini); SMFL: 1. Ginette Jordan (Honda) 104.561; 2. Robyn Barker (Honda); 3. Jocelyn Locascio (Acura); SSM: 1. Carter Thompson (Mazda) 95.408; 2. Randall Wilcox (Mazda); 3. Eric Anderson (Mazda);

SSP: 1. Joe Tharpe (Chevrolet) 94.484; 2. Andy Hohl (Chevrolet); 3. Mike Johnson (Chevrolet); SSPL: 1. Donna Littlejohn (Chevrolet) 103.376; 2. Kandy Johnson (Chevrolet); BSP: 1. Mike Lane (Nissan) 98.837; 2. Bruce Wentzel (Chevrolet); 3. Nicholas Rogowski (BMW); CSP: 1. Charles Koulik (Mazda) 95.019; 2. Joe Brennan (Mazda); 3. Elliott Harvey (Datsun); DSP: 1. Andrew Buck (Nissan) 100.853; 2. Jon Krolewicz (Subaru); 3. Jan Pogorzelski (Mazda); ESP: 1. Rod Mcgeorge (Ford) 100.175; 2. Brian Burdette (Ford); 3. Will Smith (Chevrolet); FSP: 1. Geoffrey Zimmer (Volkswagen) 99.450; 2. J. Brett Howell (Volkswagen); 3. Chris Ealer

XP: 1. Jason Collett (Honda) 92.237; 2. Marc Osgood (Honda): 3. Rob Heiser (Honda): CP: 1. Robert Lewis

(Ford) 99.080; 2. Grady Wood (Ford); 3. Tracy Lewis (Ford); EP: 1. Bryan Batchelor (Honda) 96.792; 2. Marko Horn (Honda); 3. Robert Chrismas (Honda); FP: 1. John Thomas (Datsun) 94.051; 2. Garrett Molzer (Honda); 3. Bruan Haues (Honda): GP: 1. Richard Miller (Austin Healey) 127.503;

BM: 1. Per Schroeder (Legrande) 87.880; 2. Howard Sharf (Legrand); 3. Aditya Madhavan (Legrand); DM: 1. Thomas Austin (Mini) 95.374; 2. Charles Spera (Ultralite); 3. Diane Austin (Mini); EM: 1. Scott Minehart (Brunton) 95.644; 2. Scott Wheeler (Brunton); 3. Eric Minehart (Brunton); EML: 1. Krista Minehart (Brunton) 102.628; 2. Mary Wheeler (Brunton); FM: 1. Kenneth Trier (QRE) 91.204; 2. Steven Rosenberg (Raptor); 3. Jonathan Updegrove (Rapter); KM: 1. 1. Jeff Craven (Top Kart) 86.484; 2. Justin Neal (CRG); 3. James Newman (Topkart); FJA: 1. Brendan Lutz (Fittipaldi) 103.224; FJB: 1. Trey White (Invader) 109.3179

RTF: 1. Michael May (Honda) 88.751; 2. David Carroll (Acura); RTR: 1. Danny Shields (Porsche) 87.825; 2. Jed Peterson (Mazda); 3. Mark Strong (Mazda); RTA: 1. Chris Harp (Subaru) 87.761.

# **SOLO NATIONAL TOUR**

ROUND 2 COLLEGE STATION, TX / MARCH 16-18, 2012

SS: 1. Mark Wortham (Chevrolet) 127.143; 2. Matt Lucas (Chevrolet); 3. Eric Yee (Chevrolet); AS: 1. Lane Borg (Chevrolet) 128.646; 2. Paul Brown (Chevrolet); 3. Justin Barker (Chevrolet); ASL: 1. Meredith Brown (Chevrolet) 133.230; BS: 1. Jadrice Toussaint (Honda) 126.771; 2. Ricku Crow (Honda): 3. Vivek Goel (Acura): CS: 1. Daniel

Carter Thompson collected the SSM win at the opening round of the Tire Rack Solo National Tour, held March 9-11 in Cecil. Ga.

McCelvey (Nissan) 130.393; 2. Kenneth Baker (Mazda); 3. Pat McCelvey (Nissan); DS: 1. Andy Neilson (Subaru) 131,198; 2. Don Gutierrez (Subaru); 3. Takao Inoue (Subaru); FS: 1. Casey Weiss (Ford) 132.728; 2. Douglas Wille (Ford); 3. Jeff Minor (Pontiac); HS: 1. David Sponberg (Mini) 137.007; 2. Joseph Austin (Mini); 3. Eric Jones (Mini):

STF: 1. Andy Hollis (Mazda) 138.100; 2. Ann Hollis (Mazda): STC: 1 Todd Milstead (Honda) 131 122: 2 Wayne Atkins (Honda); 3. Jim Harnish (Honda); STS: 1. David Whitener (Honda) 129.723; 2. Andrew Hahn (Honda); 3. Neal Bellamy (Mazda); STSL: 1. Sharon Eberlein (Mazda) 139.762; STX: 1. Mark Sipe (Mazda) 133.803; 2. James Wilson (Subaru); 3. Terry Fair (Ford); STXL: 1. Amy Fair (Ford) 135.634; 2. Connie Booker (Volkswagen); 3. Sherrie Ledbetter (BMW); STR: 1. Jason Minehart (Mazda) 128.944; 2. Robert Irish (Honda); 3. Jon Pomrenke (Honda); STRL: 1. Jean Schaadt (Mazda) 138.609; STU: 1. Sean Grubb (Mitsubishi) 130.316; 2. Kevin Murphy (Mitsubishi); 3. Edward Morfe (Mitsubishi); SMF: 1. Michael Agujia (Mazda) 142.289; 2. Joan Bell (Mazda); SSM: 1. Erik Strelnieks (Mazda) 121.289; 2. Troy Acosta (Mazda); 3. Peter LeBlanc (Porsche);

ASP: 1. Jeremy Foley (Mitsubishi) 124.137; 2. Jon Wagner (Mitsubishi); 3. Stan Whitney (Mitsubishi); BSP: 1. Brian Sidle (Mazda) 144.716; CSP: 1. Chris Robbins (Mazda) 128.894; 2. Phil Osborne (Mazda); ESP: 1. Mark Madarash (Pontiac) 124.068; 2. Dave Ogburn (Chevrolet); 3. Craig Robson (Chevrolet);

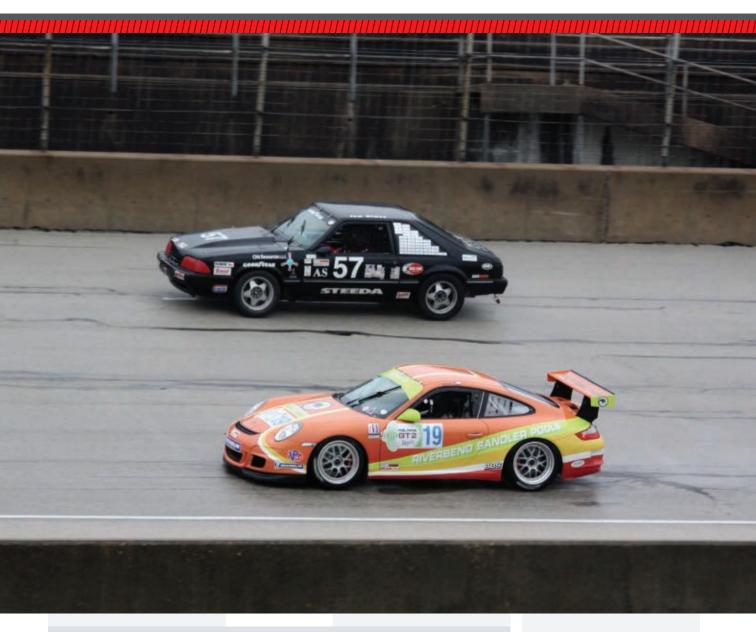
XP: 1. Vitek Boruvka (Mazda) 125.378; 2. Dan Pedroza (Mazda): 3. Marko Horn (Honda): CP: 1. Todd Farris (Chevrolet) 122 045: 2 Jeff Strob (Chevrolet): 3



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#### 2012 CLUB RACING NATIONAL MARQUE SCOREBOARD This scoreboard is unofficial

GT1	
CHEVROLET	9
OLDSMOBILE	2
DODGE	1
FORD	1
PONTIAC	1
GT2	
PORSCHE	11
NISSAN	1
SUNBEAM	1
TOYOTA	1
GT3	
MAZDA	8
MAZDA TOYOTA	8
	_
TOYOTA	3
TOYOTA NISSAN	3
TOYOTA NISSAN GTL	3
TOYOTA NISSAN GTL HONDA	3 1 3
TOYOTA NISSAN GTL HONDA MAZDA	3 1 3 2
TOYOTA NISSAN GTL HONDA MAZDA NISSAN	3 1 3 2
TOYOTA NISSAN GTL HONDA MAZDA NISSAN AS	3 2 2

EP	
BMW	5
DATSUN	4
MAZDA	3
VOLVO	1
FP	
MAZDA	9
LOTUS	2
MG	2
DATSUN	1
HP	
HONDA	8
AUSTIN HEALEY	2
MG	2
TOYOTA	1
VOLKSWAGEN	1
STO	
CHEVROLET	6
DODGE	3
ASTON MARTIN	2
STU	
MAZDA	7
BMW	5
LOTUS	2

	STL	
5	MAZDA	13
4	TI	
3	CHEVROLET	9
1	DODGE	1
	T2	
9	BMW	6
2	NISSAN	3
2	MITSUBISHI	2
1	FORD	1
	HONDA	1
8_	T3	
2	HONDA	4
2	NISSAN	4
1	VOLKSWAGEN	2
1	SSB	
	BMW	5
6	FORD	5
3	HONDA	2
2	SSC	
	ACURA	4
7	TOYOTA	4
5	HONDA	3
2	MAZDA	2

SWIFT	9	,
STOHR	3	
BEASLEY	1	
NORMA	1	
DSR		ı
STOHR	7	
WEST	3	
CRITTER	2	
S2000		-
LOLA	4	
CARBIR	3	,
FA		
SWIFT	7	-
STAR-MAZDA	5	
REYNARD	2	-
FC		ľ
VAN DIEMEN	13	
FB		
STOHR	4	,
RFR	3	-
CITATION	2	
DUCENIIA	1	

9	VAN DIEMEN	7
3	SWIFT	5
1		
Ė	SAUCE	2
7	FV	
3	VORTECH	4
2	RACER'S WEDGE	3
4	MYSTERIAN	2
3	ANDURIL	1
7	CRUSADER	1
5	GLAMDRING	1
2	F500	
13	NOVAKAR	3
	SCORPION	3
4	AJ'S	2
2	INVADER	1
1	RAPTOR	1

On Saturday, at the Texas World Speedway National, Charles Barnes (19) picked up the GT-2 win, while Tom Himes (57) collected the win in American Sedan.

Robert Lewis (Ford); **DP:** 1. Drew VanderPloeg (Mazda) 123.120; 2. Aaron Kelly (Toyota); 3. Zack Barnes (Toyota); **FP:** 1. Tom Holt (Datsun) 123.299; 2. Jerry Centanni (Porsche); 3. John Hale (Datsun);

BM: 1. Brianne Corn (LeGrande) 111.046; 2. Tommy
Saunders (Legrand); 3. David Stamman (Zombie); BML: 1.
Rachel Saunders (Legrand) 113.809; 2. Marian Stamman
(Zombie); DM: 1. Mark Huffman (Lotus) 115.704; 2. David
Hedderick (Birkin); 3. Charles Spera (Ultralite); FM: 1.
Greg Piper (KBS) 117.541; 2. Steven Rosenberg (Raptor);
3. Paul Kurtz (Red Devil); KM: 1. Tom Harrington (Honda)
111.288; FJA: 1. Jackson Bartling (Margay) 139.038;

RTF: 1. Des Toups (Honda) 112.017; 2. Robert Bailey (Dodge); 3. Mark Canekeratne (Chevrolet); RTR: 1. Jeff Slater (Mazda) 111.057; 2. Robert Jones (Honda); 3. Seth Eaton (Porsche).



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# JUNE 2012

Deadlines for the August 2012 Issue: 06.4.12 for space; 06.12.12 for materials; and 06.22.12 issue mails.

#### Accessories/Apparel

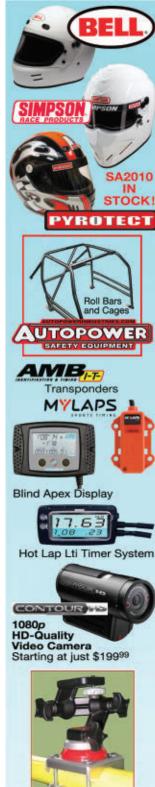
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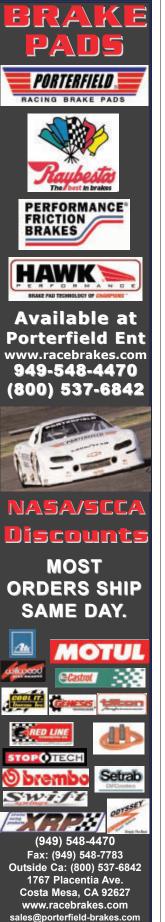




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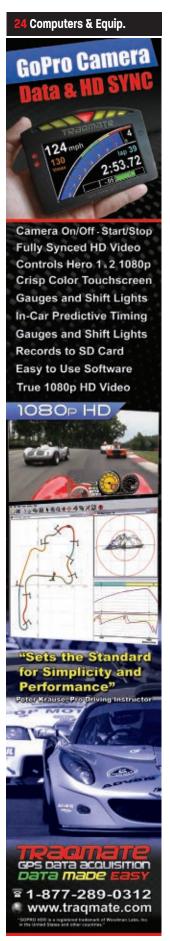
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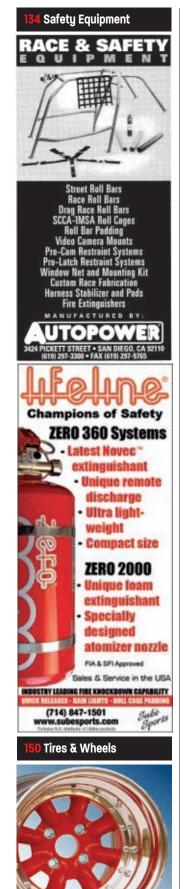
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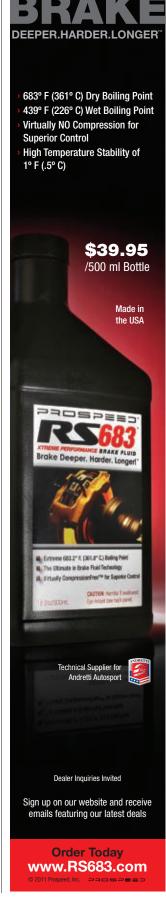
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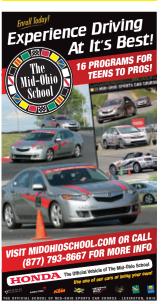
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RR = Regional Rally D = Divisional

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GRC = Great Race Class NT = National Tour

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CR = Course Rally SR = Social Rally

E-mail addresses for registrars and event organizers are available at www.scca.com

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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\*# Roebling 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# Roebling Road/Buccaneer Oct 6-7 Roebling Road/Buccaneer

Oct 20-21 Sebring-Short Course/Central Florida Oct 20-21\*# VIR/North Carolina Oct 26-27# VIR/North Carolina

Nov 2-4 Road Atlanta/Atlanta Nov 4# Road Atlanta/Atlanta

Nov 10-11 Palm Beach Int'l Raceway/Florida

Nov 24-25 Sebring-Long Course/Central Florida Atlanta/Alabama (770) 455-7222 Buccaneer (912) 897-1944

Central Carolinas (828) 684-2696 Central Florida (863) 385-2855 Florida (561) 318-1383 North Carolina (800) 342-7390 South Carolina (704) 575-5960

#### Tennessee Valley (256) 325-0759 GREAT LAKES www.greatlakes-scca.org May 26-28\* Grattan/Western Michigan

Jun 8-10 Mid-Ohio Sports Car Course/Ohio Valley Jun 30-Jul 1R Nelson Ledges/Neohio Jul 28-29RMid-Ohio Sports Car Course/Cincinnati Aug 11-12R Grattan/Western Michigan Aug 18-19\* Nelson Ledges/Neohio 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

# 2012 PIRELLI WORLD CHALLENGE CHAMPIONSHIPS TV SCHEDULE ON NBC SPORTS NETWORK

Streets of Long Beach Miller Motorsports Park and Mazda Raceway Laguna Seca Streets of Detroit and Mosport Int'l Raceway

Mid-Ohio Sports Car Course Infineon Raceway

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.

Schedule subject to change. All times listed are Eastern.

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

May 5-6\* Heartland Park Topeka/Kansas, Kan. City May 19-20 Gateway Motorsports Park/St. Louis Jun 2-3\* Mid America Motorplex/Des Moines Valley Jul 14 Heartland Park Topeka/Kansas, Kan. City Jul 28-29 Gateway Motorsports Park/St. Louis Aug 18-19\* Motorsport Park Hastings/Nebraska

Des Moines Valley (316) 775-7627 Kansas, Kansas City (816) 795-8520 Mid South (901) 377-2849 Nebraska (402) 592-7918 NEOkla, Okla, Wichita (918) 744-6392 St. Louis (614) 249-6571

## 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

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 Racewau/ 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

Apr 27-29\* Laguna Seca/San Francisco
Apr 28-29\*v 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\*v 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 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

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 Glen (607) 739-2953 New England (508) 561-2188

SOUTHEAST www.sedivracing.org Jul 21-22 Sebring-Short Course/Central Florida Aug 4 Atlanta Motorsports Park/Atlanta Atlanta/Alabama (770) 455-7222

Central Florida (863) 385-2855 GREAT LAKES www.greatlakes-scca.org
Mau 11-13 Gingerman/Western Michigan

Western Michigan (269) 217-2489

CENTRAL www.cendiv-scca.org Apr 27-28 Blackhawk Raceway/Blackhawk, Chicago, Land O' Lakes, Milwaukee Blackhawk Valley (815) 790-2209 Chicago (847) 729-2211

Land O' Lakes (952) 479-7467 Milwaukee (262) 241-8371

MIDWEST www.midiv.org

May 4-5\* Heartland Park Topeka/Kansas, Kan. City

ROCKY MOUNTAIN www.coloradoscca.org Apr 28 High Plains Raceway/Colorado

#### SCCA ACCREDITED SCHOOLS

#### REGIONAL AND NATIONAL

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

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

**Bridgestone Racing Academy** 

(905) 983-1114 www.race2000.com The Jim Russell Racing Schools

(707) 939-7600 www.jimrussellusa.com

Pettiford's Go 4 It Racing Schools (303) 666-4113 www.go4itservices.com

Skip Barber Racing School (860) 435-1300 www.skipbarber.com

#### REGIONAL ONLY

Allen Berg Racing School (888) 722-3220 www.allenbergracingschools.com

(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 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.sedivracing.org

Mau 19-20 PDX TT Road Atlanta/Atlanta Jun 9\* PDX TT Atlanta Mtrsprts 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/

Nov 4 PDX Road Atlanta/Atlanta Nov 10-11 TT Roebling 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 Couse/Cincinnati Aug 31 PDX Mid-Ohio Sprts Car Couse/Ohio Valley Cincinnati (513) 528-9217 Ohio Valley (614) 846-1228

CENTRAL www.cendiv-scca.org May 25 PDX Autobahn Country Club/Chicago Jun 30 PDX Autobahn Country Club/Chicago Jul 30 PDX Blackhawk Farms/Chicago

Aug 31 PDX Blackhawk Farms/Chicago Oct 14 Blackhawk Farms/Chicago Oct 19 PDX Road America/Milwaukee Chicago (847) 729-2211 Milwaukee (262) 241-8371

MIDWEST www.midiv.org
May 16 PDX Gateway Motorsports Park/St. Louis Jun 20 PDX Gateway Motorsports Park/St. Louis Aug 18 PDX Gateway Motorsports Park/St. Louis Aug 22 PDX Gateway Motorsports Park/St. Louis Sep 19 PDX Gateway Motorsports Park/St. Louis St. Louis (314) 616-6313

#### ROCKY MOUNTAIN www.coloradoscca.org

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 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<sup>®</sup> 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 21 Central Pa. Institute/Central Pennsylvania Apr 22 Dover Int'l Speedway/Philadelphia May 5 New Meadowlands Stadium/N. New Jersey May 6 Moore Airfield/New England

May 6 FedEx Field/Washington DC
May 6 Central Pa. Institute/Central Pennsylvania May 11-13 New Meadowlands Stdm/N. New Jersey

May 13 Bader Field/South Jersey
May 19-20 Rocly Hollow Field/Allegheny Highlands
May 26-27 FedEx Field/Washington DC

May 27 Mid State Airport/Central Pennsylvania Jun 1 Regency Furniture Stadium/WDC Autocrossers Inc.

Jun 2 New Meadowlands Stadium/N. New Jersey Jun 3 FedEx Field/Washington DC

#### **SPORTS CAR CLUB OF AMERICA**

#### OFFICERS

CHAIRMAN IFRRY WANNARKA VICE CHAIRMAN LISA NOBLE SECRETARY TODD BUTLER TREASURER MICHAEL LEWIS

#### NATIONAL STAFF

President JEFF DAHNERT VP Member Services COLAN ARNOLD VP Program Development HOWARD DUNCAN VP Finance RICHARD EHRET VP Club Racing TERRY OZMENT VP Marketing/Communications ERIC PRILL

#### PRO RACING STAFF

President TOM CAMPRELL

SCCA ENTERPRISES STAFF President ERIK SKIRMANTS

#### NATIONAL OFFICE

Sports Car Club of America, Inc. P.O. Box 19400, Topeka, KS 66619-0400

#### NATIONAL OFFICE INFORMATION HOURS

Monday-Friday, 8 a.m. to 5 p.m. Central time

#### NATIONAL PHONE NUMBERS

Toll-Free (800) 770-2055 Main (785) 357-SCCA [7222] Pro Racing (785) 357-7223 Club Racing (785) 232-7229 Solo (785) 232-7656 Rally (785) 357-7259

Licensing (800) 770-2055 or (785) 357-7222, x357 Club Racing Technical Assistance (785) 379-8324 SCCA Enterprises (303) 693-2111

#### **COMMUNICATION ACCESS**

FAX: (785) 232-7228; Web site: www.scca.com Pro Racing info and results: www.sccapro.com

#### SCCA DIRECTORS

#### Area 1: Dick Patullo

370 Chapin Road, Hampden, MA 01036 (413) 566-3643; dpatullo@scca.com

#### Area 2: Jerry Wannarka

3284 Danmark Drive, Glenwood, MD 21738 (443) 266-7170; jwannarka@scca.com

#### Area 3: Robin Langlotz

3116 Indian Drive, Orlando, FL 32812 (407) 851-2232; rlanglotz@scca.com

#### Area 4: Stephen Harris

1619 Chartwell Dr., Dayton, OH 45459 (937) 438-3005; sharris@scca.com

#### Area 5: Bob Lybarger 4929 Abbington Drive, McHenry, IL 60050

(815) 344-2447; blybarger@scca.com Area 6: Lisa Noble

#### 11975 Blue River Hills Road, Manhattan, KS 66503 (785) 539-8604; Inoble@scca.com

Area 7: R. David Jones 600 W. 6th Street, Suite 300, Fort Worth, TX 76102

#### (817) 877-2837; rdjones@scca.com

Area 8: Bill Kephart 4735 Centennial Blvd., Colorado Springs, CO 80919 (719) 632-8000; bkephart@scca.com

#### Area 9: Brian McCarthy

1048 Millet Way, Sacramento, CA 95834 (916) 712-5742; bmccarthy@scca.com

#### Area 10: John Walsh

244 Mendon Center Rd., Honeoye Falls, NY (585) 624-9289 (h); jwalsh@scca.com Area 11: Michael Lewis

## 18781 Heritage Drive, Poway, CA 92064

(760) 291-1261; mlewis@scca.com Area 12: Philip Creighton 3109 Trotter Parkway, Alpharetta, GA 30004

#### (678) 366-2100; pcreighton@scca.com Area 13: Todd Butler

P.O. Box 607, Yamhill, OR 97148 (503) 754-0988; tbutler@scca.com



Jun 3 Moore Airfield/New England Jun 9-10 Rocky Hollow Field/Allegheny Highlands 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 24 FedEx Field/Washington DC Jun 30-Jul 1 Dover Int'l Speedway/Philadelphia Jun 30-Jul 1 FedEx Field/Washington DC Jun 8 Moore Airfield/New England Jul 8 FedEx Field/Washington DC Jul 8 Mid State Airport/Central Pennsylvania Jul 14 Wyotech/Allegheny Highlands
Jul 15 Regency Furniture Stadium/WDC Autocrossers Inc. Jul 15 Rocky Hollow Field/Allegheny Highlands Jul 15 Wells Fargo Center/Philadelphia Jul 21 Bader Field/South Jersey Jul 21-22 Mid State Airport/Central Pennsylvania Jul 22 Moore Airfield/New England
Jul 28 New Meadowlands Stadium/N. New Jersey Aug 4 New Meadowlands Stadium/N. New Jersey Aug 5 Central Pa. Institute/Central Pennsylvania Aug 11 Regency Furniture Stadium/WDC Autocrossers Inc.
Aug 11 Wyotech/Allegheny Highlands
Aug 11 Bader Field/South Jersey

Aug 12 Rocky Hollow Field/Allegheny Highlands Aug 18 Moore Airfield/New England Aug 19 Citezens Bank Park/Phildelphia Aug 19 FedEx Field/Washington DC Aug 25 Central Pa. Institute/Central Pennsylvania Aug 25-26 FedEx Field/Washington DC Sep 1 New Meadowlands Stadium/N. New Jersey Sep 8-9 Rocky Hollow Field/Allegheny Highlands

Sep 15 Wyotech/Allegheny Highlands Sep 15 New Meadowlands Stadium/N. New Jersey Sep 15-16 Wells Fargo Center/Philadelphia Sep 16 Central Pa. Institute/Central Pennsylvania Sep 23 Moore Airfield/New England Sep 23 FedEx Field/Washington DC

Sep 29 New Meadowlands Stadium/N. New Jersey Sep 30 Central Pa. Institute/Central Pennsylvania Oct 6 New Meadowlands Stadium/N. New Jersey Oct 7 FedEx Field/Washington DC Oct 7 Street Survival - Delaware Park/Philadelphia Oct 7 Moore Airfield/New England

Oct 13 Wyotech/Allegheny Highlands
Oct 13-14 Mid State Airport/Central Pennsylvania
Oct 14 Regency Furniture Stadium/WDC Autocrossers Inc.

Oct 20 New Meadowlands Stadium/N. New Jersey
Oct 21 Bader Field/South Jersey Oct 21 Moore Airfield/New England Oct 27 New Meadowlands Stadium/N. New Jersey
Oct 27-28 Hersheu Park/Susquehanna Oct 28 Dover Int'l Speedway/Philadelphia

Nov 11 Bader Field/South Jersey
Allegheny Highlands www.ah-scca.org
Central Pennsylvania (814) 933-9428 New England (203) 687-8589 Northern New Jersey www.scca-nnjr.org Philadelphia (215) 450-1251 South Jersey (856) 534-5301 Susquehanna (717) 697-1610 Washington DC solochair@wdcr-scca.org WDC Autocrossers Inc. (240) 508-5335

SOUTHEAST www.sedivracing.org

Apr 22 Deland Airport/Central Florida
Apr 22 Eastgate Town Center/Chattanooga Apr 29 Music City Raceway/Tennessee May 5-6 Atlanta Motorsports Park/Atlanta May 5-6 Daytona Int'l Speedway/Central Florida May 6 Hutchinson Island/Buccaneer May 12-13 Turner Field/Atlanta
May 19 MCAS Cherry Point/North Carolina
May 20 Augusta County Gov Center/Blue Ridge 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 Turner Field/Atlanta 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 21-22 Virginia Tech/Blue Ridge

Jul 22 Eastgate Town Center/Chattanooga Jul 29 Oak Mountain Amphitheater/Alabama Aug 11-12 Turner Field/Atlanta

Aug 11-12 MCAS Cherry Point/North Carolina Aug 12 Music City Raceway/Tennessee

Aug 19 Seminole State College/Central Florida Aug 19 Oak Mountain Amphitheater/Alabama Aug 25-26 Turner Field/Atlanta

Aug 26 Eastgate Town Center/Chattanooga Sep 9 Oak Mountain Amphitheater/Alabama Sep 15-16 Orange Cnty Cnvntn Cntr/Cen. Florida Sep 16 Music City Raceway/Tennessee

Sep 16 Hutchinson Island/Buccaneer Sep 23 Atlanta Motorsports Park/Atlanta

Sep 23 Eastgate Town Center/Chattanooga Sep 29-30 Daytona Int'l Speedway/Central Florida Oct 6-7 Turner Field/Atlanta

Oct 13-14 MCAS Cherry Point/North Carolina Oct 14 Eastgate Town Center/Chattanooga Oct 14 Oak Mountain Amphitheater/Alabama

Oct 27-28 Orange County Cnvntn 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 Dec 2 Eastgate Town Center/Chattanooga Dec 9 Seminole State College/Central Florida Alabama (334) 444-0699

Atlanta (404) 697-0227 Blue Ridge (540) 808-3958 Buccaneer (912) 398-0147 Central Florida (407) 382-0770 Chattanooga (706) 506-5259 North Carolina (910) 619-2227

Tennessee (615) 355-6590 Wiregrass (850) 423-1131

GREAT LAKES www.greatlakes-scca.org
Apr 21-22 Walesboro Airport/Columbus Club Apr 29 UPS Grade Lane/Kentucky
Apr 29 Majestic Star Hotel & Casino/Indiana

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 15 Lake Michigan College/South Bend Jul 21 Papa John's Cardinal Stadium/Kentucky Jul 28 Walesboro Airport/Columbus Club
Aug 12 Papa John's Cardinal Stadium/Kentucky Aug 18 Street Survival - Tire Rack Test Track South Bend

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

Sep 16 Walesboro Airport/Columbus Club Sep 16 Tire Rack Test Track/South Bend Sep 30 UPS Grade Lane/Kentucky
Oct 7 Walesboro Airport/Columbus Club Oct 7 Majestic Star Hotel & Casino/Indiana Northwest

Oct 14 Tire Rack Test Track/South Bend 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 South Bend (574) 277-6016

CENTRAL www.cendiv-scca.org

May 13 Route 66 Raceway/Chicago May 20 Hawkeye Downs/Iowa Jun 12 Hawkeye Tech Transportation Center/Iowa Jun 17 Route 66 Raceway/Chicago Jul 15 Hawkeye Downs/Iowa Aug 19 Hawkeye Tech Transportation Center/Iowa Sep 30 Oskaloosa Airport/Iowa Sep 30 Route 66 Raceway/Chicago Oct 7 Marchalltown Go-Kart Track/lowa Oct 20-21 Route 66 Raceway/Chicago

Oct 28 Hawkeye Tech Transportation Center/Iowa Chicago (630) 973-7381 Iowa www.iowaregionscca.org

MIDWEST www.midiv.org

May 5 Street Survival - Gateway Motorsports Park/St. Louis

May 6 Remington Park/Oklahoma May 13 Yoder #2/Wichita

May 19-20 Columbus Air Force Base/Mississippi May 20 Metropolitan Comm College/Kansas City May 27 Yoder #2/Wichita

Jun 16-17 East Crawford Recreation Area/Salina Jun 23-24 Metropolitan Comm College/Kansas City Jun 24 Yoder #2/Wichita

Jun 24 Remmington Park/Oklahoma Jul 1 East Crawford Recreation Area/Salina Jul 8 Yoder #2/Wichita

Jul 14-15 Columbus Air Force Base/Mississippi Jul 22 Metropolitan Comm College/Kansas City Jul 22 Remington Park/Oklahoma Jul 22 East Crawford Recreation Area/Salina

Jul 29 Yoder #2/Wichita

Aug 12 Yoder #2/Wichita Aug 19 Remington Park/Oklahoma

Aug 26 Metropolitan Comm College/Kansas City

Sep 9 Yoder #2/Wichita Sep 9 Remington Park/Oklahoma Sep 15-16 Metropolitan Comm College/Kansas City

Sep 15-16 Columbus Air Force Base/Mississippi Sep 16 East Crawford Recreation Area/Salina Sep 22-23 Metropolitan Comm College/Kansas City

Sep 23 Yoder #2/Wichita Sep 29 Street Survival – St. Charles Family Arena/ St. Louis

Sep 29 Street Survival - Heartland Park Topeka/

Sep 30 Remington Park/Oklahoma Sep 30 East Crawford Recreation Area/Salina
Oct 7 Yoder #2/Wichita

Oct 7 Metropolitan Comm College/Kansas City Oct 20-21 Columbus Air Force Base/Mississippi Oct 21 Yoder #2/Wichita Oct 21 Metropolitan Comm College/Kansas City

Oct 21 Remington Park/Oklahoma
Oct 28 East Crawford Recreation Area/Salina
Nov 4 Yoder #2/Wichita

Kansas City (816) 668-2925 Mississippi (601) 906-9367 Oklahoma (405) 924-6501 Salina (785) 227-8805

St Louis (573) 384-5516 Wichita (316) 733-2720 SOUTHWEST www.sowdivscca.org

Apr 29 600 Coleman Ave/Red River
May 5-6 NOLF Waldron Field/South Texas Border May 6 New Orleans Mtrsprts Park/Delta

May 6 Gulf Greyhound Park/Houston
Jun 2-3 NOLF Waldron Field/South Texas Border
Jun 3 Houston Police Academy/Houston

Jun 3 600 Coleman Ave/Red River Jun 3 New Orleans Mtrsprts Park/Delta
Jul 1 Houston Police Academy/Houston 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 Aug 5 Houston Police Academy/Houston

Aug 12 600 Coleman Ave/Red River Sep 1-2 NOLF Waldron Field/South Texas Border Sep 23 600 Coleman Ave/Red River

Oct 6-7 NOLF Waldron Field/South Texas Border Oct 7 600 Coleman Ave/Red River Nov 3-4 NOLF Waldron Field/South Texas Border

Nov 4 600 Coleman Ave/Red River
Dec 1-2 NOLF Waldron Field/South Texas Border Delta www.delta-scca.org

Houston (281) 782-7512 Red River (318) 245-8007 South Texas Border (361) 980-8000 Southwest Louisiana (337) 478-5347

ROCKY MOUNTAIN www.coloradoscca.org 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
May 19 Miller Motorsports Park/Utah

May 27-28 Maverick Center/Utah Jun 3 Cohen Stadium/Pan American Jun 9 Front Range Airport/Colorado Jun 9-10 Pikes Peak Int'l Raceway/Cont. Divide

Jun 10 Utah State Fair Park/Utah Jun 13 Cohen Stadium/Pan American Jun 16-17 Pikes Peak Int'l Raceway/Colorado

Jun 24 Maverick Center/Utah Jul 14-15 Miller Motorsports Park/Utah Jul 15 Cohen Stadium/Pan American Jul 29 Front Range Airport/Colorado

Aug 4-5 Miller Motorsports Park/Utah 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 Aug 26 Maverick Center/Utah

Sep 2-3 Maverick Center/Utah Sep 16 Pikes Peak Int'l Raceway/Cont. Divide Sep 16 Cohen Stadium/Pan American Sep 22-23 Miller Motorsports Park/Utah Sep 29 Front Range Airport/Colorado

Oct 7 Utah State Fair Park/Utah Oct 13-14 Cohen Stadium/Pan American Oct 20-21 Miller Motorsports Park/Utah

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 Utah (801) 289-6434

NORTHERN PACIFIC www.norpacscca.org

Apr 21-22 Fresno Fairgrounds/San Francisco Apr 29 Oracle Arena/San Francisco

May 5 Street Survival – Reno-Stead Airport/Reno May 5-6 Expo Idaho/Snake River

May 6 Oracle Arena/San Francisco Jun 2-3 Fresno Fairgrounds/San Francisco

Jun 2-3 Idaho Center/Snake River Jun 3 Oracle Arena/San Francisco Jun 10 Oracle Arena/San Francisco

Jul 8 Golden Gate Fields/San Francisco Jul 21-22 Expo Idaho/Snake River

Jul 22 Golden Gate Fields/San Francisco Jul 29 Oracle Arena/San Francisco

Aug 11 Fresno Fairgrounds/San Francisco Aug 11-12 Idaho Center/Snake River Aug 12 Golden Gate Fields/San Francisco

Sep 8-9 Mountain Home Airport/Snake River Sep 29-30 Expo Idaho/Snake River

Sep 30 Street Survival - Portland Int'l Raceway/ Portland.

Oct 20-21 Idaho Center/Snake River Oregon (503) 327-8990

Reno (775) 267-4845 San Francisco www.sfrscca.org San Francisco-Fresno (559) 285-2524 Snake River (208) 869-2928

SOUTHERN PACIFIC www.scca-sopac.org

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

ΝΑΤΙΟΝΑΙ

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

Apr 29 Spring Fling/South Jersey
May 6 Get the Dust Off/Washington DC
May 20 RC/RT GPS 2/South Jersey
Jun 3 RC C is for Crossroads/Steel Cities
Jun 3 Mason-Dixon Trails/Washington DC

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 ihutz@cmu.edu

Washington DC ericsalminen@yahoo.com

GREAT LAKES www.greatlakes-scca.org Sep 7-8 Friday Press on Regardless/Detroit

Sep 7-9 Press on Regardless/Detroit

Sep 8-9 Saturday Press on Regardless/Detroit Detroit (517) 886-1907

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 DFV Map Relly/Texas Jun 16 Texas Tulip Relly/Texas Oct 27 Great Pumpkin Relly/Texas Dec 1 Network Children's Book Run/Texas Texas (972) 235-4305

SOUTHERN PACIFIC www.scca-sopac.org

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

May 20 Summit Point/Washington DC
Jun 10 Summit Point/Washington DC
Jun 10 Summit Point/Washington DC
Jul 14 Walczyks Farm Summer Night/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

Central New York (315) 730-5103 Finger Lakes (585) 281-2510 New England (860) 859-2621 Washington DC (800) 879-4722

#### SOUTHEAST www.sedivracing.org

May 19 160 Shag Bark Park Dr./Alabama
Jun 23 Huntsville Speedway/Tennessee Valley
Jul 21 160 Shag Bark Park Dr./Alabama
Aug 11 Huntsville Speedway/Tennessee Valley
Sep 22 160 Shag Bark Park Dr./Alabama
Oct 21 Huntsville Speedway/Tennessee Valley
Nov 17 160 Shag Bark Park Dr./Alabama
Dec 15 Huntsville Speedway/Tennessee Valley
Alabama www.alscca.net
Tennessee Valley llostsoldier@gmail.com

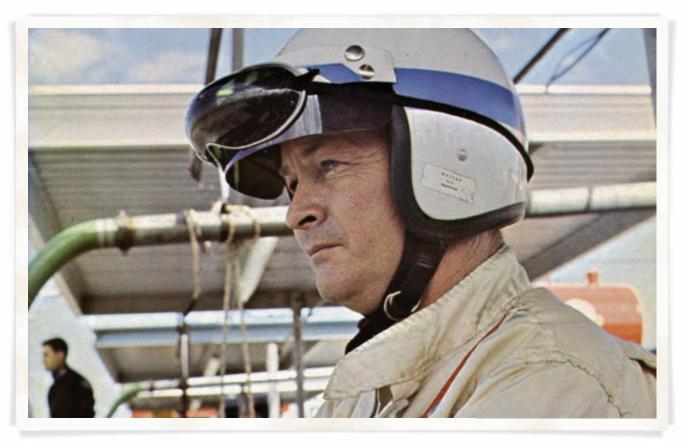
MIDWEST www.midiv.org

Aug 26 I-80 Speedway/Nebraska Sep 30 I-80 Speedway/Nebraska Nov 11 I-80 Speedway/Nebraska Nebraska spducharme@me.com

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





This month we feature the Super Touring Club Racing category, which used to be called B and D Prepared, or BP and DP. In the 1950s-'80s, BP and DP used to stand for B and D Production, with big names in SCCA competing, including Paul Newman, Jim Fitzgerald, Jerry Hansen, Andy Porterfield, and Jerry Titus (ABOVE), who held championship titles in both classes.

# 10 years ago in SportsCar...



new look for the SCCA stewards program was announced. The stewards broke from the traditional mold among SCCA worker specialties where a national administrator oversaw divisional administrators who each guided their divisional racing programs through their nationally and divisionally licensed

race officials. The new steward program was to be led by a National Chairman of the Stewards Program, which would operate much closer with the grass-roots stewards.

Additionally, the entire concept of choosing the top race officials based on seniority and home region affiliation was revamped in an effort to promote high skills in the leadership positions and consistency of rules application across the country. The goal of the author of this program, Bill Johnson, was to provide "safe, fun and fair competition."

The June 1987 issue of SportsCar included coverage from a variety of Club races. One of those races was a National at Roebling Road, where film star Tom Cruise competed in an SSA Nissan 300ZX.

# **25 years** ago in *SportsCar...*



very few years, SCCA focuses on classes providing low-cost racing opportunities. Mac DeMere provided yet another look at this in 1987. The Club Racing classes which were reviewed as a path to "cheap thrills" included the Showroom Stock and Improved Touring

categories. Sports Renault (now Spec Racer Ford) was also given some attention, as were Club Sports 2000

and Club Formula Ford, for the older, outdated models from those classes. Naturally, Formula Vee, the granddaddy of all of SCCA's "inexpensive" classes was included as well. A comparison of the classes showed that one could race on a shoestring budget most effectively in Formula Vee but that the newer Formula 440 was coming on strong and could provide nearly equal cost benefit.







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