



**PACESETTER**  
CHASING CLOUDS  
AND CONES



**POWERHOUSE**  
WHAT IT TAKES  
TO WIN FP

JUL 12 \$4.99

VOLUME 70 NUMBER 7

# SportsCar

Official Publication of the Sports Car Club of America



**SCCA**  
Sports Car Club of America

TRANS-AM GETS READY TO RUMBLE  
AS IT HEADS INTO 2012 AND BEYOND

# FIRED UP!



**THE SEVEN PROFESSIONAL  
RACING SERIES YOU NEED TO WATCH**

TRANS-AM, PIRELLI WORLD CHALLENGE, PLAYBOY MAZDA MX-5 CUP,  
F1600, F2000, ATLANTIC, AND FORMULA 1000 CHAMPIONSHIP SERIES



## TIRES

**Competition Tire Preparation Services** - Heat cycle and/or shave your tires for the ultimate competitive edge. Visit [www.tirerack.com/tiretech](http://www.tirerack.com/tiretech)

### BFGoodrich



#### g-Force Sport COMP-2

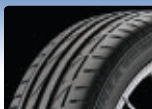
195/50 R-15	\$87
195/55 R-15	105
205/50ZR-16	125
205/55ZR-16	115
225/50ZR-16	117
225/55ZR-16	125
245/50ZR-16	138
245/55ZR-16	144
205/40ZR-17	118
205/45ZR-17	128
215/40ZR-17	134
215/50ZR-17	135
225/40ZR-17	143
225/50ZR-17	138
225/55ZR-17	158
235/40ZR-17	158
245/40ZR-17	143
245/45ZR-17	144
255/40ZR-17	139
255/45ZR-17	149
275/40ZR-17	162
275/45ZR-18	162
215/45ZR-18	163
225/40ZR-18	162
225/45ZR-18	169
225/50ZR-18	155
235/40ZR-18	174
235/45ZR-18	168
245/40ZR-18	195
245/45ZR-18	194
255/35ZR-18	192
255/40ZR-18	193
255/45ZR-18	199
265/35ZR-18	202
265/40ZR-18	206
275/35ZR-18	236
275/40ZR-18	219
225/40ZR-19	191
225/45ZR-19	208
245/45ZR-19	219
255/50ZR-19	199
255/55ZR-19	215
265/40ZR-19	239
265/45ZR-19	246
275/35ZR-19	253
275/40ZR-19	245
285/35ZR-19	262
285/40ZR-19	263
285/45ZR-19	278
275/40ZR-20	189
275/45ZR-20	198
275/50ZR-20	213



#### g-Force R1-S Competition

P 205/50ZR-15	\$203
P 225/50ZR-15	193
P 225/55ZR-15	195
P 245/45ZR-16	205
P 225/45ZR-17	242
P 235/40ZR-17	237
P 245/40ZR-17	244
P 255/40ZR-17	260
P 255/45ZR-17	263
P 315/35ZR-17	304
P 225/40ZR-18	274
P 245/40ZR-18	285
P 265/35ZR-18	278
P 275/35ZR-18	292
P 285/30ZR-18	309

### BRIDGESTONE



#### Potenza S-04 Pole Position

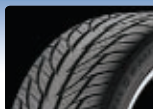
205/55 R-16	\$149
205/45 R-17	158
205/50 R-17	169
215/45 R-17	159
225/45 R-17	166
235/45 R-17	175
235/50 R-17	176
245/40 R-17	199
245/45 R-17	186
255/40 R-17	207
215/45 R-18	187
225/40 R-18	206
225/45 R-18	214
225/50 R-18	158
235/40 R-18	216
245/35 R-18	239
245/40 R-18	231
245/45 R-18	219
255/35 R-18	243
255/40 R-18	241
255/45 R-18	235
265/35 R-18	249
265/40 R-18	253
275/35 R-18	256
285/30 R-18	342
285/35 R-18	307
225/40 R-19	256
225/45 R-19	215
235/35 R-19	240
245/35 R-19	253
245/40 R-19	267
245/45 R-19	231
255/35 R-19	260
255/40 R-19	307
265/35 R-19	278
275/35 R-19	296
275/40 R-19	318
285/30 R-19	304
285/35 R-19	293
275/35 R-20	316
275/40 R-20	316
285/30 R-20	319



#### Direzza Sport Z1 Star Spec

185/60 R-14	\$112
195/60 R-14	122
195/50 R-15	122
195/55 R-15	113
205/50 R-15	115
205/55 R-16	134
205/55 R-16	129
225/50 R-16	136
215/40ZR-17	154
215/45ZR-17	146
225/45ZR-17	159
235/40ZR-17	170
235/45ZR-17	169
245/40ZR-17	179
245/45ZR-17	189
255/40ZR-17	185
265/40 R-17	187
225/40ZR-18	188
225/45ZR-18	196
235/40ZR-18	216
245/40ZR-18	219
245/45ZR-18	217
255/35ZR-18	259
265/35ZR-18	273
275/35ZR-18	276

### GENERAL TIRE



#### G-MAX AS-03

195/55 R-15	\$85
195/50ZR-16	91
195/55 R-16	94
205/45ZR-16	92
205/50ZR-16	102
205/55ZR-16	102
225/55ZR-16	107
225/50ZR-16	106
245/40ZR-16	111
205/40ZR-17	94
205/45ZR-17	112
205/50ZR-17	115
215/45ZR-17	112
215/50ZR-17	125
225/45ZR-17	123
225/50ZR-17	118
225/55ZR-17	128
235/45ZR-17	123
235/50ZR-17	126
235/55ZR-17	127
245/40ZR-17	134
245/45ZR-17	125
245/50ZR-17	141
255/40ZR-17	134
215/45ZR-18	142
215/50ZR-18	140
225/40ZR-18	130
225/45ZR-18	150
225/50ZR-18	149
235/40ZR-18	142
235/45ZR-18	163
235/50ZR-18	168
235/55ZR-18	162
245/40ZR-18	155
245/45ZR-18	171
255/35ZR-18	192
255/40ZR-18	183
255/45ZR-18	165
265/35ZR-18	209
275/40ZR-18	194
225/35ZR-19	161
225/40ZR-19	163
225/45ZR-19	165
235/35ZR-19	170
245/35ZR-19	187
245/40ZR-19	198
245/45ZR-19	197
255/35ZR-19	226
255/40ZR-19	221
265/30ZR-19	198
275/30ZR-19	224
275/35ZR-19	213
275/40ZR-19	214
245/40ZR-20	145
245/45ZR-20	170
245/50ZR-20	191
255/35ZR-20	155
255/40ZR-20	189
275/30ZR-20	187
275/40ZR-20	210

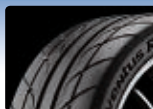
### POWER KING



#### Towmax STR Trailer Tire

ST 175/80R-13	\$63
ST 185/80R-13	70
ST 205/75R-14	78
ST 215/75R-14	85
ST 205/75R-15	87
ST 205/75R-15	92
ST 225/75R-15	101
ST 225/75R-15	109
ST 235/80R-16	130
ST 235/85R-16	141

### Hankook



#### Ventus R-S3

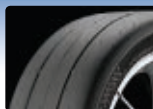
225/45ZR-15	\$115
205/55ZR-16	130
225/50ZR-16	117
215/45ZR-17	139
225/45ZR-17	132
235/45ZR-17	146
245/40ZR-17	154
255/40ZR-17	147
225/40ZR-18	192
235/40ZR-18	205
235/45ZR-18	217
245/40ZR-18	199
255/35ZR-18	258
265/35ZR-18	259
265/40ZR-18	285
275/35ZR-18	282
285/35ZR-18	293
225/40ZR-19	247
235/35ZR-19	332
245/40ZR-19	346
275/35ZR-19	355
305/30ZR-19	446
225/40ZR-20	452
285/35ZR-20	381



#### Ventus Z214 Competition

225/45ZR-13	\$133
225/45ZR-13	142
225/45ZR-14	133
205/55ZR-14	130
225/50ZR-14	146
225/50ZR-14	146
205/50ZR-15	152
205/50ZR-15	149
225/45ZR-15	175
225/45ZR-15	159
205/50ZR-16	159
205/50ZR-16	157
225/50ZR-16	168
225/50ZR-16	164
245/45ZR-16	195
245/45ZR-16	182
255/50ZR-16	184
255/50ZR-16	182
225/45ZR-17	189
225/45ZR-17	203
245/40ZR-17	195
245/40ZR-17	191
275/40ZR-17	208
275/40ZR-17	221
225/40ZR-18	212
225/45ZR-18	225
245/35ZR-18	223
245/40ZR-18	212
245/40ZR-18	219
275/35ZR-18	235
275/35ZR-18	245

### Hoosier RACING TIRE



#### R6 Competition

P 185/60ZR-13	\$186
P 205/60ZR-13	192
P 225/45ZR-13	209
P 225/50ZR-13	209
P 205/55ZR-14	219
P 205/60ZR-14	221
P 225/50ZR-14	231
P 205/60ZR-15	234
P 215/60ZR-15	234
P 225/45ZR-15	242
P 225/50ZR-15	242
P 245/50ZR-15	250
P 275/35ZR-15	282
P 275/40ZR-15	282
P 205/45ZR-16	244
P 245/45ZR-16	244
P 245/50ZR-16	267
P 275/45ZR-16	282
P 205/40ZR-17	255
P 225/40ZR-17	272
P 245/40ZR-17	282
P 245/45ZR-17	282
P 255/40ZR-17	282
P 275/40ZR-17	312
P 295/35ZR-17	333
P 315/35ZR-17	350
P 335/35ZR-17	362
P 225/40ZR-18	312
P 245/35ZR-18	325
P 245/40ZR-18	325
P 255/35ZR-18	334
P 255/40ZR-18	331
P 275/35ZR-18	334
P 285/30ZR-18	356
P 295/30ZR-18	358
P 295/40ZR-18	360
P 315/30ZR-18	369
P 335/30ZR-18	385
P 345/35ZR-18	419
P 235/35ZR-19	352
P 265/35ZR-19	366
P 295/30ZR-19	380
P 295/35ZR-19	389
P 315/30ZR-19	449
P 315/35ZR-19	449
P 315/40ZR-19	449
P 325/30ZR-19	449
P 345/30ZR-19	461

### KUMHO TIRES



#### Ecsta XS

205/50 R-15	\$104
215/45 R-16	113
225/50 R-16	129
215/45 R-17	129
225/45 R-17	147
235/45 R-17	154
245/40 R-17	158
245/45 R-17	156
255/40 R-17	171
275/40 R-17	187
285/40 R-17	206
295/35 R-17	228
315/35 R-17	240
225/40 R-18	172
225/45 R-18	194
235/40 R-18	171
245/35 R-18	178
245/40 R-18	195
265/35 R-18	261
275/35 R-18	270
315/30 R-18	349
285/35 R-19	355

### TOYO TIRES



#### Proxes R888 Competition

185/60 R-13	141
205/60 R-13	142
225/45 R-13	155
205/55 R-14	149
225/50 R-14	157
195/50 R-15	128
205/50ZR-15	147
225/45 R-15	161
225/50ZR-15	167
235/50ZR-15	186
195/50ZR-16	185
205/55ZR-16	202
225/45ZR-16	205
225/50ZR-16	202
245/45 R-16	223
255/50 R-16	215
205/40ZR-17	203
215/45ZR-17	209
225/45ZR-17	217
235/40ZR-17	210
275/35ZR-17	228
245/40ZR-17	231
255/40ZR-17	204
275/40ZR-17	219
315/35ZR-17	282
225/40ZR-18	246
235/40ZR-18	241
245/40ZR-18	255
255/35ZR-18	248
265/35ZR-18	300
275/35ZR-18	270
285/30ZR-18	352
255/40ZR-18	346
295/30ZR-18	260
305/35ZR-18	299
315/30ZR-18	299
335/30ZR-18	332
23	
235/35ZR-19	333
265/30ZR-19	330
295/30ZR-19	311
305/30ZR-19	401
285/35ZR-20	371
315/30ZR-20	390





**YOKOHAMA**  
**ADVAN**  
**NEOVA**  
AD08

*Built for Extreme Performance.  
From the Inside Out.*

Developed for the drivers of sports cars, sports coupes and performance sedans that have a passion for sport driving, the ADVAN Neova AD08 is designed to provide high levels of traction, handling and control on dry and wet roads. Yokohama's Micro Silica, Hyper Density Carbon compound is molded into a directional pattern to increase dry road cornering and steering response while three large circumferential grooves and HydroARC Channels enhance wet traction.



**Optimized Contact Patch**

Low void-to-tread ratio keeps more rubber-to-road contact for extreme dry performance.



**Unibloc Shoulders**

Extra-wide shoulder blocks provide constant rubber-to-road contact for improved lateral stability during high-speed cornering.



**HydroARC Channels**

Uniquely shaped HydroARC Channels cut through water to help resist hydroplaning in wet conditions.



**Rapid Reflex Twin Ribs**

These wavy center ribs add stability and lightning-fast steering response during high-speed driving.



**Steel Sidewall Inserts**

Specially placed steel inserts help resist lateral deflection while providing superior handling control and enhanced cornering.



Call or visit [tirerack.com](http://tirerack.com) for up-to-date sizes and prices.



205/50 R-15	215/45 R-17	255/40 R-17	245/45 R-18	295/30 R-18	255/35 R-19	275/35 R-19
205/55 R-16	225/45 R-17	215/45 R-18	255/35 R-18	225/35 R-19XL	265/30 R-19	295/30 R-19XL
225/50 R-16	235/40 R-17	225/40 R-18	255/40 R-18	235/35 R-19	265/35 R-19	305/30 R-19XL
205/45 R-17	235/45 R-17	225/45 R-18	265/35 R-18	245/35 R-19	275/30 R-19	
205/50 R-17	245/40 R-17	235/40 R-18	265/40 R-18XL	245/40 R-19		
215/40 R-17	245/45 R-17	245/40 R-18	285/30 R-18	255/30 R-19XL		



## BRAKES



**The Complete Line of Hawk Competition Pads!**

Including: Hawk Black, Blue, HT and DTC motorsports pads.

**HPS High Performance Street Pads**

**Also Available:**  
Performance Ceramic Pads and  
HP Plus High Performance Pads



**ATE Super Blue Racing Brake Fluid . . . \$15**

**ATE PremiumOne™ Brake Pads**

**Also Available:**  
TYP200 Amber and  
SL.6 Brake Fluid



**STOPOTECH**

**Street Performance Brake Pads**



**akabono**

**Euro Ceramic Pads  
Performance Pads**

**Also Available:**  
ProACT™ Ceramic Pads



**GOODRIDGE**



**G-STOP Steel  
Braided Brakelines**

**Centric**  
Parts

**Posi-Quiet Ceramic  
Brake Pads**



**brembo**

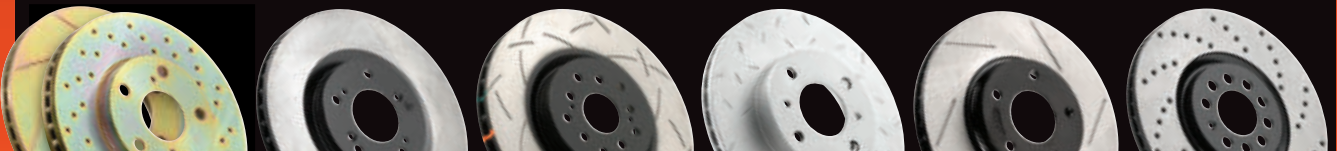
**Centric**  
Parts

**dba**  
DBG BRAKES AUSTRALIA

**HAWK**  
PERFORMANCE

**POWER SLOT**

**STOPOTECH**  
HIGH PERFORMANCE BRAKE SYSTEMS™



**Sport Drilled  
and Sport Slotted**

**Premium, Cryogenically  
Treated, and High Carbon**

**4000 Series T3**

**Quiet Slot™**

**Power Alloy and  
Power Alloy Cryo**

**SportStop and  
Cryo-SportStop**

## SUSPENSION

**BILSTEIN**  
B6

**H&R**

**Eibach**  
SPRINGS

**KW**

**ST**

**KONI**

**HOTCHKIS**  
SPORT SUSPENSION

**KYB**

**SPC**  
PERFORMANCE



## ACCESSORIES

**Tire Storage Rack  
\$129**

- Adjustable for various tire widths
- 400 lbs. capacity



**HYPERTECH**

**Max Energy Power  
Programmer**

**Max Energy Sport Power  
Programmer**

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BATTERY  
Lightweight Batteries



To find out more about these products, and shop our entire selection, visit [www.tirerack.com](http://www.tirerack.com)

## LIGHTING & WIPERS

**KELL**

**PIAA**

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**Ultimate™ Wiper Blades**







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**SPRINGS**



## SUSPENSION PACKAGES

**SAVE 10%** versus buying  
individual components

### Pro-Plus

#### Performance Handling Package

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

### Sport-Plus

#### Aggressive Performance Handling Package

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

### Pro-System-Plus Kit

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

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



### Pro-Street-S Coil-Over Kit

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



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



For more information and up-to-date pricing, and to see what is available for your vehicle, visit [www.tirerack.com](http://www.tirerack.com)



## LIGHTWEIGHT WHEELS

### ENKEI RACING SERIES



#### PF01 bright silver

Also available in black.

Size	Starting at	Weight (lbs.)
15x7.....	\$203	11.8-12.2
15x8.....	212	12.8
16x7.....	221	14.0
17x7.....	230	15.6-15.8
17x7.5.....	238	16.6-17.0
17x8.....	242	17.0-18.2
17x8.5.....	247	18.0-18.2
17x9.....	274	17.2-18.6
18x7.5.....	278	17.4-17.8
18x8.....	290	18.2-19.2
18x8.5.....	304	18.0-19.2
18x9.....	326	19.4
18x9.5.....	340	20.4-20.8
18x10.5.....	349	21.8-22.8
<b>RC-G4 gold (15 x 6.5 white avail.)</b>		
Size	Starting at	Weight (lbs.)
15x6.5.....	\$241	16.8-16.9
15x7.....	247	17.2-17.3



#### RPF1 black

Also available in bright silver. Visit [www.tirerack.com](http://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

### Kosei



#### K4R light grey

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



#### K1-TS silver/light grey

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

#### K-1 silver

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

### TR Motorsports



#### C1 light grey

Bright silver and black available for some applications.

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

#### C2 light grey

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

#### C3 light grey

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

#### C3M light grey (Miata only)

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



#### MT1 matte grey flowformed

Size	Starting at	Weight (lbs.)
17x8.....	\$259	16.5-18.0

18x8.....	289	18.5-19.0
18x8.5.....	299	18.5-19.5
18x9.5.....	319	19.0
18x10.....	329	20.0

#### MT1-R matte grey (BMW only)

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

### OZ Italian company



#### Ultraleggera/Ultraleggera HLT bright silver

Also available in matte graphite, gold and black. Visit [www.tirerack.com](http://www.tirerack.com) for sizes, pricing and availability.

Size	Starting at	Weight (lbs.)
15x7.....	\$205	12.0-12.4
16x7.....	232	14.5-15.0
17x7.....	280	15.5-16.2
17x8.....	285	16.7-18.0

18x7.....	355	16.5-17.5
18x8.....	357	18.4-18.8

18x9.....	372	19.4-20.8
19x8.....	420	20.0-20.6

19x8.5.....	HLT	495	21.6-23.0
19x9.....	HLT	460	23.0-23.4

19x10.....	HLT	475	23.2-23.6
19x11.....	HLT	505	24.0-24.8

19x12.....	HLT	419	25.0-26.0
20x8.5.....	HLT	565	23.0-25.0

20x10.....	HLT	585	24.5-25.5
20x11.....	HLT	599	27.0

20x12.....	HLT	615	28.6
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Size	Starting at	Weight (lbs.)
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18x10.....	439	TBD
18x11.....	529	23.0

18x13.....	579	24.4
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17x7.....	136	17.5-18.3
17x7.5.....	140	18.3-19.3
18x7.5.....	162	19.2-19.9
18x8.....	169	20.3-20.5



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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
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## FIRED UP!

Trans-Am is SCCA Pro Racing's longest running series – and you should read more about it







## ON THE COVER:

Amy Ruman, the only woman to win an SCCA Pro Racing Trans-Am race, graces this month's cover. John Thawley snapped the photo. Pacesetter image by David Cosseboom/GotCone.com. Powerhouse BMW photo by Rupert Berrington.

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• Court of Appeals

**SOLO** • Board minutes • Technical Bulletins

**ROADRALLY** • Board minutes

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# Comment



Contact  
Patch

Philip Royle  
Editor  
SportsCar Magazine

## Fired Up for Pro

**SEVERAL YEARS AGO**, I entered a race weekend competing in a spec class. I'd never competed in a spec class before, so I was fascinated to see how I'd fare. That weekend, a number of notable racers also showed up to race in my class, namely Mike Skeen, Lionel Kent, and Dion von Moltke. Since that time, Skeen has gone on to compete – and win – in SCCA Pro Racing Trans-Am, World Challenge, and more. Kent has scored plenty of podiums in SCCA Pro Racing Playboy Mazda MX-5 Cup, and Moltke has logged his fair share of Grand-Am podiums. Needless to say, I got my butt kicked. I was plenty fast, but these guys were on a completely different level. They were pros.

Do we all aspire to be professional racers? Of course not. I didn't before that weekend, and I definitely didn't after. That's one of the great things about the SCCA – we're here for the love of the sport. There's nothing saying that because you're at the top of your game in Solo, you have to start Club Racing. Likewise, no matter how many victories you've logged in Club Racing, nobody expects you to head to Pirelli World Challenge. But the opportunity's there.

Not only is the opportunity there, some do make the move. Over the years, a number of Solo competitors have tried their hand at Club Racing, and Club racers have headed to professional races. There are also Solo competitors now earning their living racing professionally – SCCA Pro Racing Champs Randy Pobst, Peter Cunningham, and Jeff Altenburg are excellent examples of that.

In case you haven't guessed, the issue before you highlights several of the series SCCA Pro Racing sanctions. The pro racing spectacular kicks off on pg. 36 with a history lesson and a season preview on the 46-year-old Trans-Am Series. That is followed on pg. 42 with what has been going on in World Challenge this season, and the latest on MX-5 Cup begins on pg. 50.

You're undoubtedly familiar with those three professional racing series. You may not, however, know about the F2000, F1600 Formula F, and Atlantic Championship Series profiled on pg. 54, or the F1000 Championship Series on pg. 56. These pro racing series feature open-wheel competition in cars similar to Club Racing formula racecars you may already have in your garage. Why would you want to race your formula car in a professional series? Flip to those features and find out.

Regardless of whether you want to race in any of these series, you can keep up with them all online or on TV, depending on the series. Each series has plans to broadcast their races in one form or another, including online broadcasts of Trans-Am, online and TV coverage of World Challenge, TV wrap-ups of MX-5 Cup, a Web series of the F1000 series, and streaming audio of the F2000, F1600, and Atlantic Championship Series. To find out more, head to [www.sccaproring.com](http://www.sccaproring.com).

And, if you do ever find yourself competing against some of the professional racers in these series as I did, try not to get frustrated as they make quick work of leaving you in the dust. After all, these guys are "pro" for a reason.

### THE OFFICIAL PUBLICATION OF THE SPORTS CAR CLUB OF AMERICA

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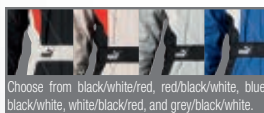
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REAR

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# Comment



Vantage  
Point

Jeff Dahnert  
President and CEO  
SCCA Inc.

## From the Chief Environmental Officer...

**AS YOU CAN IMAGINE**, I get a fair amount of feedback on my column, both pro and con. Sometimes people like what I have to say, other times not so much. Some feel I should cover a particular subject more or less than I do. I see this column as my one opportunity each month to share my thoughts on our Club with the entire organization. Philip Royle and his editorial staff provide the technical and in-depth event coverage. Randy Pobst provides insights into driving styles and stories in his column. I see my column as a way to convey my thoughts on the overarching issues that face the Club as a whole.

In a recent issue of *Inc.* magazine there was an article on the role of the CEO. It actually starts out by saying that the CEO should not be looked at only as the Chief Executive Officer, but also as the Chief Environmental Officer. No, not environmental as in the person leading "green" friendly activities; but environmental as in creating the environment for his or her company. I like this definition, and it is my goal to create an environment within the SCCA that fosters an attitude of "How can I make this participant or worker happy and want to return?" as opposed to "what can I find wrong?"

At the SCCA National Convention this past March, we announced our venture into a marketing/branding project to improve the visibility and image of the SCCA. We are working with a firm out of Kansas City, and that firm's president came to the convention and addressed the attendees. We recently had a status meeting with the firm where we were told some of the preliminary findings. As it turns out, we basically have a good product – we just don't always deliver it in the best way possible. It can sometimes be delivered with an attitude of, "Here it is, take it or leave it." A better approach would be, "Here it is, let me show you how you can get the most out of it!"

There is a short motivational book entitled *212, The Extra Degree* by Sam Parker and Mac Anderson. It discusses how much more is achieved by giving just a little bit of extra effort. In it there is the story of Scandinavian Airlines and how poorly the company was perceived by the marketplace. The company was ranked last in service, dependability, and profits. Its new CEO decided to focus on what he felt was the most critical issue: serving the customer. He kept it simple and identified every contact between the customer and the employee as a moment of truth. He determined that they had approximately 10 million customers each year and each customer made contact with an employee five times. What happened in those 50 million contacts was crucial. In those interactions each employee was Scandinavian Airlines to the customer, and it was imperative that those exchanges be positive. His approach was successful and, one year later, they were ranked number one in all three categories.

We can all learn from this example. With more than 2,000 events each year and hundreds of thousands, if not millions, of interactions between "SCCA" and its members, we have the ability to do the same thing as Scandinavian Airlines. If we can create positive interactions between the SCCA and our participants, workers, and members in our own moments of truth, we can achieve amazing growth and a re-emergence of our competition programs.

We all have many moments of truth in the Club each year. Will you make yours positive experiences that further the organization, or will your moments of truth fall flat and not inspire the other person to want to continue with us? This requires some positive action on each of our parts, but it is well within our ability to make SCCA a much stronger organization. Use your moment of truth to show someone how they can get the most out of their time with the Club.



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# Comment



From  
the Chair

Jerry Wannarka  
Chairman, SCCA  
Board of Directors

## Saying Hi

**OVER THE 45 OR SO YEARS** that I've been a member of the SCCA, I've been very fortunate to form some great and lasting friendships. A common passion for our sport brought us together, and the thrill of competition and mutual support of our racing efforts has kept those friendships strong.

Recently, a good friend and longtime SCCA member passed on. When I thought back on our nearly 40-year friendship, one incident immediately came to mind. I'd been involved in the SCCA for a few years and had just been relocated by the Army from Minnesota to Washington, D.C. Wanting to stay active in the SCCA, I attended my first DC region monthly meeting in early 1972. I hadn't been in the room for more than a few minutes when a tall gentleman walked up to me, introduced himself and asked, "Is there anything I can do to make you feel welcome in the DC region?"

I've never forgotten that simple question. It made a distinct impression on me, and I've always personally worked to emulate my friend's example.

Some months ago, I challenged all of you to bring one new member to the Club. (By the way, I recently added my one new member to our Club's numbers, and my wife did as well.) Frankly, bringing in new members is something that we as a Club seem to do fairly well. Recently, it has become obvious that we are not as good at keeping those new folks. Perhaps we all should take a look at my old friend's example and ask what we can do to make our members, old and new, feel more welcome when we see them at an event. That kind of outreach can – and does – make lasting impressions, strengthens relationships, and benefits one personally, and our organization and sport as a whole.

At the SCCA National Convention in Las Vegas this past March we learned from a St. Louis area member about the 10-foot rule. When in an event leadership role, he asks those working with him that if they see someone within 10 feet of them they don't know, they would introduce themselves and welcome the individual to the event.

In addition, I've been told by more than one of our members that they have never been approached to help with any region events or programs. Many, if not most, folks will lend a hand if asked. But, if we don't make an effort to involve others, we have a tendency to overburden the same people again and again.

It goes without saying that the personal touch is vitally important. So, here's your new challenge. When you see a new face at an event, don't be bashful, introduce yourself and say "Hi." You might make a new friend and make the difference for someone who is deciding whether or not to remain a member of the SCCA.





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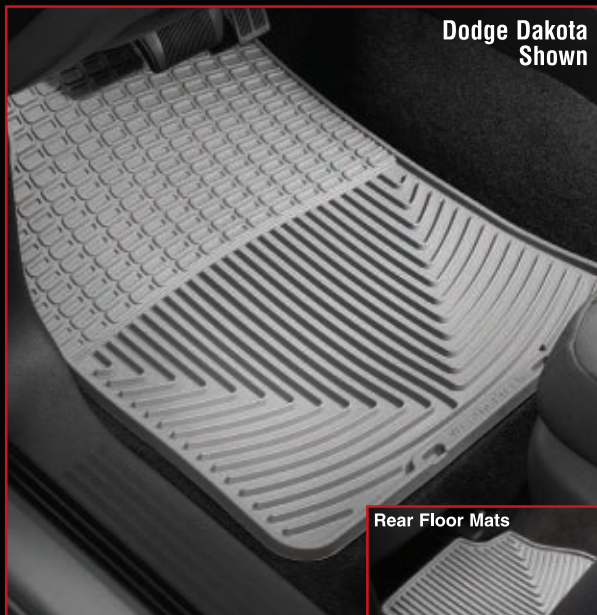
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# Rants & Revs

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

**Write to** *SportsCar* Magazine: 16842 Von Karman Ave., Ste. 125, Irvine, CA 92606 or e-mail [sportscar@racer.com](mailto:sportscar@racer.com)

## ROAD TIRE'S REVOLUTION

The Solo Road Tire class (June 2012 issue) is a great idea. For years, we've been listening to drivers say how they would be competitive if only they could afford the R-compound tires the top guys use. The Road Tire class will finally give those guys the opportunity to compete on a more even footing without having to purchase competition tires – and they'll see that it's not the tires making the top drivers so fast. Those at the top spend years honing their skills to be as fast as they are. Regardless of which tires we all end up on in Stock, those who make excuses will still be beaten by competitors dedicated to the win.

**Tony Chan**

The Road Tire feature in the June issue opened my eyes to a whole

new world. I've been competing for a couple of years in a Regional-only street tire Solo class, which allows me to drive to the event, compete, and drive home without packing spare wheels and tires. I've never paid much attention to National competition, but this year I think I'll give the Tire Rack Solo National Tour a shot when it comes to my corner of the world in July.

**John Franklin**

## A TRIBUTE

It was a marriage – man and machine – a true love story that began in earnest in 1963 when Bob Gelles joined SCCA. I, as a new bride, quickly understood that's the way it was going to be. Whether it was a rally, tour, autocross, or parade in his beloved Porsche or driving at Laguna Seca, Continental

## 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](http://www.alpinestars.com).



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16842 Von Karman Avenue, Suite 125  
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## The Rest of the Story

Oh, come on! You can't just publish a photo like that one on pg. 56 of the June issue without telling us how a course worker happened to be chasing a wheel – which, by all appearances, is still bolted to a hub – out on the course at the Solo National Championships!

**Mark Hohmeister**

*That wheel and hub combo used to be attached to the No. 179 CPL Ford Mustang of Desiree Padberg. Padberg entered day two of the 2011 Tire Rack Solo National Championships in second place, just 0.349sec behind Donna Bartling, with Tracy Lewis trailing Padberg by 0.287sec. By the end of the second runs, Padberg was still in second, holding the position by 0.022sec over Lewis. Lewis put down her fastest run of the day on her final pass, but Padberg's wheel departure meant she wouldn't have the opportunity to log a time for her final run, resulting in her slip from second to third by a scant 0.104sec.*

Raceway, Orange County, or wherever, he was happy.

I soon learned to pack light – a toothbrush and bare essentials, leaving more room for tires and tools and the GCR.

I knew to get up at the crack of dawn so he could check out the track before it opened. I shoveled dirt into barrels, swept debris from the track, and played “gofer” and general flunky just to be with him at Texas World Speedway and many other tracks.

Our young daughter, Glenda, honestly believed that every town only had a hotel and a racetrack.

Bob entered the Stewards program where he served as Chief Steward for countless race weekends in the Southwest Division. In 1987, he was honored to be Chief Steward at Road Atlanta. As his chauffeur at the 1987 Runoffs, I finally received my reward. We made many trips from the tower to tech and back. And, I confess, I detoured every time, driving by Paul Newman's paddock area just to check out those blue eyes. Oh my!

Let me say how proud I was of my Chief Steward husband who led by the book (GCR) with a calm manner, fairness, integrity, kindness, and respect for the drivers and the sport.

Bob received his final checkered flag this year. He was buried in Texas on March 14, 2012 with that checkered flag in his casket, given to him by the San Jac Crash Rescue Team. Bob was always a dedicated SCCA member despite his long battle with cancer and other illnesses.

A race well run, babe – I love you. Your wife of 53 years.

**Genevieve Gelles**

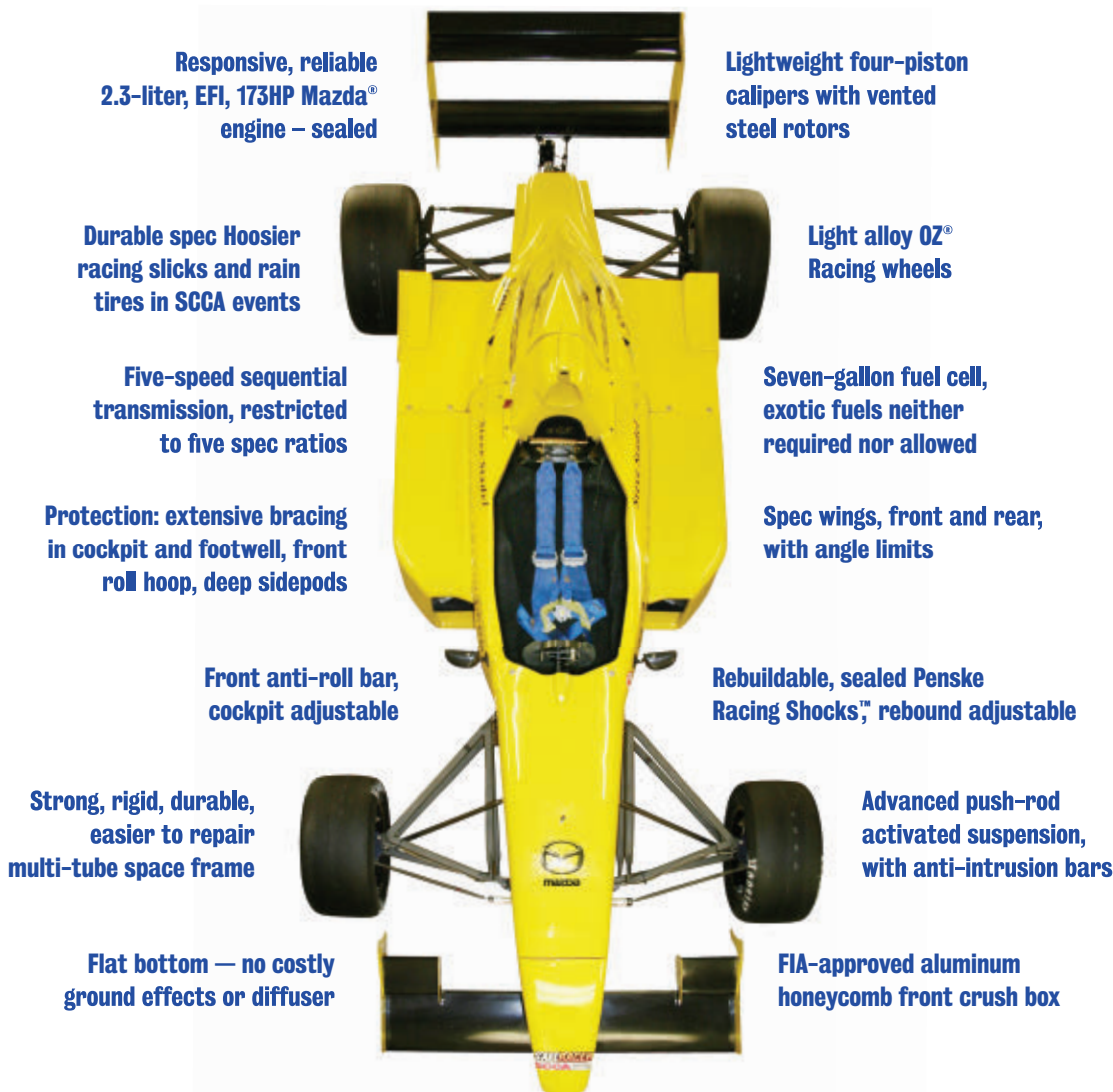


RUPERT BERRINGTON

For those wondering what led to the loose tire shown on pg. 56 of the June issue, here is the rest of the story...



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Race Events**  
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stars race today.*



<b>March 14-16</b>	Sebring International Raceway
<b>March 23-25</b>	Streets of St. Petersburg
<b>August 3-5</b>	Mid-Ohio Sports Car Course
<b>August 16-18</b>	Road America
<b>September 1-2</b>	Streets of Baltimore
<b>September 14-15</b>	Virginia International Raceway

### HEADLINER

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

The class consolidation proposal in the May *Fastrack* includes FE and FM becoming a single class with two sets of rules.



DAVE GREEN

## CRB Proposes Plan for Club Racing Class Realignment

The May *Fastrack* contained a number of proposed rules changes for the 2013 Club Racing season. The proposed rules in this particular issue of *Fastrack*, which has been presented to the Board of Directors for approval, affect Sports Racing, Formula, Touring, and Showroom Stock.

The proposal combines CSR and DSR into one class, SR1, which would allow for open aerodynamics and a performance potential equal to the current fastest CSR and DSR cars. SR2 would become home for current Sports 2000s and homebuilt sports racers, with current DSRs having the option to move down to SR2 with the appropriate modifications. Spec Racer Ford

would be renamed SR3 and maintain its current rules.

Under the proposal, Formula Enterprises and Formula Mazda would become one group. However, FE and FM would retain the “spec” aspect of each car, thus not combining the rules of the cars, although the performance of the cars will be equalized.

For production-based cars, the proposal grows Touring to four classes while eliminating Showroom Stock, distributing those cars into the new Touring classes. Touring Class 1, as it was called in the proposal, would allow for open shocks, aftermarket springs, and swaybars, and a maximum camber of -3 degrees. ECUs could be re-flashed, and

engine, transmission, and differential coolers would be open.

The cars in this class would include cars like the BMW M3 GTS, Cadillac CTS-V, Chevrolet Camaro SS and Corvette, Dodge Viper, Ford Mustang, Mitsubishi Evo, Nissan 370Z, Porsche 911, and Subaru STi. Touring Class 2 would see rules similar to Class 1, but with cars like the Audi S4, BMW Z4 and M3, Chevrolet Camaro SS, Z-28, and Cobalt, Ford Mustang, Honda S2000, Nissan 350Z, Pontiac Solstice GXP, and Volkswagen GTI.

Touring Class 3's rules would limit cars to -2.5 degrees of camber and use stock shocks and springs, but would permit the re-flashing of factory ECUs. This class would include cars like the

Acura Integra GS-R, Chevrolet Cobalt and Camaro V-6, Ford Focus SVT and Mustang V-6, Honda Civic Si, Mazda 3, MX-5 and RX-8, Mini Cooper, and Toyota Celica. Touring Class 4 would be what is essentially now B-Spec (as listed under SSC in the current GCR), with the addition of the early Honda Civics, the Acura Integra LS, and Ford Focus ZX-3.

To read more about the proposed changes, head to [www.scca.com/fastrack](http://www.scca.com/fastrack) and download the May issue. If you have opinions on the proposed changes, contact the Club Racing Board at [www.crbsscca.com](http://www.crbsscca.com). As *Fastrack* notes, it's the policy of the Board of Directors not to vote on rules changes until there has been appropriate member input.



# Auto Manufacturers Post RallyCross Contingency Programs

Although the RallyCross National Challenge events have already kicked off, it's still not too late to register for the various contingency programs.

Volkswagen of America, which also serves as the Official Pace Vehicle of SCCA, has upped its prizes from a season ago in the National Challenge and will pay \$300 for a win, \$200 for a second-place finish, and \$100 for third. Any driver who scores a National Championship behind the wheel of a Volkswagen will take home \$1,250, with a \$750 prize for a runner-up, and \$500 for third.

Honda Performance Development is matching its 2011 program, providing \$150 for eligible winners, with \$100, and \$50 payments to podium finishers. At the National Championship event, those prizes increase to \$500, \$300, and \$100 for finishing in the top-three.

After offering contingency only

for the National Championship a season ago, Mazda North American Operations has expanded its program to reward drivers all season long with \$200 for a win, and \$100 for second place. At the National Championship event, drivers can earn \$750, \$500, and \$250 for placing in the top-three of their class.

Subaru of America has posted contingency prize money for the three all-wheel-drive classes in 2012. Payouts will be offered to top-three finishers with \$300 awarded for a win, \$200 for a runner-up, and \$100 for third. Subaru will give all eligible National Champions in those classes a \$1,250 prize at the end of the season, with \$750 going to the second-place finisher, and \$500 going to those finishing third.

Registration information and full program details are available at [www.scca.com/rally](http://www.scca.com/rally) by selecting "Contingencies" from the left-side

## Member Rebate on BFGoodrich Tires

BFGoodrich Tires, the Official Street Tire of SCCA, is offering an exclusive \$50 rebate for SCCA members when they purchase a set of four BFGoodrich passenger car, light truck, or g-Force R1 DOT competition tires from an authorized dealer.

The rebate is applicable for any of the qualifying tires in the promotion, including the new for 2012 g-Force Sport COMP-2 Ultra High

Performance summer tire developed for the drivers of sports cars, performance sedans and modern muscle cars.

This offer is valid through the end of 2012, may not be combined with other promotional offers, and is limited to U.S. residents 18 years of age or older with a current SCCA membership. For details, log into your account at [www.scca.com](http://www.scca.com), or head to <http://rebate.bfgoodrichtires.com/SCCA>.

menu. Drivers are encouraged to review program requirements carefully to ensure full compliance. To be eligible for contingency prizes,

drivers must register for each program prior to their first event. More programs will be posted online as they become available.

RallyCrossing a Honda? If you register for the manufacturer's contingency program prior to the event, this could pay off for you.



# 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:

**BFGoodrich**  
Tires

Members receive a \$50 rebate on a set of four **BFGoodrich Tires** passenger car, light truck, or g-Force RI DOT competition tires from an authorized dealer.

**hercke**

**Hercke** is offering SCCA members a 30-percent discount and free shipping.

**RACE HARD**  
video-pit-apparel-safety-performance-GEAR

Receive 10-percent off your entire purchase at **RaceHard.com**.

**La Quinta Inn & Suites**

**Sebring** is offering a 10-percent discount to all SCCA members.

**LAQUINTA**  
INNS & SUITES  
wake up on the bright side

**Torco**  
ADVANCED LUBRICANTS

Members receive 20 percent off all Torco oil products from **Torco Advanced Lubricants**.

Through the Volkswagen Supplier Purchase Program, SCCA members can now lease or purchase a new **Volkswagen** at dealer invoice price.



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**.



RUPERT BERRINGTON

For the Formula SAE program to continue to succeed, SAE International needs your help.

## SCCA Staff, Volunteers to Play Role in Formula SAE

The SCCA has extended its involvement with SAE International for the 2012 Formula SAE competition in Lincoln, Neb., June 20-23, offering not only operational support for the event, but complimentary SCCA memberships for the more than 1,200 participants at the event.

Eighty FSAE teams have registered for the event, hitting the entry cap only hours after online registration opened and leaving many other teams on a waiting list. Approximately 1,500 students will be onsite at the Lincoln Airpark, home of the Tire Rack Solo National Championships event each year. The

event is moving from Fontana, Calif., taking advantage of both the central location and the facilities at the Lincoln Airpark.

SCCA is providing operational support and staff, while Houston Region member Roger Johnson has designed the course layouts for the competitions. The SCCA Foundation is recruiting and coordinating the SCCA event volunteers, with Linda Duncan and Clancy Schmidt leading that effort.

Backed by industry and academia, the Formula SAE competition aims to provide real-world experience to young engineers, bridging the gap as

they enter the workforce. Universities from across the globe accept the challenge to conceive, design, fabricate, and compete with small formula racecars. The cars are built with a team effort over a period of eight to 12 months before reaching competitions where students are judged on knowledge, and the vehicles are judged on performance.

To learn more about volunteering at the competition or to obtain more general information, contact SCCA project leader Clancy Schmidt via e-mail at **clancy@sunflower.com**, or assistant Linda Duncan at **lduncan65@hotmail.com**.

## Gumout and SCCA Offering Collegiate Shootout to Formula SAE Programs

The SCCA and Gumout have partnered on a program to allow Formula SAE participating college students an opportunity to get additional experience in a high-profile Solo event, compete against other area schools, and experience a full weekend at the Tire Rack SCCA Solo National Tour.

Using Gumout's "Use Your Motorhead" Project Volkswagen Golf, up to eight area college Formula SAE teams will have an opportunity to compete against one another at each of the National Tour events for the top time of the day. Winners will be

named the event's Gumout Collegiate Shootout Champion and receive a trophy, a one-year membership to SCCA, and area bragging rights for the school.

Each participating Formula SAE program will receive \$100 from Gumout to cover expenses to and from the event, a promotional kit of Gumout supplies, and the car, fuel, BFGoodrich Tires, and entry fee to enter the Collegiate Shootout.

The competition will be held on Saturday at each two-day Solo National Tour event. Each driver will be assigned to a specific heat to make his or her

runs, with normal Solo National Tour rules applying.

Schools with drivers participating in the Gumout Collegiate Shootout are also encouraged to bring their own Formula SAE cars to compete, with entry fees reduced to those teams by 50 percent to \$51 per driver. Drivers participating in the Gumout Shootout may not drive in the FSAE class competition.

Formula SAE programs interested in participating in the Gumout Collegiate Challenge should contact Deena Rowland in the SCCA Office at **drowland@scca.com**.



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**Wireless Scale System**  
Part # 170126-W

**\$1,695**



**SW777RFX™**  
**Wireless Scale System**  
Part # 170127-WPC

**\$1,999**



**SW500™**  
**Cabled Scale System**  
Part # 170125

**\$1,090**



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## Checkered Flag

### Robert "Bob" Gelles

On March 14, after nearly 50 years as an SCCA member, racer and volunteer Bob Gelles passed away. Gelles was very involved in the Club, receiving numerous awards over the years, including the 1978 John McGill Award, the Dave Morell Award in 1987, being named the 1992 Southwest Division Steward of the Year, and claiming the Tony Predock Award in 2003. Gelles was also the Chief Steward of the National Championship Runoffs in 1987 at Road Atlanta, and volunteered countless hours in the late 1960s as a Regional Executive. His love for cars didn't stop with the SCCA, however, as Gelles was also a member of the Porsche Club of America and a member of the PCA national staff. Gelles was 78 at the time of his passing.

### Andy Porterfield

Andy Porterfield, a 55-year member of the SCCA, passed away on April 17, at the age of 80. The two-time SCCA National Champion is widely associated with two things – the Porterfield Enterprises company that he started in 1986, and Corvettes. Porterfield was closely associated with SCCA's Cal Club Region as well as the operations of the Toyota Grand Prix of Long Beach. He served SCCA as a National organization on its Board of Directors as well as on the SCCA Enterprises Board of Directors, of which he was Chairman at the time of his passing. Porterfield was honored with the Woolf Barnato Award, SCCA's highest honor, in 2009. On the pro side, Porterfield competed in 41 Trans-Am races between 1969-'92, finishing third on two occasions in 1980. Porterfield is survived by his wife, Judy, son Tracy, daughters Pamela and Melanie, and his grandchildren.

### Carroll Shelby

Carroll Shelby, racing legend, 60-year SCCA member, and founder of Carroll Shelby



LAT/CHARLES GOATES

When Formula 1 comes to Austin, Texas, later this year, SCCA workers will be manning the corners – and you can be one of them.

## SCCA Members to Flag at USGP

SCCA Nationally licensed Flagging and Communications workers may apply to work the Formula 1 United States Grand Prix at the Circuit of the Americas in Austin, Texas, Nov. 16-18, 2012.

To apply, fill out the application at [www.circuitoftheamericas.com/volunteer](http://www.circuitoftheamericas.com/volunteer). Workers will be notified

by the event organizers if you are approved to work the event. Once approved, assistance will be available regarding lodging arrangements. Additional event information will be available on the Circuit of the Americas Website at [www.circuitoftheamericas.com](http://www.circuitoftheamericas.com). For more information on working the event, contact Bob Pierson via e-mail at [bperson46@yahoo.com](mailto:bperson46@yahoo.com). Applications will be reviewed as they are received, with notifications given to each applicant as soon as possible.

International, passed away on May 10, 2012 at the age of 89. Shelby was equally known for his skills behind the wheel of a racecar and his line of performance automobiles. Shelby began racing in 1952, winning a number of SCCA races in 1954, launching an international racing career as well as claiming an SCCA National Championship along the way. His line of automobiles started with the 1962 AC Cobra, and he produced cars for Chrysler, GM, and Ford, including the current Shelby GT500, touted as the most powerful regular-production car in the world with 650hp. Shelby also won at the first Chicago Region June Sprints in 1956 and, in 2005, was the Grand Marshal of the Road America event. The SCCA and Shelby also worked together to re-launch Can-Am with high horsepower spec racecars under the Shelby Can-Am name in the 1990s.

## ERRATA

■ In the Record Book section in the June issue of *SportsCar*, we misidentified the host region for the March 17-18, 2012 Double National at Road Atlanta. Our apologies to Atlanta Region for the mistake.

■ In the *Road Tire Revolution* feature in the June issue of *SportsCar* we accidentally printed the incorrect location for the Tire Rack Solo National Championships. Our apologies to the city of Lincoln, Neb., and we hope no one bases their championship event travel plans based solely on that one feature.

## MEMBERSHIP DRIVE CONTEST

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

### Referral Leaders for April 2011

NAME	REGION	RFRRLS
Warren Leach	34	San Diego
Brian Ghidlinelli	15	San Francisco
Norma Williams	14	Kansas City
Michael Jones	11	South Carolina
Karen McCoy	11	Oregon
Gayle Jardine	9	Cal Club
Meg Meyer	9	South Jersey
Roger K Brown	8	River Cities
Allan Coy	8	Cal Club
Don Johnson	8	Buccaneer
John Zuccarelli	7	Florida

There are 1,055 additional members with at least one referral.

### Region Leaders

(Category based on 2011 year end membership)

REGION	GROWTH	RETENTION
<b>Jumbo (1000+)</b>		
Washington, DC	3.7%	92%
Oregon	3.6%	91%
Colorado	2.2%	92%
<b>Large (401-999)</b>		
Central Carolinas	8.9%	93%
Kansas City	8.1%	97%
St. Louis	7.1%	94%
<b>Med (200-400)</b>		
South Jersey	8.3%	97%
Lone Star	8.0%	94%
Kansas	6.3%	98%
<b>Small (&lt;200)</b>		
Southern Illinois	28.6%	90%
WVregress	23.1%	82%
Mississippi	20.7%	94%



## ANNIVERSARIES

# scca members celebrating 25-55 years

### NAME | JOIN DATE | REGION

#### 55-YEAR MEMBERS

Sheldon Dobkin | 4/1/1957 | Florida  
John H Lawrence | 6/1/1957 | Western New York

#### 50-YEAR MEMBERS

Jim B Barbour | 4/1/1962 | New England  
David Belden | 4/1/1962 | New England  
Michael E Cronin | 4/1/1962 | New England  
Dan Ehrhorn | 6/1/1962 | Texas  
Bonnie Gladish | 4/1/1962 | Chicago  
Karl Goering | 4/1/1962 | Detroit  
Frank E Riemann | 4/1/1962 | Chicago  
Zan Smith | 4/1/1962 | Continental Divide  
Allen J Sutton | 4/1/1962 | Chicago  
Glen Wilhelm | 4/1/1962 | Northwest  
William S Yates | 6/1/1962 | Cal Club

#### 45-YEAR MEMBERS

Bill Coykendall | 4/1/1967 | Finger Lakes  
Walter F Dudley | 6/1/1967 | Arizona  
Ken P Francke | 6/1/1967 | Central Florida  
Ed E Gaines | 4/1/1967 | San Francisco  
Wm J Hartman | 4/1/1967 | San Francisco  
Lyle Kreps | 4/1/1967 | Des Moines Valley  
Gerald L Lieberg | 4/1/1967 | New England  
Bruce R Morehead | 6/1/1967 | Central Florida  
Peter G Olivola | 4/1/1967 | Colorado  
Tom Palmer | 4/1/1967 | Finger Lakes  
Fred Parkhill | 4/1/1967 | Northeast Oklahoma  
David L Pourciau | 6/1/1967 | Central Louisiana  
Bruce G Powers | 4/1/1967 | Cal Club  
Eugene L Rofle | 4/1/1967 | Las Vegas  
Thomas J Schultz | 4/1/1967 | Milwaukee

#### 40-YEAR MEMBERS

Kathleen Barnes | 4/1/1972 | New England  
Barbara K Beauchamp | 6/1/1972 | San Diego  
Peter H Becker | 6/1/1972 | New England  
Dennis G Cipriany | 6/1/1972 | Susquehanna  
Robert S Coonrad Jr | 4/1/1972 | Florida  
James Edwards | 6/1/1972 | West Texas  
Jonathan D Farkas | 6/1/1972 | New York  
Keith R Feldott | 4/1/1972 | Chicago  
John F Frana | 4/1/1972 | Blackhawk Valley  
Meredydd R Francke | 4/1/1972 | Buccaneer  
Meredydd R Francke | 4/1/1972 | Central Florida  
Ted Haines | 4/1/1972 | St Louis  
Anthony R Horning | 4/1/1972 | Cincinnati  
David N Huff | 4/1/1972 | Steel Cities  
Jim Hughes | 6/1/1972 | Oklahoma  
Edward B Hyland | 6/1/1972 | New England  
Robert C Langlotz | 6/1/1972 | Central Florida  
George W Laws | 4/1/1972 | Chicago  
Mary Jane B Laws | 6/1/1972 | Chicago  
Joseph W Marcinski | 6/1/1972 | New England  
Clifford M McCandless | 4/1/1972 | Mahoning Vly  
Claude C Saffer | 4/1/1972 | Washington DC  
John E Schroeder | 6/1/1972 | New York  
Milt Seropan | 6/1/1972 | San Francisco  
Lyn A Wechsler | 4/1/1972 | Finger Lakes  
Kevin Wiegiers | 6/1/1972 | St Louis  
Richard F Worley | 4/1/1972 | Colorado  
Sue Young | 6/1/1972 | Indianapolis

#### 35-YEAR MEMBERS

Michael Robert Alfred | 4/1/1977 | Cal Club  
Michael Robert Alfred | 4/1/1977 | San Francisco  
Richard Bennett | 4/1/1977 | Des Moines Valley  
Lee D Carrico | 4/1/1977 | Texas

Marton L Carroll | 6/1/1977 | St Louis  
Kenneth C Cramer | 6/1/1977 | Milwaukee  
Cal Craner | 6/1/1977 | Eastern Idaho  
Stuart Delaney | 4/1/1977 | Detroit  
Paul Delke | 4/1/1977 | Cal Club  
Robert A Dickelman | 4/1/1977 | Des Moines Vly  
Stephen T Garrett | 4/1/1977 | Indianapolis  
Lewis Giesy | 4/1/1977 | Finger Lakes  
Wilma Giesy | 4/1/1977 | Finger Lakes  
Linda Grass | 6/1/1977 | Northwest  
Marilee Hamilton | 4/1/1977 | Cincinnati  
Michael B Hamilton | 4/1/1977 | Cincinnati  
Robert L Harlee | 4/1/1977 | South Carolina  
Lynne Huntingt | 6/1/1977 | San Francisco  
Brian Jennerfahn | 4/1/1977 | Milwaukee  
Brian T Jovino | 4/1/1977 | San Francisco  
Harry M Kachline Jr | 4/1/1977 | San Francisco  
James Krueger | 4/1/1977 | Milwaukee  
Judy M Krueger | 4/1/1977 | Milwaukee  
Robert J Lesage | 4/1/1977 | Ohio Valley  
Carwin Lindenbusch | 6/1/1977 | St Louis  
Nora D Linerud | 4/1/1977 | San Francisco  
Eric Marcus | 4/1/1977 | Western Ohio  
Ildiko Marcus | 4/1/1977 | Guam  
Paul A McCreery | 6/1/1977 | Central New York  
William E Meyer | 6/1/1977 | Milwaukee  
W B Meyers | 4/1/1977 | Chicago  
Thomas N Moore | 4/1/1977 | New England  
Edward J Paul | 6/1/1977 | Arizona  
Thomas G Reichenbach | 6/10/1977 | Detroit  
Ken C Robertson | 6/1/1977 | St Louis  
Joseph A Russell III | 6/1/1977 | N New Jersey  
John Slenes | 6/1/1977 | Rio Grande  
Glenda Strange | 4/1/1977 | Texas  
Michael M Sullivan | 6/1/1977 | San Francisco  
Scott M Taylor | 4/1/1977 | Northwest  
Michael G Thompson | 4/1/1977 | Land O'Lakes  
Peter A Zarcades | 4/1/1977 | San Diego

#### 30-YEAR MEMBERS

John D Atchison | 4/20/1982 | Eastern Idaho  
Michael Berchak | 4/1/1982 | Ohio Valley  
Donald A Burkley | 6/28/1982 | Lone Star  
Stephen T Charbonneau | 6/7/1982 | Rio Grande  
Rod Andrew Chelgren | 4/22/1982 | Northwest  
Michael Cianciosi | 6/16/1982 | Finger Lakes  
Virginia E Condrey | 4/23/1982 | North Carolina  
Gary Corsiglia | 4/22/1982 | San Francisco  
Kris Ebelmesser | 6/7/1982 | Oregon  
Cynthia A Gilbert | 4/8/1982 | Great River  
Brooks Greer | 4/8/1982 | Ohio Valley  
Richard W Grunenwald | 4/8/1982 | Ohio Valley  
Stephen Grunewald | 6/15/1982 | Detroit  
Rob Heiser Jr | 6/28/1982 | Atlanta  
Linda Henson | 4/13/1982 | Kansas City  
Kenneth J Hurd | 4/20/1982 | Mohawk Hudson  
Scott Jessurun | 6/7/1982 | New England  
Michael E Kehoe | 6/7/1982 | Milwaukee  
E Kay Kelly | 6/17/1982 | Colorado  
Phil Kelley | 4/30/1982 | Glen  
Robert J Kingston | 4/26/1982 | Philadelphia  
Steve Knapp | 4/23/1982 | Chicago  
Linda Kogan | 6/17/1982 | New England  
Michael R Kolthoff | 4/23/1982 | Cincinnati  
Michael L Langley | 6/29/1982 | Tennessee Vly  
John R Leigh | 6/30/1982 | Atlanta  
Kenneth Leighton | 4/26/1982 | Central Carolinas  
Michael P Lommatzsch | 4/23/1982 | San Fran  
Richard Luening | 4/20/1982 | Milwaukee  
Robert L McKeown | 6/23/1982 | Tennessee  
Jerral C Meitzler | 4/22/1982 | Neohio  
Kathryn K Meitzler | 4/22/1982 | Neohio  
Scott D Meland | 6/16/1982 | Blackhawk Valley  
James F Miller | 4/8/1982 | Detroit  
Jim Murphy | 4/30/1982 | Atlanta  
Thomas E Nelson | 4/20/1982 | Land O'Lakes  
Ron Nist | 4/8/1982 | Ohio Valley  
August U Pabst | 4/26/1982 | Milwaukee  
Cheryl J Porter-Thygeson | 4/26/1982 | San Fran  
Eve Pribel | 6/29/1982 | Chicago  
Chuck Rauck | 4/20/1982 | Ohio Valley

Tina M Reeves | 6/29/1982 | Finger Lakes  
Jim Rohn | 6/17/1982 | Arizona  
Judy A Schoonmaker | 4/22/1982 | Finger Lakes  
Claudia Ruth Schwartz | 4/22/1982 | Colorado  
Alan R Sheldier | 4/26/1982 | Northwestern Ohio  
Tim Silver | 6/16/1982 | Cincinnati  
Alan Richard Simon | 4/30/1982 | Atlanta  
Karen E Smith | 6/25/1982 | Mohawk Hudson  
Jerry Stewart | 4/20/1982 | Ohio Valley  
Kathy Vanderwende | 6/29/1982 | Misery Bay  
Joanne G Walker | 4/29/1982 | San Francisco  
Gary Wellborn | 4/26/1982 | San Diego  
Bob Woodward | 4/8/1982 | Chicago  
Jeffrey Wong | 6/10/1982 | San Francisco  
C Ahsen Yelkin | 6/16/1982 | Steel Cities  
E J Yockey | 4/20/1982 | Eastern Idaho

#### 25-YEAR MEMBERS

Gerald William Alaimo Jr | 4/2/1987 | Finger Lakes  
Gerald Alaimo Sr | 4/2/1987 | Finger Lakes  
Bradford C Alexander | 4/2/1987 | San Francisco  
Patricia Amaturo | 4/24/1987 | N New Jersey  
Arthur A Armellini | 4/2/1987 | Central Florida  
Tony Ave | 4/22/1987 | Central Carolinas  
G Paul Bailey | 4/22/1987 | Colorado  
Kent S Bain | 4/24/1987 | New England  
Marylee Balzer | 4/6/1987 | Cal Club  
Joanne K Bartz | 4/29/1987 | Milwaukee  
Raymond R Birtz | 6/18/1987 | San Diego  
Robert Birkly | 4/2/1987 | Atlanta  
Rosanna Birkly | 4/2/1987 | Atlanta  
Philip Bohlander | 6/26/1987 | Chicago  
Jeffrey C Bootjer | 6/26/1987 | Chicago  
James A Buckberry | 6/29/1987 | North Carolina  
Chris B Campbell | 4/28/1987 | Oklahoma  
Billie J Chambers | 4/29/1987 | N Oklahoma  
Carma Jean Clark | 6/8/1987 | Buccaneer  
Geoffrey L Clarkson | 4/22/1987 | New England  
David L Clever | 6/15/1987 | Ohio Valley  
Judy Colarusso | 6/8/1987 | Florida  
Peter R Colarusso | 6/8/1987 | Florida  
James D Cook | 4/14/1987 | Blackhawk Valley  
Eugene C Copeland | 4/2/1987 | Alabama  
Richard Corn | 6/15/1987 | Oregon  
John J Cosentino | 4/10/1987 | Florida  
Colin Cross | 4/7/1987 | San Francisco  
William S Crowley | 6/4/1987 | New England  
Sydnia Czarnecki | 4/2/1987 | New England  
Mary Daly | 6/23/1987 | Ozark Mountain  
Marla Davidson | 6/25/1987 | Susquehanna  
Bob Dowie | 6/25/1987 | Northern New Jersey  
Rick Dupuy | 6/24/1987 | San Francisco  
Bob Eichelberger | 6/24/1987 | St Louis  
Eric M Eschi | 4/10/1987 | Atlanta  
Nancy Feinleigle | 4/28/1987 | Ohio Valley  
Gene Felton | 4/13/1987 | Atlanta  
Kenneth J Fenske | 4/24/1987 | Milwaukee  
Carole Garner | 6/1/1987 | Detroit  
Carol Ghilardi | 4/28/1987 | San Francisco  
Gibson Gibson | 4/2/1987 | Blackhawk Valley  
Leo Gloski | 4/21/1987 | Oregon  
Brian D Greaves | 6/29/1987 | Detroit  
Scott Grinnell | 6/16/1987 | Finger Lakes  
Gary Hallberg | 6/10/1987 | Northwest  
Linda Hallberg | 6/10/1987 | Northwest  
Lawrence Hartman | 4/28/1987 | Atlanta  
Chris G Helt | 4/22/1987 | Continental Divide  
Diane B Henderson | 4/24/1987 | N New Jersey  
Joseph C Hennies | 4/24/1987 | Cincinnati  
Gregory J Hennigan | 6/16/1987 | Glen  
Terri Herrod | 6/5/1987 | Northeast Oklahoma  
Ron Hoekstra | 4/1/1987 | South Bend  
George E Hulse | 4/24/1987 | Glen  
Sherry Inge | 6/29/1987 | Central Florida  
Jeffrey Ingebrigtsen | 4/27/1987 | Land O'Lakes  
Linda D Innes | 6/26/1987 | Detroit  
Kurt A Janish | 4/27/1987 | Texas  
Norman D Johnson | 4/15/1987 | Oregon  
Gordon L Jones | 6/10/1987 | Oregon  
J Michael Jones | 4/24/1987 | Atlanta  
Gwen Kammeyer | 4/22/1987 | Fort Wayne

O L Kinney Jr | 4/21/1987 | Kansas City  
Bryan Kinser | 4/2/1987 | Chicago  
Jeff Kulawinski | 6/24/1987 | Blackhawk Valley  
Andrea Laciis | 4/24/1987 | Blackhawk Valley  
Edmund K Laciis | 4/24/1987 | Blackhawk Valley  
William D Lancaster | 6/8/1987 | Detroit  
David J Lavertue | 4/9/1987 | Susquehanna  
Roe Lyle | 6/16/1987 | Eastern Tennessee  
Robert T MacDonald | 4/3/1987 | Neohio  
Ian Mackie | 6/15/1987 | Northwest  
Paul Marino | 4/24/1987 | Cal Club  
Theodore W Matthias | 4/20/1987 | New England  
Valerie K McCommon | 4/24/1987 | Fort Wayne  
Andrew P McDermid | 6/26/1987 | Milwaukee  
William B McGovern | 6/26/1987 | Chicago  
Ted E Morgan Jr | 4/29/1987 | Texas  
Richard Morrison | 4/27/1987 | Salina  
Martha A Mount | 6/25/1987 | New England  
Susan M Mount | 6/2/1987 | New England  
David Muramoto | 4/28/1987 | Colorado  
Philip Muren | 4/3/1987 | Neohio  
Carl M Norris | 6/2/1987 | Washington DC  
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Marguerite Piazza | 4/28/1987 | Philadelphia  
William Pichardo | 4/24/1987 | Colorado  
Gerald B Plummer | 6/22/1987 | Atlanta  
Linda Plummer | 4/22/1987 | Atlanta  
John A Porter | 6/1/1987 | Florida  
Eric D Purcell | 4/21/1987 | Oregon  
Kenneth R Ragan | 6/23/1987 | Kansas City  
Michael A Reupert | 6/10/1987 | Milwaukee  
Rudy Revak | 4/9/1987 | San Francisco  
Dave Rodenroth | 6/29/1987 | Buccaneer  
R Steven Roepken | 4/9/1987 | Wichita  
Robert R Roland | 4/21/1987 | Central Carolinas  
Chapman J Root | 4/2/1987 | Central Florida  
Guy F Ruse | 4/14/1987 | Colorado  
Thomas D Rushin | 6/2/1987 | Arizona  
Mark D Sandridge | 6/26/1987 | Neohio  
Neal Alan Sapp | 6/24/1987 | Washington DC  
Jennifer Schlosser | 6/2/1987 | New York  
Joseph F Schlosser | 6/2/1987 | New York  
Thomas E Schwietz Jr | 4/14/1987 | Wash, DC  
Judy Simon | 6/26/1987 | Northwest  
Loren B Smith | 6/30/1987 | Central Carolinas  
William M Smith | 6/24/1987 | Washington DC  
Steven D Spangler | 6/29/1987 | New England  
Stephen J Spring | 4/21/1987 | Oregon  
Rich Stadther | 4/21/1987 | Land O'Lakes  
Morton Stern | 6/2/1987 | Central Carolinas  
Dale L Strimple | 4/22/1987 | Ohio Valley  
David W Strittmatter | 6/18/1987 | Mahoning Vly  
Dean A Taylor | 4/10/1987 | San Francisco  
Laura Taylor | 4/29/1987 | Chicago  
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Randy E Thompson | 4/10/1987 | Washington DC  
Linda A Thomson | 6/25/1987 | Mohawk Hudson  
Ron Throckmorton | 6/26/1987 | Chicago  
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Vincenzo Votto | 4/29/1987 | Philadelphia  
Carol C Waters | 6/25/1987 | Central Florida  
Cindy Wessel | 4/15/1987 | Milwaukee  
Jennifer Weyghrich | 6/20/1987 | Oregon  
Gary L Wiggins | 4/14/1987 | Atlanta  
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Daryl Wilson | 6/8/1987 | Colorado  
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Karen Wood | 4/15/1987 | Milwaukee  
Peter F Wood | 4/15/1987 | Milwaukee  
Robert R Wood II | 4/22/1987 | San Francisco  
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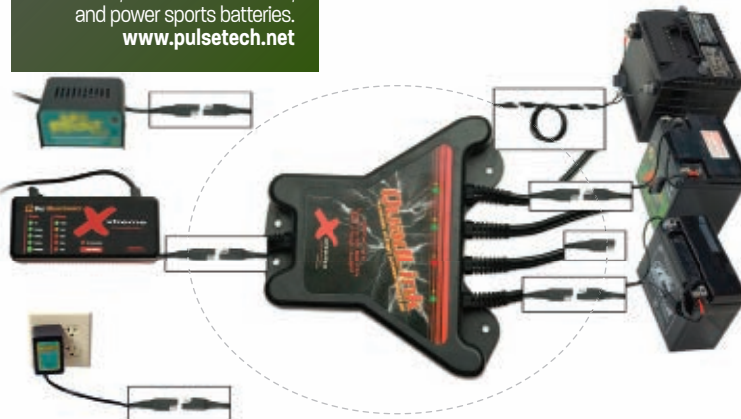
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## Shiftin' Gears

Raleigh Boreen  
SCCA Foundation Board

### Old Stuff

**M**ost guys in the SCCA have the March 2000 issue of *SportsCar* or the September 2003 issue of *Motor Trend* because they know someday they're going to need an article in those issues. Be honest, most of us have more magazines than just those two in our basements or wherever we store those valuable items. I hate to admit it, but I have boxes of magazines that I know I need because one day I'll need some of that old information.

Well, the SCCA Foundation relishes "old stuff." It's our SCCA history, our heritage, and our ability to look back to where we've been and, hopefully, lets us realize what a great Club we all belong to. One of the main tasks of the SCCA Foundation is to manage those archives. Today, the history of the Club is housed in 3,000 square feet of storage space in a suburb of Indianapolis, Ind. Pete Hylton is the

Club's historian, and we have students from Indiana University-Purdue University Indianapolis (IUPUI) attempting to organize the Club's history in files as well as electronically. Prior to Hylton being the historian, Harry Handley stored the Club history at his home. I thought I had a lot of boxes of stuff; Handley had a moving van worth that found its way to Indy after he passed away.

Magazine articles, priceless pictures, and so much more of SCCA's history has found its way to the archives. At this point in time, the SCCA Foundation finds itself at a crossroads; Hylton is consumed by work trying to develop a motorsports program at IUPUI and doing guest lecturing on motorsports. The SCCA Foundation has also been approached by the Smith Collection Museum of American Speed in Lincoln, Neb., to see if there is any interest in a portion of the museum that would be dedicated to the SCCA.

The Museum of American Speed is a treat to go through. The last couple of years, "Speedy" Bill Smith has hosted a welcome party for the people attending the Tire Rack Solo National Championships in Lincoln, Neb. In 2011, SCCA had a small display in the Museum of American Speed reflecting the history of Solo – it was well done.

I say the SCCA Foundation is at a crossroads because we need a person, or persons, to manage the archives. We need to make a decision on how to share the information we have. We need to decide how to preserve our history of 60-plus years. Each year the memorabilia grows as people in our Club pass away or downsize their homes. They allow us to have their collections of photos, magazines, results, and more.

If you have any interest in being involved with the history of our Club, please contact the SCCA Foundation. We would love to talk with you and get your ideas on how we deal with "old stuff." ●





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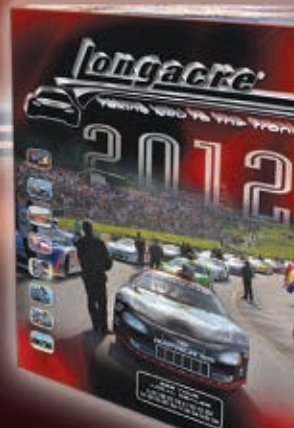
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A VIOLENT  
PERSON, THAT PART  
MADE ME SMILE”

## Theft

**A**t Road Atlanta, in 1994, my dog Turbo knew who it was. It was already a tough weekend, where I’d just had my world record crash in TC Kline’s Mazda RX-7 turbo, and the tragic crash that so damaged Jeremy Dale’s legs the next day also caused me to miss my first ride in a real GT car (far less important, yes, yes). That pileup, right before my helpless, anguished eyes, started in Turn 12 when a slow car turned down on a fast car, and the one hour red flag was to be my stint. Probably for the best, because I was a little fuzzy from the mild concussion I’d suffered in the crash the day before, though I’d never admit it, because it’d keep me from this dream ride in a big, honkin’ Camaro.

Now where was I? Oh, yeah, Turbo knew. When we returned to the race trailer, someone had gone though Linda’s purse. Wallet gone. Bad guard dog, Turbo, bad! All 12 Lhasa pounds of you. Several other wallets were taken around the paddock. At Mosport,

someone got my great friend Peter Schwartzott’s wallet (the blackjack fund, argh!), and several others.

It became a pattern. They took advantage of the racing family culture. We never used to worry. It was almost always during the first practice, when everyone was on pit lane. The crooks knew the schedule. Cunning. They’d hit the class that was on track. Robbed lots of pockets, usually drivers. Neatly refolded and replaced the clothes, so it was not immediately obvious there was a robbery. At a Las Vegas ALMS race, they hit our trailer, taking wallets. First practice. ALMS teams. Rats. I had just cashed a check, too. *Never* had \$300 in cash back then.

By 2006, we sure knew better. Always have a guard, or lock the trailer (a pain with stragglers needing to run in and out – like me). First practice, we’re sitting out the first 10 minutes at the Rolex Daytona 24 to avoid the crazies. The team owner has sent our trucker off on a mission, and the thieves steal our wallets while we are right across the street in our garage. Phooey! In 2008, again at Daytona, first practice, they get me again with the Mazda team, guard and all, and even take my race license from my neatly hung shirt. Clever slime balls, I must say. Now we often take our wallets from our pants pocket and find a secret hiding place, but I’m sure I will forget it.

Well, a few weeks ago, my buddy Jack in Daytona showed me an article in the local paper about a thief caught at the

Gatornationals drag race in Gainesville, Fla. Videos showed this guy doing his dirty deeds at the drags. The fans figured it out, spotting him slinking in and out of race rigs. Roughed him up. He spent the night in the ER.

Now, while I am not a violent person, that part made me smile. Three wallets and my ex-wife’s purse, y’know, and those of many racing colleagues. Vigilante justice. Fists of fury. “Maybe that is your guy,” says Jack. Maybe, but what are the chances? Lots of crooks out there.

Last week I got a call from 941. Daytona. The detective found my race license in that guy’s house. Bingo, scumbag! They needed me to press charges. Hell, yes! But you know, there is that subtle worry that this guy is gonna know who I am, and when he gets out.... I don’t care. He’s a burglar, not a psychotic killer. Yet.

I appreciate the help of the police, and for once don’t just fear the speeding ticket from them. I will do my part to make him suffer his punishment. Will any of us see our money? Ha, probably not. They said a million-plus over the years. But there will be one less creeper creeping for a while. Meanwhile, lock up your stuff, even at a Club event. I believe humans are basically good and just, but that lunatic fringe is always out there. 🕒





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## Christy Carlson keeps her head in the clouds and her right foot on the throttle

If you've been racing long enough, sooner or later you've found yourself standing in the pits, staring at the sky moments before an event wondering, "Is it going to rain?" The decision to put on rain tires or go with drys can sometimes make the difference between sliding off course and claiming the win. Everyone who has been in that position always wished they had a little more information to make that final call (other than just a gut instinct). Christy Carlson is a person who has that information, since she is a meteorologist by trade. When she isn't using computers to model cloud formations for the Air Force she competes in Solo and RallyCross. In fact, Carlson won the 2011 Solo National Championship title in Street Touring Unlimited Ladies piloting her 2006 Subaru STI through good weather. The lesson to be learned is this: Based on the fact that she is a meteorologist and a National Champion, if you see Carlson at an event putting on rain tires, you'd better start changing your tires, too.

In the same "double-duty" Subaru STI, Carlson won a 2008 Rallycross National Challenge in Prepared All Wheel Drive (PA) – this made her the first woman to win a Rallycross National Challenge in the SCCA. This victory was no surprise to those who knew Carlson when she was growing up, since she spent her formative years on a pig farm driving ATVs and sliding around in the mud. It was on her father's farm that she realized she had a passion for weather.

"I watched my dad pay close attention to the weather," says Carlson. "As a farmer, the weather could make a huge difference in the prices of crops. Our farm was on a hill and we could see the storms forming across the Missouri River, and as they hit the bluffs in Iowa, we would see the storms fire up." Those heavy storms inspired her to pursue an education in meteorology.

Carlson was a determined student and, after she finished her bachelor's

degree at the University of Nebraska, she earned a dual master's degree at the University of Oklahoma in computer science and meteorology. All of this was accomplished by the age of 23. Right after she finished with school, she landed a job with the Air Force Weather Agency as a contractor, where she conducts atmospheric and environmental research for the agency, which handles global operations for the Army and Air Force. Ask Carlson for any further details regarding her job and she gets real quiet, because the information is classified.

Carlson's passion for weather didn't just jumpstart her education and career path, it also shaped one of her hobbies: storm chasing. Carlson has actually driven through a tornado, and not just any tornado – she actually drove through the early stages of the world's largest recorded tornado: 2.5 miles in width.

"It was sort of a stupid idea, really," she admits. "About 15 minutes before the convection started, a friend of mine and I were sitting at a T-intersection. I was driving, and he was filming. If we went north toward town, we would be heading right into the path of a tornado. If we went west, that was where the tornado currently was. We only had one choice and that was to go south. But, while we were driving, another tornado came down. We saw circulation begin on our west side. Luckily there was only farmland around us, so the only debris hitting the car was dirt and mud.

"At one point, a two-by-four went right in front our windshield, narrowly missing the cab. We later timed the video and the lumber went by us at a wind speed of 120mph. I could feel the car being pushed off the road. I just adjusted the steering and kept on driving. Normally we wouldn't get that close."

When she isn't dodging tornadoes Carlson can be found dodging cones both on and off the paved surface. In 2004, she purchased a brand-new Subaru WRX. Back then every person

## CHRISTY CARLSON

### Fast Facts

SCCA REGION: Nebraska

MEMBER SINCE: 2005

LAST BOOK READ: *Physics of Climate* (textbook)

FAVORITE ENTERTAINER: I'm easily entertained. It's hard to pick a favorite

FAVORITE MOVIE: Toss up between *Lord of the Rings*, *Senna*, and *Love the Beast*

FAVORITE TV SHOW: *Battlestar Galactica*

FAVORITE FOOD: Chocolate, of course!

FAVORITE NON-SCCA ACTIVITY: Storm chasing and photography

FIRST CAR OWNED: 1985 Chevy 20 full-size van with huge dents in the side

FAVORITE CAR OWNED: 2006 Subaru STI

CURRENT DAILY DRIVER: 2006 Subaru STI

FAVORITE RACE DRIVER: Michele Mouton

MOST INFLUENTIAL PERSON IN MY LIFE: That's a tough call, because everyone in my life has had some part in shaping who I am today

“AT ONE POINT, A TWO-BY-FOUR WENT RIGHT IN FRONT OF OUR WINDSHIELD” Christy Carlson







When not at her day job as a meteorologist, Christy Carlson can be found competing in Solo (LEFT), RallyCross, and stage rally competition. In her free time, she can also be found storm chasing (RIGHT).



who bought a WRX was given a free one-year membership to the SCCA. That was her first introduction to the Club. She went to a local autocross and watched for a few minutes. The first thing that popped in her head was, “I’m faster than most of these guys.” She entered a Saturday Solo school and then competed on Sunday. She has been to almost every single local event since. She was hooked from the start.

She enjoyed Solo and ProSolo so much she also decided to compete in RallyCross with her WRX, where her childhood experiences of sliding around gravel roads on the farm really paid off. Carlson was quickly successful in both Solo and RallyCross while driving her WRX. Unfortunately, right after she won the RallyCross National Challenge in 2008, two miles from the event, a drunk driver pulled out in front of her, destroying her prized WRX. Instead of letting the crash get her down, she went out and replaced the WRX with an STI, then went on to win the STUL National Championship at the 2011 Solo Nationals.

Carlson now also competes in stage rally with Rally America and continues to use her meteorology expertise to her advantage. “Before the Sno\*Drift Rally I had been watching the cloud patterns, so I knew there was going to be glazed ice about a week ahead of time, and I was able to source the right tires before we left for the race.” Racing in tough conditions for some drivers is just another day on a gravel road chasing a storm for Carlson. “I look at it this way: fear is for later, it is not for the moment.”

As Carlson continues to chase storms and also chase a possible professional racing career, she has one thing that is very important to her that she wants to share with as many people as possible. There is a charity she helps to raise money for, RAINN (Rape Abuse & Incest National Network), and she knows it’s a subject many women have a difficult time with. RAINN ([www.rainn.org](http://www.rainn.org)) is a national hotline for victims of sexual abuse to call for advice and assistance. The number is (800) 656-HOPE.

“There is a real negative stigma for women who are victims of sexual abuse,” she explains. “I want women to feel empowered and for them to have a chance to heal. Typically, most women don’t have anyone to turn to and RAINN is a place for them to go. This is a place I could have used at one point in my life and I want other women to know there is a resource for them.”

# Inside Track

BY JAMES KEARNEY PHOTOS COURTESY LARRY HAYNES

## Rio Grande Region's Larry Haynes, Rocky Mountain Division Worker of the Year

**S**tarters are different. For one thing, nobody starts off being a starter. And they're up there alone in the starter's stand, or so it seems. It's not like the old days where a dashing figure in a purple suit stalks the track surface and suddenly jumps in the air waving a green flag. But it still is a remarkably different job. It is not for the faint of heart or the indecisive. They don't ask everyone to be a starter. Starters are special.

Larry Haynes is a New Mexico near-native, in that he's been there since 1973. Prior to retirement he spent 30 years researching lasers and such at Los Alamos National Laboratory. A coworker competed in Solo and Larry went along one day and a hobby was born. He Soloed a Triumph TR4 back then – and he still Soloes today, now in a 1987 FC Van Diemen. It is not his only racecar by any means.

In the late 1970s he was a corner worker, inspired by the fact that he could get to work pro races as well. He was particularly taken by close exposure to Indy cars. "They sure didn't have pit lane speed limits in those days," he says. "It was astounding to see them sail into pit lane and come to an abrupt stop."

The precision work of the pit crews made a permanent impression. Another lasting impression was that of an alcohol fire just two stalls from where he was working. "It was scary but the series officials were right on it and had it under control. It was just impressive to watch everyone do their jobs."

Haynes got the nod to try starting when they had difficulties recruiting starters to travel to Sandia Motor Speedway (now Napa Speedway) in Albuquerque, which hosted primarily oval track racing but, on occasion, a road race. "I'd been starting vintage events so it was not a big stretch. At the time, I didn't intend to get a National license but one thing led to another." Not surprisingly, he remembers his very first start. A mentor stands just behind and the novice receives a subtle pat on the back when it is time to toss



**“I'M LOOKING FOR THE GUYS IN THE MIDDLE OF THE PACK AS WELL”** Larry Haynes



**Larry Haynes is not just a competitor (ABOVE), he's also a volunteer. At the 2011 National Championship Runoffs, it was announced that Haynes was the recipient of the BFGoodrich Tires Rocky Mountain Division Worker of the Year Award for Starters.**


the green. "You need to stand rock still with the flag buried behind you and your adrenaline is going nuts."

"I'm in control of the start and the finish of the race and no one else is, and I like that," he grins. He watches to see that he doesn't fall into predictable patterns. "I try to vary the spot I throw the green by 50 to 60 feet. I need drivers to do their jobs and stay in line. I'm not there to control the race outcome; I'm shooting for a fair race. That's why I'm there." He wants the polesitter in second gear and to bring along the rest of the field. "I can't focus on just the front row. I'm looking out for the guys in the middle of the pack as well. There can be some damage if things aren't handled well."

Every track is different and the

logistics of the start are affected by track layout, sight lines and topography. When he reports for duty at a new track he asks other starters and stewards for their thoughts. What is the normal zone for starts? What has worked well so far? "I like a long run up to the starter's stand so I can see as many rows as possible. But you don't always have that."

It may help to have a starter who has raced, let alone is still an active racer. In addition to the FC Van Diemen, Haynes has three vintage Formula Fords, a 1954 Siam and a Spec 7. He races both SCCA and vintage events as well as Soloing. He was honored and surprised to receive a call telling him that he had won the BFGoodrich Tires Worker of the Year Award, which was presented at the 2011 National Championship Runoffs. "It has a special place on my wall." The set of tires that he won were put to immediate use on his truck as he went off across county to recover a pair of FF Eldens.

"I like to do my job. I'm a little uncomfortable being singled out. Club Racing is great. We all go home as friends. Otherwise I wouldn't be there." 

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# First Gear

BY R.A. McCORMACK PHOTO COURTESY LAURA ELLIS

## Chase Ellis will work through anything in order to compete

**C**hase Ellis is a work in progress. Not that his progress to date hasn't been spectacular, with feats last year never before accomplished in Philadelphia Region's big-time Solo program. Made all the more extraordinary because they were essentially done driving with one hand.

But the 21-year-old Ellis has run up against the reality of the cost of competition for someone of modest means, especially as he now wants to make the switch to SCCA Club Racing and ultimately realize ambitions to drive a Grand-Am car. For the foreseeable future, the road ahead is paved with frustration.

"He's a strong-willed young kid," says Laurie Ellis, his mother and most supportive fan, "and I hope Chase will keep going in this sport. But sometimes kids lose hope when they don't see light at the end of the tunnel."

That gloomy assessment was made in March at the beginning of Philly Region's Solo season, when it became apparent Chase would not finish his attempt – initially funded by selling his shifter kart – to build a BMW E30 by cobbling together a 1986 BMW 325 with a 1997 BMW Z3. While Chase is an excellent mechanic, there was that matter of a not-so-good right hand slowing progress to earn cash working part time in construction.

Fortunately, thanks to the generosity of Rich Dunbar, Philly Region's novice chief, Chase is co-driving Dunbar's BMW M3 in the opening rounds of the 2012 season and things are now considerably brighter. The support from other Solo competitors has, in fact, been a familiar pattern in Chase's Solo career, which kicked in when he was 17 in 2008. The next year he won DSP driving the family's Mini Cooper. In 2010 he began with the Mini, but the theft of its rims and tires put an end to that scenario. Enter Steve Rosenberg, one of the architects of the Philly Region's Solo success story, who had spotted Chase at a novice school.

"I am one of those rocket drivers



**“CHASE WAS A NATURAL AND TOOK TO THE SPEED VERY QUICKLY”** Steve Rosenberg



**(TOP)** Chase Ellis is an active Solo competitor whose dedication paid off when he won the 2011 Philadelphia Region Solo Driver of the Year Award. **(ABOVE)** His skills on the Solo course don't just involve dodging cones – it sometimes includes catching them. For being this month's First Gear member of the month, Ellis will receive a \$200 gift certificate to SafeRacer.

who gives out fun runs in my F500,” recalls Rosenberg. “I give rides to almost anyone, but there was something I saw in Chase that I knew he was a good driver. At the end of the event at Warminster, an airport runway, I gave Chase a couple of fun runs. You can't just take one run in an F500; you need at least two to get the hang of it. Well, Chase was a natural and took to the speed very quickly, so I brought him in as a co-driver for the 2010 season.”

By the end of that season, Chase had bought a shifter kart and was primed and ready for 2011. That is, until Feb. 9 when an accident working a log splitting machine crushed three fingers on his right hand. Miraculously, after three surgeries, he did not lose any of them, although he will have a plate and three screws permanently holding his ring finger together.

Chase was undaunted. After missing the first two Solo events of 2011, he was back competing. “For protection he wears an ATV driver's glove with carbon-fiber knuckles,” says Laurie.

Turning disaster on its head, Chase discovered that the locked-in curve to his fingers allowed him to grip the shift lever in his kart. When pressed, he admits the pain can make him sick to

his stomach. One would think such adversity would have ended his Solo season, but you would be wrong. Chase was Philadelphia Region's 2011 Solo Driver of the Year, which is decided by total points for a PAX index finishing position at every event. He then won the region's most prestigious event, the Al Holbert Memorial. This has never been done before in the same year, much less by someone so young.

These accomplishments are all the more impressive given the depth of Philly Region's Solo program. “It has grown from 30 car events in 1995 to 150-180 car events now,” says Rosenberg.

For those not familiar with the Holbert Memorial Trophy, Philadelphia Region RE Jeff Jacobs explains. “This is a two-day event in honor of Philly Region driver Al Holbert, who died in 1988. The trophy is awarded to the top PAX index finisher from the combined results. The event typically draws more than 150 drivers, including top National Solo competitors across the Northeast Division. This makes it tough enough, but Chase was recovering from a broken hand and had to switch from his kart to an FM car at the last minute due to mechanical issues.”

Jacobs also has a clear understanding of what makes Chase tick. “The secret to Chase's success...is his willingness to ask for help and to learn from as many people as possible,” he says. “When Chase isn't driving or working course, you'll usually find him riding in someone else's car, watching what they do and asking questions.”

Chase isn't all about Solo, either. There's ATV and dirt bike riding as well as fishing and hunting. Whether or not he can realize his motorsports dreams remains to be seen. But with the toughness and courage he has unequivocally demonstrated, don't write off this young man from rural Glen Mills, Pa. 📍

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# FIRED UP!

BY JEFF ZURSCHMEIDE PHOTOS JOHN THAWLEY

In the history of road racing, few professional series can claim the longevity, depth of talent, and mystique of SCCA Pro Racing's Trans-Am. The series has always offered powerful cars, but Trans-Am also required those cars to do more than go fast and turn left, which sets it apart from other professional sedan racing organizations.

Along the way, the series inspired Pontiac to create the Trans-Am version of its Firebird pony car, and then in 1971, BFGoodrich Tires introduced its Radial T/A performance tires by placing them on modified Pontiac Trans-Am demonstration cars – including one raced on the T/A tires in the Trans-Am series by Jerry Titus.

Trans-Am got its start in 1966 as the Trans-American Sedan Championship, organized by SCCA as a professional-level series to showcase Club Racing's A Sedan and B Sedan cars. Trans-Am racing presented the two groups as the over 2-liter and under 2-liter classes.

From the beginning, many of the biggest and most successful names in racing answered the Trans-Am call – and why wouldn't they? The cars being raced were current models with some manufacturer support, but a privateer team could (and did) field a competitive entry. The series was a perfect way to prove a driver's road racing chops against the best drivers of the day. The first year of the series saw such racing luminaries as Jochen Rindt, Richard Petty, Jacky Ickx, A.J. Foyt, Titus, and Bob Tullius.

Rindt drove an Alfa Romeo GTA to the very first Trans-Am race at Sebring in March of 1966, the year after he won the 24 Hours of Le Mans and the year before he entered the Indianapolis 500. Drivers such as Petty, Foyt, and Ickx were already famous – the latter achieving the 1965 Belgian Touring Car championship before heading to America to race his Lotus Cortina in Trans-Am.

The first years of Trans-Am saw the greatest variety of entries – starting in 1966 with Mini Coopers and Fiat Abarths through dowdy family wagons like the Dodge Dart, Volvo 122S, and even the odd turtle-backed Saab 96. In these early races, only the Ford Mustang and Plymouth Barracuda represented the nascent pony cars that would come to define the series in its glory days.

## THE SUMMER OF LOVE

In 1967, two things happened to boost Trans-Am. The first was the arrival of the Chevrolet Camaro, which shot to the top of the standings to take second place in the first race of the season. Veteran Bob Tullius took the first win of the season in a Dodge Dart on Feb. 3 at Daytona Speedway. Craig Fisher drove his new Camaro to second place, and third was claimed by Parnelli Jones in a Mercury Cougar. Gone from the top of the chart were the under 2-liter cars of the year before. The top finishing four-banger was Jim Baker's Alfa GTA in eighth place, and he dropped to 15th for the second race of the season as the top spots were claimed by Mustangs and Camaros.

The second important thing to happen in 1967 was the

## The Birth, Glory Years, Death, and Return of SCCA Pro Racing's Trans-Am



arrival of Mark Donohue, who failed to finish the first race of the season, but drove his Camaro to second place at Sebring in March, following Jerry Titus' Mustang to the checker. Donohue claimed his first Trans-Am win at Marlboro, Md., that year, partnering with Craig Fisher to beat second-place Milt Minter and Allan Moffat by over two laps in a 300-mile endurance race.

## GLORY DAYS

By the end of the 1967 season, Trans-Am was firmly established as America's road racing championship for pony cars, and the entry lists reflected the series' growing popularity. This led to the "golden era" of Trans-Am, which lasted through the early 1970s and was marked by heavy manufacturer involvement and top name drivers.





The under 2-liter class received a boost to 2.5-liters in 1971, and after the legendary battles between Alfa and Datsun in 1971 and 1972, the small-bore side of the series waned.

To keep pace with the times, Trans-Am moved to a tubeframe format in the 1980s, with drivers such as Willy T. Ribbs, Paul Newman, Wally Dallenbach, and Scott Pruett taking their victories. The 1990s saw the

concept refined, with drivers like Tommy Kendall and Paul Gentilozzi leading still-strong fields.

#### **DEATH AND REBIRTH**

Trans-Am fell on hard times in the past 10 years and, after the 2005 season, SCCA Pro Racing could manage only an abbreviated two-race series at Heartland Park Topeka, followed by no races at all in 2007 and 2008. For the

2009 season, the 1978 Trans-Am Champion Greg Pickett revived the series with sponsorship from his successful Muscle Milk protein drink company, and that sponsorship carried the series for two years.

Beginning with its return in 2009, Trans-Am set its rules to allow Club racers in GT-1 cars a chance to be competitive at Trans-Am events. 2011 was the next watershed year in the

The SCCA Pro Racing Trans-Am Series is ready to take the green flag on the 2012 season, with plans that could take it well into a successful future.



hunt to find a Trans-Am formula that would work in the modern era. The series returned to its roots in pony cars with the TA2 class designation – bringing in GTA and GT-2 cars and focusing on the retro-design Camaro and Mustang bodies – hearkening back to the glory days. Trans-Am also added the Global GT class, reminiscent of the old Under 2-liter class, to bring in cars such as the popular Porsche GT-3 and Ferrari 430 Challenge.

At the end of the 2011 season, the future of Trans-Am was again in doubt. To reverse comparatively low turnout over the past two years, SCCA Pro Racing signed a five-year agreement with the Trans Am Race Company to manage the series beginning with the 2012 season. SCCA Pro Racing remains the sanctioning body, with the Trans Am Race Company providing all marketing and organizational functions.

“Last year, [SCCA Pro Racing President] Tom Campbell challenged the current competitors and said, ‘Something’s got to happen, or Pro Racing cannot afford to keep operating the series,’” says Trans Am Race Company President John Claggett. “The whole Pro Racing business model has been shifting from a risk-taking point of view of running the series, and becoming a third-party service provider.”

The Trans Am Race Company is owned by the team owners and drivers of the Trans-Am series. The company hired Claggett, who brings 22 years of experience, including a stint as executive director of the series, to the racing program. Other roles in the



SPORTSCAR ARCHIVES

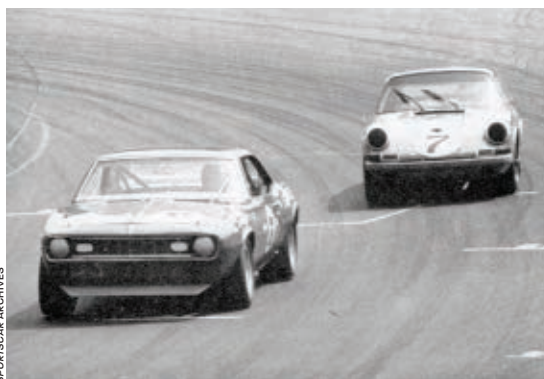
series are also being filled by experienced Trans-Am veterans who are committed to making the series successful.

### THE 2012 SEASON

At press time, the season opener of the 2012 Trans-Am series is still a month away. Teams will gather to open the racing season in May at Mosport in Canada, leading off a 10-race season that closes in Atlanta this coming November at the American Road Race of Champions (ARRC).

Tony Ave won back-to-back championships with a tremendous winning streak in 2010 and 2011, ending the most recent season with six victories and two second-place finishes. As Trans-Am’s most successful active driver, Ave has a big stake in the success of the series.

“It is a fact that the promoters and tracks wanted to make Trans-Am a part of their schedules, we just needed to become economical for them, and we feel we’ve done that,” says Ave. “I will be defending my championship, driving



SPORTSCAR ARCHIVES

Trans-Am has seen a number of notable competitors over the years, including Mark Donohue (ABOVE, left), seen here in 1968 in his over 2-liter class Camaro overtaking under 2-liter class competitor Tony Adamowicz. (TOP) It was racing like this that made Trans-Am a crowd favorite.

a new car I’m building, and I will also be running two other cars out of my shop in TA1, one for Doug Peterson and another for Dave Jans. We’ll be running Kurt Roehrig in TA2 as well.”

One notable moment in Trans-Am history took place at the last event of the 2011 season when, at Road Atlanta, Amy Ruman became the first woman to win a Trans-Am race. She had previously earned two other podium finishes in the course of the season, placing her third in the series standings for the year.

“We were excited to finally secure a Trans-Am win,” Ruman says. “It was the last race in my current car, which is quite a racecar! It’s been to a lot of tracks and a lot of races. We’ve since decided to purchase a newer ride to get an updated suspension and a newer body style. It’s a Rocketsports Corvette, and the guys have been diligently working on getting it all fixed up and comfortable for me.”

After the season opener at Mosport in May, the Trans-Am series has events lined up at Lime Rock, Mid-Ohio, New Jersey Motorsports Park, Watkins Glen, Road America, a doubleheader at Brainerd, and the series finale doubleheader at Road Atlanta.

“Compressing our schedule to the Northeast and the Midwest allowed us to announce a schedule that cuts back



(LEFT) With her 2011 win at Road Atlanta, Amy Ruman became the first woman to win a Trans-Am race.





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## “IT’S GOING TO BE VERY BUSY, SO WE’RE PRAYING FOR NO WRECKS” Amy Ruman

on travel costs by 30 or 40 percent. For a series that’s predominantly made up of Midwest-based teams, that was a smart thing to do,” Clagett says.

Even with a smaller geographic base, the Trans-Am schedule amounts to 10 races in about six months, with several races happening on back-to-back weekends.

“It’s going to be very busy, so we’re praying for no wrecks,” says Ruman. “We’re all anticipating a good start for the year. I’ve heard rumors of good car counts, and I hope that pans out.”

Predictably, Ave is taking the long view with respect to the competition. He’s the favorite for a third straight championship – a feat only Tommy Kendall has achieved.

“With the nature of our schedule, with the last four events happening as two doubleheaders, it’s going to be tough to establish any favorites until after Road America, which is Round 6,” says Ave. “But to be honest, we never really worry about anybody else. We work on our car and focus on getting it the way I like it. If we manage that, we’ll be pretty tough to beat.”

### TA2: MODERN PONY CARS

While the leading TA1 cars are full GT-1 machines producing about 800hp and capable of speeds up to 190mph, the cost of fielding a competitive Trans-Am ride has kept fields relatively small. 2011 saw the introduction of the TA2 class, designed to hold costs down and fill the field out with modern pony cars that fit the Trans-Am mold.

“Multi-class racing is a reality for any road racing series these days, Trans-Am has a better car count than



Daytona Prototype and LMP 1, 2, and C all do at their races,” Ave points out. “Like them, we need to have some support classes sharing the track with us to give the spectators a good show.”

With a spec engine producing about 475hp and a purpose-built silhouette chassis, Trans-Am management estimates that a new TA2 car can be purchased for about \$80,000. That is still a tall order, but much more achievable than the top tier of Trans-Am machines.

“TA2 will be dominated by Camaros this year, but by next year, hopefully, we’ll have a Mustang vs. Camaro competition,” says Clagett.

(ABOVE) Trans-Am 2 class cars are similar to Trans-Am cars, in that they are purpose-built tubeframe racecars.

(BELOW) The relatively new Global GT class features high-performance, production-based cars, like Ferrari 430 Challenge and Porsche GT3 Cup cars.



(LEFT) Fire-breathing Trans-Am cars offer ground-pounding excitement for spectators.

“We’ve had a couple of teams trying to get Dodge interested, which would be the ultimate, to have all the American car companies involved.”

### A MODERN TV PACKAGE

One factor that defines a successful professional racing series in the modern era is a TV package, and the Trans Am Race Company has signed a partnership with GoRacingTV.com to provide video coverage to be Webcast and made available through new media, and broadcast in HD on the MAVTV cable network, owned by Lucas Oil Products.

“This is a great opportunity for the Trans-Am Series,” says Clagett. “The additional coverage brings more exposure and delivers more impressions, which further enhances the series’ efforts to attract new advertising and sponsor partners, particularly for companies still married to conventional video delivery methods.”

### LOOKING TO THE FUTURE

While Trans-Am is centered east of the Mississippi for now, Clagett has plans to take the series nationwide again in the future.

“As we gain strength and teams have a little bit bigger budgets and attract sponsors, we’ll definitely be looking to the West Coast. I’ve been talking to lots of tracks in the west – Portland, Infineon, and Mazda Raceway. What I was trying to achieve was a two-race swing in two weeks, back to back. I wanted to be at the World Touring Car race at Infineon, and then the Grand-Am race at Mazda Raceway, but it just didn’t work out,” he says.

But it’s not just bringing Trans-Am races to large-scale pro weekends – the ultimate goal is to celebrate Trans-Am as its own entity, looking back at more than five decades of series history while maintaining the relevance of the series today.

“We want to promote Trans-Am celebration weekends with the historic and vintage Trans-Am cars running with the modern-day Trans-Am racing together on the same weekend,” Clagett continues. “We’d like to bring in some of the old guys – the Pruetts and Kendalls and Follmers and Parnelli Joneses of the world. We’d like to have parades, muscle car groups and corrals, and Trans-Am cars on the racetrack. Most of the good vintage cars are in the west, so to pull it off you have to do it in the west.” 





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# TAKING THE CHALLENGE

A Midseason Roundup of SCCA Pro Racing's Hotly Contested Pirelli World Challenge Championships

BY JEFF ZURSCHMEIDE

**T**he top-drawer Pirelli World Challenge GT class is the state of the art in production-based sports car road racing. The rules shakeups that created the GTS class and took Touring Car back to its roots in 2010 have mostly bypassed the fire-breathing machines of GT. GT fields are still healthy, and the class is the backbone of the World Challenge series – and, with 500-plus horsepower pounding the track from each racecar, how can this class not be a crowd pleaser.

The 2012 season is made up of 12 races over eight weekends for World Challenge GT, beginning with a doubleheader on the Streets of St. Petersburg, where GT ran with GTS and Touring Car in a combined race.

There was no honeymoon in GT this year – no taking it easy for the first event out of the gate. Veteran competitor Lawson Aschenbach posted the fast race lap in his Privacy Star/Entrust Porsche 911 GT3, but it was his bold pass for the lead, ducking around the leaders as they were approaching lapped traffic, that decided the race. Although the pass put Aschenbach into the lead and he finished the race in the first position, the same pass was determined to

have occurred under yellow flag and SCCA Pro Racing revised the results to move Aschenbach to fourth place.

When the results were final, the win went to Johnny O'Connell in his Cadillac Racing Cadillac CTS-V Coupe. James Sofronas claimed the second spot in the Global Motorsports Group Porsche 911 GT3. O'Connell's teammate Alex Figge took third place in his Cadillac Racing Cadillac CTS-V Coupe.

"These are some outstandingly good drivers, some very aggressive drivers and everybody wanted to win," says O'Connell. "The way we all raced each other was really hard. Among the leaders, there was minimal contact. James Sofronas and I were running through some of the fastest parts of the racetrack side by side, so it was good racing all around."

But the mark of a professional racing driver is to leave the past in the

past, and the next day Aschenbach drove to an undisputed victory. Aschenbach has two prior World Challenge championships to his name (2011 Touring Car and 2006 GT), and he showed the talent and skill that makes him a perennial contender.

Starting from the pole position owing to his fast lap the day before, Aschenbach simply drove away from the field, surviving three restarts on the way to a flag-to-flag victory. O'Connell finished second, 4.591sec back, and Cadillac Racing teammate Andy Pilgrim took third.

"It's a great accomplishment after what happened yesterday. I totally understand what the series had to do. We respect that and we just have to move on. The TruSpeed guys really rallied behind us today and all our sponsors, Privacy Star and Entrust," Aschenbach says.





on that lap,” says Pilgrim. “It wasn’t like I had a run on him, but I could stay with him. I just surprised him there. He was starting to move his brake point back a little bit and I noticed it. I just waited as late as I possibly could. The door was open and I went through.”

From Long Beach, the series headed for Miller Motorsports Park in Tooele, Utah, just two weeks later. At the single race there, GT crowned its fourth winner in four races – guaranteeing an all-out battle for the championship as the year wears on.

2011 World Challenge GT class Champion Patrick Long took the Miller win in the Privacy Star/Entrust/TruSpeed Porsche 911 GT3 normally driven by Aschenbach, who had a previous commitment that weekend. Once again, it was O’Connell who challenged for the lead and finished second, with Mike Skeen bringing up third in the Hawk Performance Chevrolet Corvette.

“Johnny was really quick the first couple of laps and I just tried to keep him honest, find out where his strengths and weaknesses were, and really just use him up,” says Long. “You can’t sit there and count your chickens because the Pratt and Miller guys are going to be there every single weekend. For a small team out of Southern California, it’s pretty awesome to beat the Detroit iron.”

When the series arrived back on the West Coast in May, it was time for a fifth driver to take the win. Randy Pobst led every lap in the K-PAX Racing Volvo S60, delivering a dominating performance and setting a new lap record.

“Mazda Raceway Laguna Seca is just right for the Volvo with its all-wheel drive, especially coming out of Turn 11,” says Pobst. “The S60 just rocks off that corner! We’re going to have some good races with these guys for the rest of the year.”

Pobst’s teammate, Alex Figge, drove to second place in his own K-PAX Racing Volvo S60, and Andy Pilgrim came in third in the Cadillac Racing Cadillac CTS-V.

After five races in the GT class this year, Johnny O’Connell and Andy Pilgrim occupy the first and second places in the season points contest. Pobst pole-vaulted himself into third with a pole position and win at Mazda Raceway. Lawson Aschenbach and James Sofronas occupy fourth and fifth place, respectively.

## WORLD CHALLENGE GTS

2012 is the third season for the GTS class in World Challenge, and the class is gaining momentum every year. Twenty GTS drivers entered the season-opening doubleheader event in St. Petersburg, Fla., this March, marking one of the strongest grids in the history of the class.

GTS was originally designed as a class for the older generation of more highly developed Touring Cars, when that class went to lower preparation formula for the 2010 season. GTS is composed of high-performance sedans and sports cars such as the Ford Mustang, Dodge Challenger, Chevrolet Camaro, Acura TSX, Porsche Cayman, Mitsubishi Evo, Kia Optima, and Honda S2000. GTS bodywork modification rules are looser than in Touring Car, but not as loose as in the GT class. Drivetrains are essentially stock in this class.

At the St. Petersburg season opener, first time World Challenge driver Justin Bell brought home the win in a borrowed car. Bell drove Tiger Racing’s eBay Motors Ford Mustang Boss 302S to the top of the podium. This is the car that won the 2011 GTS championship in the hands of Paul Brown, but a minor surgery took Brown out of the seat.

Bell made good on a restart to take the lead from World Challenge veteran Peter Cunningham in the Acura/HPD/RealTime Racing Acura TSX.

“[Cunningham] just didn’t come out quite as well on that restart as he had done before,” Bell says.

Cunningham finished second, but also turned in the fastest GTS lap in the first race, which earned him the pole position for the second race of the doubleheader. Jason von Kluge finished third in the Steeda Autosports Ford Mustang Boss 302S.

The next day, Cunningham started from the class pole position and led a substantial portion of the race, but once again Bell drove to the lead in the final laps of the race, bringing home another victory.

Bell eventually chased Cunningham down and took the lead in Turn 1 with just two laps remaining, which earned him both the Cadillac CTS-V Move of the Race Award and the Kia Turning Point of the Race. He went on to maintain his perfect record in World Challenge competition, going two-for-two as a stand-in for 2011 GTS Champion Paul Brown.

“They said, ‘You’ve got three

After the opener in Florida, World Challenge made the cross-country drive to the Long Beach Grand Prix, where Pilgrim earned his first World Challenge win since 2009. Pilgrim started on the outside of the front row, with veteran GT Champion Randy Pobst in the K-PAX Racing Volvo S60 on the pole. The standing starts used in World Challenge offered the all-wheel-drive S60 a traction advantage, and Pobst led the field for the first eight laps. Then Pilgrim found an opening and drove his CTS-V Coupe right through it, claiming the lead.

After that, Pilgrim just drove his Cadillac into the California sunset, opening a lead of more than 6.3sec on Pobst and the rest of the field during the next 23 laps. Cadillac teammate O’Connell finished third.

“Randy got stuck in traffic in the hairpin and I gained on him a little bit

**World Challenge features four classes, the fastest of which is the GT class, with 500-plus horsepower supercars racing wheel to wheel at tracks all across North America.**

DAVE GREEN

minutes left in the race,' and there's a big difference between going home second and going home first," Bell says.

Cunningham once more finished in second position, with Andy Lee in his Best IT Chevrolet Camaro earning the final spot on the podium.

Heading across the continent to the Long Beach Grand Prix in April, Bell was enjoying an early series lead, but with World Challenge GTS gearing up for a 12-race season, an early lead doesn't necessarily amount to much. Cunningham is a proven champion, and he was close in the points hunt with his pair of runner-up finishes.

Cunningham proved this by putting his Acura on the class pole at Long Beach, but he saw rookie Jack Baldwin drive his Hot Wheels/Invoice Prep Porsche Cayman S to the lead in Turn 1.

"I started out drag racing back in the day and I just thought, 'You know what? I'm going to go out there and just come off the line like I used to,'" Baldwin says.

Baldwin held off Bell as the race progressed, but it was anything but a foregone conclusion. When the checkered flag flew, Baldwin had brought the victory home to Porsche, with Bell right behind in the Ford Mustang, and third-place Colin Braun making his first trip to the podium this year in his Infinity Audio/Kia Motors America Kia Optima.

Just two weeks after the street race at Long Beach, the series arrived at Miller Motorsports Park in Tooele, Utah. The event was a single race for both the GT and GTS classes, and a



## “THESE ARE SOME OUTSTANDINGLY GOOD DRIVERS” Johnny O’Connell

**Lawson Achenbach is piloting the Porsche that claimed the GT title in 2011. While he's fast, Aschenbach's season has thus far been less than smooth.**

**This year's GTS competition sees cars like Kia Optimas and Jack Baldwin's Porsche Cayman (BELOW) challenging for the lead.**

triple weekend for Touring Car and Touring Car B-Spec.

The clear air of Utah proved to be just the ticket for Andy Lee in what was his first win in the World Challenge series. Lee drove his Camaro to fourth place in class on the last lap, behind race leader Michael Galati and second-place Colin Braun in their matched set of Infinity Audio/Kia Motors USA Kia Optimas. Cunningham was running third in his Acura. Braun was challenging Galati for the lead on the final lap, and, in the last corner, the two Kias came together, unfortunately also collecting Cunningham. Lee drove through the mess, and Braun struggled in for second place, Galati finished third, but Cunningham was unable to continue. Ironically, the crash was declared the Kia Turning Point of the Race.

"You don't want to win a race like that, with people crashing, so I'm glad everyone is OK, but if you get it handed to you then you might as well take it," Lee says.

The most recent stop on the World Challenge Tour was Monterey, where the contenders battled at the legendary Mazda Raceway Laguna Seca. It was here that Peter Cunningham closed the deal, winning the race from the pole position after qualifying up front over the last four races in the Acura/HPD/RealTime Racing Acura TSX. Second-place qualifier Jack Baldwin led the first two laps in the Voodoo Ride-Invoice Prep/Hot Wheels Porsche Cayman S, but then Cunningham put the Acura out front and set a new track record before claiming the win.

"We went side by side up the hill and we touched a little, but we ended

up in the lead there," says Cunningham. "From there, it was a controlled pace for a while. I could do my laps and still be nice to the tires. After the second restart, Jack was coming and he was doing a great job and pressuring pretty hard and I managed to just stay ahead of him to the checker."

Baldwin finished second at Mazda Raceway, and Aaron Povoledo brought up third in his CapaldiRacing.com Ford Mustang Boss 302S.

After five rounds, Cunningham used his pole position and win to claim the points lead from Justin Bell, who suffered a race-ending accident with Touring Car driver Tristan Herbert. Baldwin sits in second place, with Bell in third for the season so far.

## WORLD CHALLENGE TOURING CAR

World Challenge Touring Car has long been known for its knockdown, drag-out battles. Primarily composed of sport compact cars and hot hatchbacks, Touring Car requires 100-percent commitment, courage, and skill to run at the front. Touring Car got a rules makeover in advance of the 2010 season, reducing costs to compete by limiting modifications to a more stock specification than it was before. The result has been two solid years of great racing in Touring Car.

Fifteen drivers entered the season opener at St. Petersburg, Fla., in March. Among the veteran and rookie drivers in Florida was Michael Cooper, beneficiary of a year in Touring Car courtesy of Mazda's racing ladder program. Cooper was the 2011 Playboy Mazda MX-5 Cup champion, and as such was eligible to move up to

## “WE WENT SIDE BY SIDE UP THE HILL AND WE TOUCHED” Peter Cunningham



D.E. BAER PHOTOS



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DAVE GREEN

## “IT DIDN'T GO QUITE AS SMOOTHLY AS I WOULD LIKE” Michael Cooper

a completely funded Touring Car ride this year. Cooper will be competing the entire season in a Mazdaspeed 3 hatchback, supported by Atlanta Motorsports Group.

Cooper showed no weakness when the team arrived in Florida. Right out of the trailer he set the fast practice time for Touring Car, and then put his Mazda on the pole for the first race.

The series' initial battle was also set up before the race even started. Tristan Herbert, driving the rimtek/GermanAutoParts.com Volkswagen GTI was about a second behind Cooper in qualifying, and it was Herbert's track record that Cooper bested by about half a second.

When the green flag dropped, it was game on between Cooper and Herbert, who won at St. Pete last year. Herbert got a good start and led much of the race until the last third, when Cooper took the lead. After a brave but ill-fated effort by Herbert to retake the lead, Cooper was first to the flag. “It didn't go quite as smoothly as I would like,” says Cooper. “I think we got hit from about every angle, front, back, and both sides, but we got it done. You always hope it's not going to be like that, but if it's like that, you've got to get it done.”

Todd Lamb claimed the second-place spot in his National Karting News/HPD Honda Civic Si, followed by Anthony Rapone, who finished third in the Durabond Racing Honda Civic Si.

Cooper again showed that he has what it takes by repeating his victory on Sunday. On this day, he got a good start and put some GTS car between himself and his competition. That advantage allowed Cooper to make an uninterrupted drive to the checker, placing him solidly into the series points lead. Once again, Lamb claimed the second-place podium spot in his Honda, while polesitter Herbert took the third-place position.

From St. Petersburg, the Touring Car show skipped the Long Beach Grand Prix, and went straight to Miller Motorsports Park in Tooele, Utah, for a tripleheader. At Miller, former open-wheel racer Jan Heylen put his HPA Motorsports/Brimtek Volkswagen GLI on the pole for the first of the three races. Cooper qualified second in his Mazda.

The racing at Miller started with two back-to-back races

separated by just 10 minutes in the pit lane. The first race got off to a rocky start when Heylen failed to get moving at the green. Cooper seized the moment and grabbed the lead from the outside of the front row, trailed by Heylen and the field. By lap eight, however, Heylen was suffering car troubles, and second place was taken over by third-place qualifier Lamb in his Honda, with his teammate Ryan Winchester bringing up third in the Lion Industries/HPD Honda Civic Si. In lap nine, Lamb and Winchester took the lead from Cooper and Lamb brought it home. Making the podium a clean sweep for Honda was Gustavo Michelsen who took third place.

“I just put my head down and turned in some really good laps and was able to get through the field. It all worked out,” Lamb says.

The second race was gridded based on the finishing order from the first race, putting Lamb on the pole and Winchester to the outside. Cooper got a good start and challenged the two Honda teammates for the lead. Toward the end of the race, Cooper slipped by Lamb for the lead and pulled away for a 2.8sec margin of victory, again solidifying his points lead.

“I learned a lot in the first race and really applied it to the second race,” says Cooper. “I was just hanging there and letting Lamb set the pace.”

Winchester brought home the runner-up position for the second time that day, and Lamb finished the race in third position. Winchester turned the fastest racing lap, which placed

Michael Cooper's Touring Car season has had its bumps, but he's still in the hunt for the Driver's Championship.

him on the pole for the next day's 40-minute race, with Cooper on the outside front row.

Cooper again showed his mettle by grabbing the early lead, but it was finally Tristan Herbert's day to shine. Starting at the back of the field with a borrowed engine from a Volkswagen Beetle street car, Herbert worked his way through the entire field to the front, claiming the lead from Cooper on the 21st lap. Lamb and Winchester followed to take second and third place, respectively.

Herbert's amazing run earned him the win, and also the Sunoco Hard Charger for most positions gained, the Optima Batteries Best Standing Start, the Cadillac CTS-V Move of the Race, and the Kia Turning Point of the Race. Additionally, he turned the fast lap of the race at the end of the contest.

“It was just take your time, don't burn the car down, and let the guys in the front fight and eventually let them come to you and pick them off one by one,” Herbert says. “It was just a matter of time before we were going to catch up to them.”

As the series headed west to Mazda Raceway Laguna Seca on Mother's Day weekend, the drivers were settling in for the long midseason points race.

Tristan Herbert put his HPA/RennGruppe/Brimtek/SG Racing Volkswagen Jetta GLI on the pole, but couldn't shake the Compass360 Honda Civics of Todd Lamb and Ryan Winchester at the start. Lamb led every lap of the race, with Winchester ultimately taking the third position behind Jeff Altenburg in his HPA/RennGruppe Brimtek/SG Racing Volkswagen Jetta GLI.

“I tried to conserve the car for the first part of the race knowing that, toward the end, we'd definitely be getting a yellow and there would be a battle,” says Lamb. “We've struggled against the turbos all season, so we knew they were probably going to conserve tires and come on strong at the end.”

Unfortunately, polesitter Tristan Herbert ended up crashed with GTS driver Justin Bell on lap 21, which cost him not only his race position, but also some critical season points.

Lamb used his Monterey win to take over the points lead in the 14-race season, followed by Michael Cooper. Herbert now sits third in points. Of course, with so many races left in the season, this is anyone's championship to win.





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MARK WIEBER

## “THE RACE WAS EXACTLY WHAT B-SPEC SHOULD BE” Jonathan Start

### WORLD CHALLENGE TOURING CAR B-SPEC

More than any other SCCA Pro Racing series, World Challenge has been reinventing itself over the past few years to fill fields with the latest cars and keep the racing as close as possible. In 2010, the series went from two divisions to three, adding the GTS class to split the performance difference between the venerable World Challenge GT and Touring Car classes. 2010 also saw race management combining all three classes together in a single race group, further challenging the drivers in an already hectic pro racing environment.

Now for 2012, a fourth class has been added to the mix – the much-discussed Touring Car B-Spec series will be fought out alongside the existing World Challenge Touring cars over nine races spread across three event weekends. Designed for “B-platform” street cars, B-Spec includes pocket rockets such as the Chevrolet Sonic, Fiat 500, Ford Fiesta, Honda Fit, Kia Rio, Mazda 2, Nissan Versa, and Toyota Yaris. The B-Spec cars raced at Miller Motorsports Park in April, will race again at Mosport in June, and wind up the season at Infineon Raceway in Sonoma, Calif., on Aug. 24.

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

Each event weekend comprises three races for B-Spec and Touring Car, organized as an initial qualifying session, then the first 30-minute race. After the first checker, the cars take 10 minutes to re-grid in pit lane according to their finishing positions, and then another 30-minute race is run. The next day, the cars are gridded according to the best time achieved in qualifying and the first two races of the weekend, and a 40-minute race is held. This creates an

extreme incentive to keep the car shiny and competitive throughout the event. On the flip side, a driver who runs into trouble early in the weekend is unlikely to be able to climb out of the hole at the same event.

Seven B-Spec cars entered the season opener at Miller Motorsports Park in Utah – two Ford Fiestas and Honda Fits, along with a lone Mazda 2, Kia Rio, and Fiat 500.

In the first race of the new series, Craig Capaldi led the opening seven laps in his CapaldiRacing.com Ford Fiesta before Shaun Bailey took over first position in the *Road & Track* Mazda 2 for four laps. Capaldi came back for three more laps in the lead, and then Jonathan Start pushed to the front in the Fiat USA/SRT/Carbotech/Start Racing Fiat 500. Start's pass for the lead was named the Invisible Glass Clean Pass of the Race.

“Race one was exactly what B-Spec should be,” Start says. “Close, tight, and very similar cars. I had the race of my life in the fun category. We were able to flip and flop, and we raced each other clean. This is what World Challenge is.”

In the second race, just minutes later, Start had the pole position due to his initial victory. The Runoffs SSC veteran led the entire race, taking a 1.392sec victory to sweep the inaugural doubleheader, which put him solidly in the points lead.

“I raced smart, and I think that's what it was,” says Start. “I wanted to

New to the World Challenge fray is B-Spec, with the Jonathan Start-piloted Fiat 500 logging a pair of wins in the opening weekend for the class.

be smooth, I wanted to be consistent, and I wanted to take care of my tires in the first race, and I think I did. I watched the other guys and there were some moves where I was thinking, ‘You guys are nuts. You guys are going to scrub your tires.’”

Because of the unique nature of the Touring Car and B-Spec doubleheaders, tire management is key. All the cars run on a specified Pirelli racing slick.

“The big thing is tire management, because a lot of cars were getting bald spots down to the belts. We came away with only one blister after the doubleheader,” Start says.

The third race in Touring Car B-Spec was held the next day, and this time it was Sage Marie in the Honda Racing/HPD Honda Fit trading the lead with Capaldi's Ford Fiesta through the opening laps of the race. Start was also in the hunt, along with Dan McKeever's MMP/Ford Racing High Performance Driving School Ford Fiesta. But with the main battle going on behind him, Marie concentrated on driving his way to a 3.354sec margin of victory and Honda's first Touring Car B-Spec win. Conner Ford joined the back and forth battle for second in his Honda Performance Development Honda Fit, eventually taking the second spot. Capaldi finished fourth and Start took fifth place.

“I'm delighted that we have a win under our belt, and it's even better that Honda finished 1-2 on Sunday,” says Marie. “It's good for HPD, it's good for Honda and it's good for the class.”

As the weekend closed, Start grabbed the lead in the Drivers' Championship, with Marie in a strong second place. Capaldi currently sits third. Similarly, Fiat holds the Manufacturers' Championship lead, followed by a tie between Mazda and Ford.

What is clear from the first event is that the B-Spec cars are well matched, with a variety of manufacturers and drivers running at the front, and all races very hotly contested.

“It's amazing right out of the box how close these cars are,” says Marie. “Hopefully the series will continue to gain momentum and more entries, and the racing will stay as incredibly close as it was [at Miller].”

Looking to the future, the next stop for B-Spec is Mosport in June, then the season finale, sharing the bill with IndyCar in California. 



# HAWK

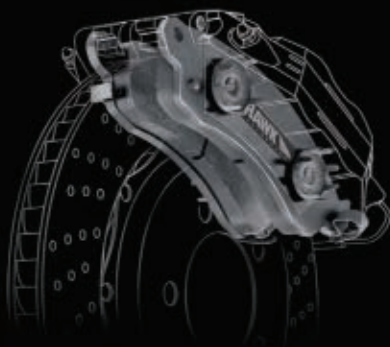
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# BATTLE FOR THE

BY JEFF ZURSCHMEIDE PHOTOS MARK WEBER

**2**012 marks the seventh year for the SCCA Pro Racing Playboy Mazda MX-5 Cup series, and all indications are that this season will be as hard fought and competitive as the six that preceded it. That's good news for the series, as it continues to attract ambitious racers who want to move up in pro racing.

The first two races of the MX-5 Cup series for 2012 have

already been run in March as part of the Twelve Hours of Sebring event. At the end of the first race, the entire podium was made up of brand-new rookies – all three drivers were taking their very first professional race starts.

Scottish-born Stevan McAleer scored the first win from the pole position, driving the No. 28 Children's Charities/

Blue Mercury Capital/RUfocused.com/Sambo Website Design Mazda MX-5 for CJ Wilson Racing. McAleer's teammate, 17-year-old Elliott Skeer finished second about 5 seconds back, and John Dean brought home the third-place finish.

"No mistakes in the first race of the year, I just wanted to make sure we





Playboy Mazda MX-5 Cup's roots are in Spec Miata, meaning the competition is tight and the racing is fierce.

“IT WAS SUCH A TOUGH WEEKEND, AND I WAS JUST HOPING FOR A FOURTH OR BETTER” John Dean

# CUP

With the 2012 Playboy Mazda MX-5 Cup Season Under Way, the Fight for the Championship Rages

brought the car home, and it's a super result for the team,” McAleer says about the weekend.

The next day brought Round 2 of the series, and this time it was Dean who was first to the checker in the No. 16 Projections Research/Sick Sideways MX-5, claiming the lead from his ProMoMo Racing teammate Christian

Szymczak with just two corners to go. Dean crossed the line with a razor-thin 0.045sec margin of victory over polesitter Elliot Skeer. Szymczak finished in third position. The previous day's winner McAleer led the field for a couple of laps, but a spin took him out of contention for the podium and he finished seventh.

“The victory here is a little bit bittersweet,” Dean says. “I'm really happy about the victory but Christian and I made a little contact in Turn 15 and that pushed him back a little bit. I feel terrible about that.”

A total of 31 cars, including eight Skip Barber MX-5 series competitors, made the show at Sebring. Concerns about falling interest in MX-5 Cup seem to have melted away as numerous drivers have signed with all the leading teams.

“We are fielding a team of five cars this year,” says ALARA Racing's Ara Malkhassian. “Besides myself, we are planning on having Jeff Mosing and his brother Brent racing at the same time. Tim Probert and Harrison Williams continue to improve and are slowly threatening the top five. I will continue to spearhead our championship effort.” That said, Malkhassian pointed out that his team still has seats available for anyone wishing to try their hand at MX-5 Cup.

When the series arrived in Monterey for a mid-May double header at Mazda Raceway, every driver wanted to claim the win on the sponsor's home track. McAleer took the first race pole position, but when the checkered flag fell, it was Skeer who brought home the highly prized win. McAleer brought home the second place finish, and Ara Malkhassian completed the podium.

For the second race of the weekend, fog in the valley delayed the start for an hour, but when the air cleared, Malkhassian was on the pole. After a hard-fought race, Dean brought home the second win of the weekend, followed by Szymczak and Copeland.

“Unbelievable! It was such a tough week, and I was just hoping for a fourth or better,” says Dean. “To be on the top step of the podium is just unbelievable.”

Dean currently sits atop the points chase, followed by McAleer, Szymczak, Malkhassian, and Skeer all close behind. But with so many different drivers fighting so closely for the first four podiums of the competition year, this season is shaping up into a battle royal for the championship.

“I would keep my eye on Stevan McAleer and Dean Copeland,” says Cooper. “Dean had a bit of an off weekend in the season opener, but as I know it's a long season, anything can happen!”

Skeer also plans keep an eye on Copeland.

“The thing is that the series is so

close,” Skeer says. “ALARA is strong, and they have a great history in the series. Dean Copeland is also going to be a major threat at every event. He has a great record in the MX-5 Cup, and he wants a championship. He has proven he can win, so I’m going to keep an eye on him all season. John Dean and the Sick Sideways team showed really well in their first races as a team. They have some experienced drivers who know what is needed to get it done.”

There are a total of 11 races in this year’s MX-5 Cup series, taking the drivers to doubleheaders at Sebring and Mazda Raceway, then single races at Mid-Ohio, Road America, Mosport, VIR, Coronado, and the final doubleheader with Petit Le Mans at Road Atlanta in October. For any aspiring professional racer, that’s a great set of tracks to put on a résumé.

It’s well known that winning the MX-5 Cup championship is more than just a series win – Mazda awards the season champion with a ride in a professional racing series, with last year’s MX-5 Cup Champ Michael Cooper racing a Mazdaspeed 3 in SCCA Pro Racing’s Pirelli World Challenge Touring Car this year. Past MX-5 Cup winners have gone on to enjoy great careers in professional racing, and every driver in the series this year has that goal clearly in focus. 

**Elliott Skeer is not just a front-running MX-5 Cup competitor, he’s also a junior in high school.**

## THE MAZDA LADDER AT WORK

**ELLIOTT SKEER IS** a professional racing driver – and a junior in high school. His story will be familiar to those who follow professional racing careers, but as the youngest winner of Mazda’s annual shootout for amateur drivers who win a championship in a Mazda (or Mazda-powered) car, he has a shot at the big time that most young racers can only dream about.

“I got into karting at 6 and spent 10 years in them,” Skeer says. “I won a fair amount of races and a few championships, but I felt as if karting was not going to get me where I wanted to be. My dad and I decided that Spec Miata was the next step. So I built up a Spec in our garage while learning all the aspects of driving a car instead of a kart – all while on a learner’s permit! My first season in Spec Miata was 2011, where I competed in the Teen Mazda Challenge, and ended up winning that series. That made me eligible for the Mazda MX-5 Cup Shootout, and I was picked as one of the three finalists to go to the shootout. I was fortunate enough to win that as well, and that got me into MX-5 Cup for 2012.”

For a driver of his age, Skeer is remarkably clear-eyed about the challenges before him to take the championship.

“I just have so much to learn this

year, I feel as if I am doing a good job at taking in as much as I can while staying focused on the goal. My goal for this year is consistency more than anything; it’s not a one-weekend series, so my goal is to maximize the number of podiums possible. Podium finishes are great points! Hopefully, by the time we race at Coronado, I will be in a good spot to give that final push for the championship,” he says.

Now that Skeer is solidly in the points race in MX-5 Cup and has two podium finishes in his first two pro races, the next rung of Mazda’s ladder is well within his reach.

One level up from Skeer, 2011 MX-5 Cup series Champion Michael Cooper has claimed victory in his first two outings at St. Petersburg in World Challenge Touring Car, driving the No. 3 Mazdaspeed Motorsports Mazdaspeed 3 for Atlanta Motorsports Group. Mazda awarded Cooper a year’s ride in World Challenge as the prize for winning the MX-5 Cup title.

“My first track experience was in 2009 when I attended the Skip Barber Racing School, and from there moved into the Skip Barber MX-5 race series,” says Cooper. “I was able to achieve some success in this series winning three out of eight races. My passion for racing grew exponentially during this time and I knew that I wanted to continue pursuing the sport.”





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# A WINNING FORMULA

The SCCA Pro Racing F1600, F2000, and Atlantic Championship Series Jump into 2012

BY PHILIP ROYLE

**T**he story of these three series began in 2005 at the National Championship Runoffs when a couple of racers, Bob Wright and Al Guibord, stood around one evening discussing Formula Continentals, the disappearance of the Cooper Series, and the general condition of Formula Continental racing. The topic of starting a new series for the cars arose and while, at the time, this was just another conversation over a beer at the Runoffs – something that happens hundreds of times at every Runoffs – a phone call to Mike Rand turned these words into reality.

Rand is not one to sit around when a good idea presents itself. With some 30 years of experience managing race series and tracks, Rand knew he could take the concept and make it a successful reality. With a bit of work, the F2000 Championship Series,

sanctioned under SCCA Pro Racing, kicked off in 2006, averaging 15 cars per race. Considering the series came into existence in a matter of months, the turnout was not too shabby. But word spread quickly and, by 2007, the fields had doubled in size – by 2008, as many as 41 competitors were taking the green.

Five years into the F2000 Championship Series, the organizers decided to expand to include cars that closely resemble Club Racing's Formula F cars and, in 2011, the F1600 Formula F Championship Series was born. That year the F1600 series ran at five venues, sharing the weekends with the F2000 series, which had a total of seven race weekends. For both, each race weekend was a doubleheader, offering competitors a lot of bang for their buck. Also, the tracks were mostly situated on the East Coast, making travel easy – a fact that is still true today.

Now, a year after the creation of the F1600 series, a third series has been added to the lineup: the Atlantic Championship Series. Like the F2000 and F1600 series, the Atlantic series utilizes rules similar to those found in the Club Racing GCR (this time resembling Formula Atlantic).

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

Although there are some differences, like spec tires, alternate restrictors, and so on, if you drive a Formula Continental, Formula F, or Formula Atlantic, chances are you can

**(ABOVE)** That's not just one car Garrett Grist is leading in the F1600 Formula F Championship Series, there are two cars back there. The racing in this series is often this close.

**(RIGHT)** Over the last two years, Robert La Rocca has proven himself to be a top contender in the F2000 Championship Series, and he's entered the 2012 season with a vengeance.



# “QUALIFYING TIMES ARE SOMETIMES MEASURED IN FRACTIONS OF A SECOND” Mike Rand

run in one of these series with minimal modifications.

By the time you read this, however, all three series will be roughly halfway through their series. So why should you compete?

“Any time you race with an SCCA National Champion – and maybe a *seven-time* National Champion – you will learn something about race craft,” says Rand. “In fact, the depth of experience of many of the drivers in this series will give any new driver the chance to learn on an unprecedented level. The competition through the field is as good as it gets; there is no better way to gain experience.”

Some of the success stories of the series include 2010 F2000 champion Victor Carbone, progressing from this series to Indy Lights, winning a race in 2011. There are also a number of IndyCar drivers who have competed in the F1600 and F2000 Championship Series.

These series also offer a number of sponsors paying out depending on your performance, making it more affordable to contest in the various series. “We have a number of contingency sponsors, CellMark Paper, Primus Racing Parts, and more, plus our charitable initiative with SOS Children’s Villages, which is sponsoring the pole award for 2012,” says Rand.

Being open-wheel series that racers often use to launch their professional racing careers, it’s easy to think these series would be filled with 15-year-old



phenomena, leaving those who are “older” in the dust. But that’s not necessarily the case. “The age range for F1600 and F2000 stretches from teenagers who are looking to make their mark and move up the ladder to be superstars, to veterans who have found a home with tense competition,” explains Rand. “Tim Minor in F2000 is 50 years old and regularly finishes on the podium and has won races outright.

“With both career-minded young drivers and seasoned professionals, there is a great opportunity to learn race craft and gain experience in an economically advantageous environment,” continues Rand. “The racing is a great mix of new and experienced drivers including multiple SCCA National Champions. Qualifying

times are sometimes measured in fractions of a second for positions one to 10, and less than two seconds for positions one to 30.”

With the economy in recovery, it’s difficult to tell how the 2012 race season will progress, but based on early indications, these three series should be relatively strong. At the opening weekends, the F2000 series had a strong showing with roughly 30-car fields, while the F1600 series saw 20 drivers take the green. Regardless of the numbers, with fields containing names like four-time SCCA National Champion Niki Coello and seven-time SCCA Champ Dave Weitzenhof, even if you find yourself not competing for the overall championship, it will be impossible not to sharpen your skills. 📍

Perennial front runner and SCCA National Champion Keith Grant has plans to contest the new Atlantic Championship Series.



## F1600 FORMULA F CHAMPIONSHIP SERIES [www.f1600championshipseries.com](http://www.f1600championshipseries.com)

<b>Apr 12-15</b>	Virginia Int’l Raceway, Va.
<b>May 25-26</b>	Lime Rock Park, Conn.
<b>Jun 28-Jul 1</b>	New Jersey Motorsports Park (Thunderbolt), N.J.
<b>Jul 26-29</b>	Mid-Ohio Sports Car Course, Ohio
<b>Aug 24-26</b>	Summit Point, W. Va.
<b>Oct 12-14</b>	Watkins Glen Int’l, N.Y.

(All weekends double races)

## F2000 CHAMPIONSHIP SERIES [www.f2000championshipseries.com](http://www.f2000championshipseries.com)

<b>Apr 12-15</b>	Virginia Int’l Raceway, Va.
<b>May 10-12</b>	Road Atlanta, Ga.
<b>May 25-26</b>	Lime Rock Park, Conn.
<b>Jun 28-Jul 1</b>	New Jersey Motorsports Park (Thunderbolt), N.J.
<b>Jul 26-29</b>	Mid Ohio Sports Car Course, Ohio
<b>Aug 24-26</b>	Summit Point, W. Va.
<b>Oct 12-14</b>	Glen Int’l, N.Y.

(All weekends double races)

## ATLANTIC CHAMPIONSHIP SERIES [www.atlanticchampionshipseries.com](http://www.atlanticchampionshipseries.com)

<b>May 10-12</b>	Road Atlanta, Ga.
<b>Jun 28-Jul 1</b>	New Jersey Motorsports Park (Thunderbolt), N.J.
<b>Aug 24-26</b>	Summit Point, W. Va.

(All weekends double races)

# POWERED BY INNOVATION

The SCCA Pro Racing Formula 1000 Championship Series Launches into 2012

BY PHILIP ROYLE

**H**igh-revving motorcycle engines mated to slick sequential transmissions, all shoved inside a half-ton, open-wheel formula car – what's not to like? Formula 1000 made its way into the Club Racing GCR in 2007, and since then has grown in participation, and attracted a number of the fastest formula drivers in the SCCA. Now, Formula 1000 competitors with GCR-legal cars can go racing in a professional series.

The new SCCA Pro Racing Formula 1000 Championship Series is a predominantly East Coast series, headed by Managing Director Jon Lewis, that runs at tracks from Mosport to Road Atlanta to Mid-Ohio, and several in between. “The Formula 1000 Championship Series is a championship designed by innovation that prepares drivers, engineers, and

crew members for upper level motorsports,” explains Lewis.

As of the time of this writing, there are seven different manufacturers registered for the five-weekend, 10-race series, offering competitors a number of engine options when going for the win. “Suzuki is the predominant engine of choice,” says Lewis, noting that Kawasaki, Honda, and BMW are also being developed by a few teams. “The cars use a sequential 6-speed gearbox and several utilize paddle shifters. This is not a spec series. Aerodynamics are wide open within the dimensional rules, so that teams can experiment with different wing packages, shocks are open, etc. The tires and fuel are the only things that are spec. The cars have performance ranges just under that of Formula Atlantic.”

Technology aside, formula car series have become career launching pads for

an unknown number of racers – and this new Formula 1000 series is hoping to continue that tradition. “Drivers looking to advance in open-wheel racing can use Formula 1000 as a huge steppingstone,” says Lewis. “The direction one can go from Formula 1000 can either be toward IndyCar or European open-wheel series. Because our awards are not scholarships but cash, drivers are not limited in the direction they want to take.”

But to win in a series like this, drivers and crews will need to be at the top of their game. According to Lewis, the age range of competitors registered for the series spans from 15 to 57. “We have drivers new to Formula 1000 and seasoned veterans and National Champions,” he explains. The series will also offer a masters championship for those over the age of 40.

Regardless of age, this series should offer enough to challenge everyone, as

**Three-time Sports Racing National Champion J.R. Osborne recently made the move to Club Racing's Formula 1000, and has plans to contest the SCCA Pro Racing Formula 1000 Championship Series in 2012.**

RUPERT BERRINGTON





competitors are limited to the use of six tires per race weekend while facing the challenge of standing starts for each race.

The only unfortunate part is that if this series interests you, but this is the first you're hearing of it, you will have already missed the opening race weekend on May 18-20 at Mosport. However, with a total of five double race weekends, there are still plenty of opportunities to compete – although clinching the overall championship may be tough.

"Missing an event can certainly make you fall back in points as far as the championship goes, as you can't drop a race for points," Lewis says. "But our per-race prize fund is pretty significant, so you can still win a fair amount of money."

Lewis has considered the possibility of allowing competitors to drop a race during the season, making the points race even tighter. However, since all race weekends are doubleheaders, missing an entire weekend would still be detrimental to claiming the overall title.

For cost, Lewis says that if you already own a GCR-legal Formula 1000, a competitor should be able to contest each weekend of this professional series for no more than the price of a Double National Club Racing weekend. For those without a car, there are companies with arrive and drive solutions. "There are full [season] arrive and drive programs out there for under \$75,000," Lewis says. "If you're a privateer you're going to spend under \$50,000."

"I wanted it to be high-profile events, good prize money, international exposure, with a cost of under \$100,000 to run, and we're able to put it all together with this series."

International exposure? Lewis explains that there are plans to Webcast the entire race series on SpeedCastTV.com, with all of the races being shot in a reality TV type format. "We want it to be a show that's appealing to the general public and not just diehard race fans," he explains. "It's a start for [the racers] to build a fan base." Lewis says the shows will also be produced for broadcast on TV in a 30-minute format in the off-season should the opportunity arise.

Details on the Webcasts, rules, contingency information, and more can be found at [www.f1000champ.com](http://www.f1000champ.com). 📍

## FORMULA 1000 CHAMPIONSHIP SERIES

[www.f1000champ.com](http://www.f1000champ.com)

**May 18-20** Mosport, Ontario, Canada

**Jun 29-30** Watkins Glen, N.Y.

**Jul 6-8** VIRginia Int'l Raceway, Va.

**Aug 3-4** Mid-Ohio Sports Car Course, Ohio

**Sep 14-16** Road Atlanta, Ga.

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# THE JOURNEY

Toby Larsson's Burning Desire to Continuously Tinker with His Car Resulted in This F Prepared Solo Powerhouse

BY JASON ISLEY PHOTO RUPERT BERRINGTON

**L**ike most gear heads, Toby Larsson can't leave well enough alone. For him, the process of building a competitive car is more rewarding than the racing itself. As they say, sometimes the journey is more exciting than the destination.

For Larsson, the journey started in 2003 when he converted his 1998 BMW to Street Touring Extreme trim. "We ran it as a stock car for one event just to get a feel for it. After that, we built it for STX," says Larsson. "It was an

STX car in 2003, and we took it to the Tire Rack Solo National Championships in 2004."

The first trip to the Solo Nationals resulted in a 21st-place finish for Larsson, while his co-driver Karl Asseily claimed fifth and Larsson's wife scored a second-place finish in STXL.

But a simple STX build was not enough to satisfy Larsson. "As soon as we came back from Nationals I pulled

the motor out and started doing the D Street Prepared conversion," says Larsson. "I saw Brian Matteucci's [DSP] car and I decided that looked like fun, and that's what I wanted to do."

The move to DSP allowed Larsson to up the power levels, further improve the handling, and move to a much more sticky tire. In DSP, Larsson picked up his first National Championship trophy in 2006, while





Beverlee strung together three DSPL titles from 2005-'07.

After tasting success in DSP – and getting the itch to once again do some serious work on the car – it was time for a change. “To me, it’s more fun to build and tinker than to actually drive,” he explains. “I don’t consider myself a very good driver at all, but I am pretty decent at car setup. I wanted a new challenge. I saw the FP cars of John Thomas and Tom Holtz at Nationals in 2007 and I thought those Prepared cars looked

so cool, I wanted to try and do something like that one day.”

The move to the Prepared category was more involved than any of the previous builds Larsson had taken on, so it was done in steps, starting with removing all unnecessary items. “When we started to do the FP conversion, the first part was to get all of the weight out,” Larsson says. “Then we just ran it as a DSP car – with the DSP suspension, and Hoosier A6 DOT tires. It was just a lightweight DSP car.”

**In its most recent trip to the Tire Rack Solo National Championships in Lincoln, Neb., the Larsson BMW scored wins in FP and FPL.**

This simple approach to FP was a great way to start – and it paid off, with Larsson claiming second in the National Championship, this time in FP, and his wife taking the FPL title. “It wasn’t anything special, but we did pretty good with it,” he says. “It was kind of a surprise, because the car wasn’t really developed as a Prepared car. But then I got a taste for it, so in 2010 we started doing all the big work.”

Putting the focus on handling and drivability, Larsson went to work on the suspension. The front suspension is comprised of a set of custom Bilstein struts built by Bret Norgaard, modified Turner Motorsports camber plates, and tubular A-arms with spherical bearings. “To make the camber plate as thin as possible, we removed the caster adjustment, it’s only a single plate that does camber,” says Larsson. “Caster is adjusted on the lower arms with the spherical bearings.”

Out back, a pair of Penske double-adjustable shocks, built by Guy Ankeny, keep the rear tires planted, and the springs have been moved from the trailing arm to create a true coilover rear suspension. The rear subframe was made flush with the chassis, and the rear suspension pick-up points were relocated to better control the attitude of the car.

The drivetrain also received some attention during the conversion to FP, but was still kept relatively conservative. “The engine is – to this day – the same DSP motor we put in back in 2005,” says Larsson. “The only changes we did in 2010 were different cams. In 2011, we changed to the superlight Quarter Master flywheel clutch combo, we got the AEM ECU, and individual throttle bodies. That picked up about 35hp. The car still has stock internals, stock pistons, stock rods, and a stock crank. There is a lot of potential left in the motor.”

The gearing in the car was also changed for FP, and a very unique setup was used. “We set the car up to start in second gear,” says Larsson. “What that does is give you a longer starting gear, so you never have to short shift the car at the start, and third gear is good until 73mph. We only used first gear to get the car off and on the trailer.”

The brakes were upgraded, as Larsson created a standalone ABS system utilizing the parts from an E36 M3 BMW. The M3 ABS is wired to run independently, and was a big improvement over the stock brakes.

Little else was changed, as the BMW brake package is pretty good from the factory overall. “Other than looking for weight reduction, there was not much to gain by modifying the brakes,” says Larsson.

To make things easier on the driver, some modifications were made to the steering. “The other really big thing we did to improve the car was adding a steering quickener,” says Larsson. “It has a 1.5:1 ratio, so basically you never have to take your hands off the steering wheel – it has about two turns lock to lock.”

The 2010 Solo National Championships resulted in a pair of second-place finishes for the Larssons, but all of the hard work put in to prepare for the 2011 season paid off with a pair of his and hers championships. And Larsson’s FP win marked the defeat of one of the most dominant drivers in Solo history, John Thomas – one of the very people who inspired Larsson to build a Prepared car in the first place.

As the 2012 season rolled around, Larsson once again got the itch to work on something, but this time it was different. “I finished second twice, then, in 2011, I finally won – I wanted to try something new,” he says.



(LEFT) The brake and suspension package on this BMW has already proven its worth, but planned improvements could result in even quicker Solo runs. (ABOVE) The tiny 3-gallon fuel cell means there is minimal unnecessary weight in the trunk.

“I bought an old Toyota Celebrity Grand Prix Celica that had been used at the Fast Lane School. [Club Racing] was a whole different thing – a whole different challenge. Beverlee will do some of the Time Trial events in the Celica, and work on getting her competition license next year.”

With a new car in the Larsson stable, it was time for the BMW to find

a new home. Enter longtime Soloist Henry Bjoin, who built and owns the 2008 ASP Solo Nationals winning C5 Corvette, and the MX-5 that won the 2010 provisional STR class. If you recognize the name, it may be from the March 2009 issue of SportsCar, when Bjoin was featured as our Pacesetter. “I have always admired that car and the effort that Toby put

The front Bilstein struts and rear Penske shocks make quick work of controlling the car in even the most technical of turns. The result is a relatively easy car to drive.





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into it,” says Bjoin. “So it was a no brainer for me, I couldn’t pass it up.” Consequently, this BMW now calls Bjoin’s garage home.

Being a bit of a tinker himself, Bjoin already has plans in store for the BMW. Shortly after taking delivery of the BMW, the interior was given a fresh coat of paint – but that’s just the beginning. “I’ll be taking the BMW to Nationals this year,” Bjoin says. “Toby did a great job on the big picture setting up the car, but there is some unfinished business, and I will be making some changes.”

To help Bjoin take the BMW to the next level, Larsson made some suggestions, and Bjoin is looking forward to the challenge. Even though the car is already at its minimum weight for the class, that is still an area that will get some attention. “Certainly we can get some weight off the nose,” says Bjoin. “We are going to move the

power steering bump and lose the alternator to start with. The car still has stock brakes, they can be lightened. We can drop a good bit of weight in a number of spots and then add ballast where we want.”

One big area of improvement still left is the engine. With the car sporting its DSP based engine, with only simple upgrades for FP, there is some power waiting to be uncorked. “Some high-compression pistons, solid lifters, lighten the crank, and balance the whole thing,” says Bjoin of the mods that are in store for the BMW. “I think there is 30-40hp more in that motor. And 40hp more in a 2,000lb car that is already fast would be pretty wicked I think.”

With Bjoin starting where Larsson left off, there is no doubt this proven BMW will continue to be one of the top cars in its class and should be a force to be reckoned with at the Solo Nationals this year. 

(BELOW) Inside, the simple dashboard and gauge cluster are the only hints of the car’s Bavarian origin.



HENRY BJOIN PHOTOS

(LEFT) Under the hood sits a very mild engine, but anything not critical to making the car quicker has been jettisoned in the name of weight savings. In the near future, the heart of the beast will likely get a big shot in the arm. (RIGHT) Toby Larsson’s latest project involved a move to Club Racing.

## SPECIFICATIONS

### 1998 BMW 328is

WEIGHT: 2,094LBS (CLASS MINIMUM)

#### ENGINE

BMW 2.8L, RACING CAMSHAFTS, AEM ECU, INDIVIDUAL THROTTLE BODIES

FUEL SYSTEM: 3-GALLON FUEL CELL, APPROXIMATELY 265HP/220LB-FT OF TORQUE

#### DRIVETRAIN

BMW 5-SPEED, 4.27 FINAL DRIVE, OS GIKEN SUPER LOCK LSD, QUARTER MASTER CLUTCH AND FLYWHEEL

#### FRONT SUSPENSION

SINGLE ADJUSTABLE BILSTEIN STRUTS, SWIFT SPRINGS, TURNER MOTORSPORTS CAMBER PLATES, TUBULAR UPPER AND LOWER CONTROL ARMS WITH SPHERICAL BEARINGS

#### REAR SUSPENSION

DOUBLE ADJUSTABLE INVERTED PENSKE SHOCKS, HYPER COIL SPRINGS

#### BRAKES

STOCK BMW 3 SERIES CALIPERS AND ROTORS, E36 M3 ABS SYSTEM

#### WHEELS AND TIRES

16X10-INCH CCW WHEELS, HOOSIER 23.5X11.0R16 RADIAL SLICK

#### BODY

COMPOSITE HOOD, LEXAN WINDOWS, E46 BMW FENDER FLARES

#### INTERIOR

STEERING QUICKNER 1.5:1, COBRA SUZUKA SEAT

## WHAT’S NEXT

**NOT ONE TO SIT STILL**, Toby Larsson is already waist deep into his next project. Larsson obtained his SCCA National Club Racing license in early 2012 and is well on his way to qualifying for this year’s National Championship Runoffs, which he plans to attend in September.

His weapon of choice this time around is a 1994 Toyota Celica that previously saw duty as a racecar in the Toyota Celebrity Grand Prix, and later at the Fast Lane Racing School. Larsson is gearing up for the STU class, and is outfitting his Celica with a turbocharged Toyota MR-2 power plant.



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# THE MIDWEST SUPER TOUR



Hallett Motor Racing Circuit | Jennings, Okla. | April 15-16, 2012

BY REECE WHITE PHOTOS BIRDSEYE PHOTOGRAPHY

**T**he third round of the BFGoodrich Tires SCCA Super Tour and the second SCCA Club Racer Majors weekend concluded on Sunday, April 16, at Hallett Motor Racing Circuit, crowning another set of winners in SafeRacer National Series classes. Though there was severe weather across the plains states, by early sunrise the rains had stopped but left a damp track for the morning qualifying. Some spotty sunshine and high winds had dried the 1.8-mile circuit by late morning, and the afternoon races were held on a dry surface.

Racing got under way with Formula 500, Formula Vee, and Formula F in Group 1, where C.J. McAbee raced ahead of the field for the overall win in his F500 No. 15 AJ's Import Garage AJ's 2012 machine. McAbee lowered his

own track record to 1:18.148 and turned the fastest lap of the group in the process.

Tim Webb's No. 24 BBD Racing Swift DB-6 Ford was second overall, and the leader in Formula F, inheriting the position for good when Cliff Johnson's No. 4 Alpine Litho-graphics/Farley Engines Piper DF-5 Ford fell out with a mechanical issue. Charles Hearn, driving the No. 37 Irion Filtration/Noble Racing/Goody Vortech, took the Formula Vee win.

Those looking for last-lap passes saw one in Group 2, when Jesse Prather's No. 34 Jesse Prather

Motorsports/Mazdaspeed Mazda MX-5 moved around Rick Kosdrosky's No. 77 Kosmic Enterprises/Over Fifty Motorsports Caterham Lotus Special on the final of the 25 lap race in E Production. The two made side-to-side contact during the battle, sending Kosdrosky off the track to a fifth-place finish while Prather took the checkered flag. Bill Allman (No. 28 CarStar/Mazdaspeed/Jesse Prather Motorsports Mazda RX-7) finished second.

Also in the group, Sam Henry (No. 37 Springfield Dyno/SafeRacer/Goodyear Mazda Miata) took the F





Production win, Kent Prather – father of EP winner Jesse – won GT-Lite in the No. 26 Prather Racing/Mazdaspeed Mazda Miata, and John De Barros (No. 85 All Out Auto USA/BFGoodrich Tires/Mazda Mazda 6) grabbed the STU win. Brian Laughlin's No. 25 Tulsa Radiology Associates/Mazda/Hoosier Mazda Miata held off Jim Drago's No. 2 East Street Racing Mazda Miata for the STL win, while Rob Horrell outlasted the competition in H Production to take a win in the No. 90 Horrell Group/Architects Austin Sprite.

Laughlin and Kent Prather each set new Hallett track records for their classes, at 1:28.508 and 1:24.684, respectively.

Spec Racer Ford made up Group 3, where Denny Stripling took the win in his No. 4 Lightspeed Motorsports Spec Racer while also turning the fastest lap of the race. Polesitter Cliff White finished second in the No. 58 Thompson White Racing SRF, followed by Grayson Strathman's No. 19 Monster Energy SRF.

A different spec class, Spec Miata, led Group 4 across the finish line. The No. 29 U.S. Granite Mazda Miata of Craig Berry led the 17-car class in a race that was slowed for caution on lap four when the No. 91 Phillips Race Prep Miata of Kent Carter went off track heading into the first turn, hit the grass and slid hard into the outside tire wall. Carter was out of the car, unhurt, but his car incurred heavy damage and was unable to continue.

Chris Haldeman, piloting the No. 72 Phillips Race Prep/Complete Dent Repair Miata, and Mike Asselta, behind the wheel of the No. 70 SafeRacer Miata, battled for the final two podium finishes, with Haldeman earning second.

Richard Kulach was literally in a Touring 3 class by himself, but raced hard for overall position with Showroom Stock B winner Toby Grahovec. Kulach lowered his own track record at Hallett to a 1:29.642 in the No. 02 *Nissan Sport Magazine* Nissan 350Z, while Grahovec's win came in the No. 84 Classic BMW/Hoosier Tire BMW Z4. James Place earned the Showroom Stock C win in the No. 39 Place Rentals Acura Integra GSR, besting John Saucier.

A strong contingent of American Sedan drivers turned out to participate in the Group 5 race, where Jim Wheeler took the win in



(FAR LEFT) Allan McCallum claimed the Formula Mazda win, beating out six competitors. (ABOVE) Jesse Prather led Group 2 to the checker with his EP MX-5. (LEFT) T1 racer Mike McGinley took his class win and finished second overall in his group. (BOTTOM LEFT) In F500, it was C.J. McAbee leading not only his class, but the entire group, to the checkered flag.





the No. 20 Hoosier/Wilwood Brakes/KC Raceway Pontiac Trans-Am, topping fellow podium finishers Kim McDonald (No. 27 Kims Auto Repair Service Pontiac Firebird) and Jack Martin (No. 30 Pontiac Firebird). David Fershtand's No. 05 Fershtand Race Prepared Oldsmobile Cutlass took the overall and GT-1 win, with Mark Kirby (STO No. 21 Dodge Viper) and Mike McGinley (Touring 1 No. 50 Superior Chevrolet Corvette) winning in class.


If there were an award for crew of the weekend, it may go to those who helped Brian Haupt piece his No. 15 Mazda RX-7 together. After taking damage in the E Production race the day before, the team scrambled to get the car back together and win the GT-3 race just two hours later on Saturday, and again on Sunday. Haupt also finished third in E Production earlier in the day.

The Group 6 race featured a spirited battle for the lead in Formula Mazda. Alan McCallum's No. 19 Moses Smith Racing FM took a turn in the overall lead, and then held off a hard charge from George Jackson to take the class win. In his pursuit of McCallum, Jackson set a new track record with a lap of 1:14.895 in the No. 76 machine on his way to a runner-up finish.

In his first visit to Hallett Motor Racing Circuit in 17 years, Jacek Mucha took the overall win behind the wheel of the No. 07 Phoenix/Innotech Swift Mazda. Steve Meyer captured the Sports 2000 win in the No. 48 Lola 89/90.

The Super Tour and Majors weekend featured a number of additional prizes to participants. At the BFGoodrich Tires Participant Party on Saturday night, Formula Vee driver Neil Cox took home a \$500 prize in a random draw, while workers Mike Halley, Dan Miklovic, Karen Fearing, Buzz Fisher, and Richard Stowers each earned \$100 cash in a drawing for their volunteer efforts.

On every Majors weekend, one randomly selected Formula Vee driver will win a \$100 prize from Noble Enterprises. At Hallett, Charles Hearn took the prize at Victory Circle after the race.

One \$60 prize is being offered to a random Formula F driver each weekend from Alpine Lithographics, along with a \$60 bonus to the driver who tows the farthest to the event – again at every Majors weekend in 2012. Marc Blanc, from New Glarus, Wis., traveled 771 miles to make the event, and also captured the prize in the random drawing. 



Tim Webb led a field of four Formula Fs to the checkered flag.



In a group of 14 SRFs, Denny Stripling held on for the win.

**“KENT CARTER WENT OFF TRACK HEADING INTO THE FIRST TURN, HIT THE GRASS AND SLID HARD INTO THE OUTSIDE TIRE WALL”**



Spec Miata saw 17 competitors vying for the win, but it was Craig Berry who finished victorious.

## MWDIV NATIONAL

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**GT1:** (2 starters) 1. David Fershtand (Oldsmobile) 1:20.495; 2. Len Gilmore (Chevrolet);  
**GT2:** no entrants; **GT3:** (3 starters) 1. Brian Haupt (Mazda) 1:28.167; 2. George Walker (Mazda); 3. Robert Herman (Mazda); **GT1:** (2 starters) 1. Kent Prather (Mazda) 1:24.684; 2. Roy Lopshire (Toyota);

**AS:** (5 starters) 1. Jim Wheeler (Pontiac) 1:26.422; 2. Kim McDonald (Pontiac); 3. Jack Martin (Pontiac); **EP:** (8 starters) 1. Jesse Prather (Mazda) 1:24.254; 2. Bill Allman (Mazda); 3. Brian Haupt (Mazda); **FP:** (5 starters) 1. Sam Henry (Mazda) 1:24.330; 2. Randy Wagner (Mazda); 3. Frank Fisher (Mazda); **HP:** (2 starters) 1. Rob Horrell (Austin Healey) 1:34.912; 2. Jack Schultz (MG);

**STO:** (2 starters) 1. Mark Kirby (Dodge) 1:22.655; 2. Wade McBride (Nissan);  
**STU:** (5 starters) 1. John De Barros (Mazda) 1:27.644; 2. Dave Volante (BMW); 3. Matt Blehm (Nissan); **STL:** (13 starters) 1. Brian Laughlin (Mazda) 1:28.508; 2. Jim Drago (Mazda); 3. Michael Ross (Mazda); **T1:** (2 starters) 1. Mike McGinley (Chevrolet) 1:21.725; 2. Natha Waldbaum (Chevrolet); **T2:** no entrants; **T3:** (1 starter) 1. Richard Kulach (Nissan) 1:29.642; **SSB:** (2 starters) 1. Toby Grahovec (BMW) 1:30.939; 2. Stan Czacki (Acura); **SSC:** (2 starters) 1. James Place (Acura) 1:35.356; 2. John Saucier (Mazda); **SM:** (17 starters) 1. Craig Berry 1:29.581; 2. Chris Haldeman; 3. Mike Asselta;

**CSR:** (2 starters) 1. Jacek Mucha (Swift) 1:14.727; 2. Jason Hickey (Mazda);  
**DSR:** no entrants; **S2000:** (1 starter) 1. Steve Meyer (Lola) 1:21.710; **SRF:** (14 starters) 1. Denny Stripling 1:27.353; 2. Cliff White; 3. Grayson Strathman;

**FA:** no entrants; **FC:** no entrants; **FM:** (7 starters) 1. Alan McCallum 1:15.071; 2. George Jackson; 3. Russ Lindemann; **FE:** no entrants; **FB:** no entrants; **FF:** (4 starters) 1. Tim Webb (Swift) 1:19.169; 2. James Stiehr (Swift); 3. Marc Blanc (Swift); **FV:** (5 starters) 1. Charles Hearn (Vortech) 1:29.070; 2. Bill Johnson (Vortech); 3. Duke Waldrop (Predator); **F500:** (4 starters) 1. Charles McAbee Jr. (AJ's 2012) 1:18.148; 2. Glen Smeal (Red Devil); 3. Joseph Palmer (Novakar).



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# THE SOUTHERN PACIFIC SUPER TOUR



Buttonwillow Raceway Park  
Buttonwillow, Calif. | April 28-29, 2012

BY ERIC PRILL PHOTOS D.E. BAER

**T**he 2012 Southern Pacific edition of the BFGoodrich Tires SCCA Super Tour ran on Sunday, April 29, under sunny skies and warm temperatures. Twenty-five drivers took home class wins, completing the first step of a potential Super Sweep award, earning valuable SafeRacer SCCA National Racing Series points, and garnering the kudos that come with the spotlight event victory.

Mike Miserendino led flag to flag to win the opening race of the day for Spec Racer Ford, and it was anything but easy, with T.J. Acker never more than a car length behind. Starting from the pole, Miserendino benefited from a little bump at the green from third-starting Paul Marino to help shove him into the lead in Turn 1. From there, it was a two-car

breakaway, with Miserendino taking the 0.421sec win, reversing the finishing order from the 2011 event. Acker, however, set a new class track record with a 2:05.313.

The Group 2 race for GT and STU and L started with a missing man formation, honoring the memory of 55-year SCCA member, leader, and championship racer Andy Porterfield, who passed away the week before. Defending GT-1 National Champion Michael Lewis led all the way for the win, and he remembered Porterfield in Victory Lane as well. Instead of standing atop the podium, Lewis placed the remembrance card from Porterfield's memorial on a bottle of champagne and placed it on the top step.

Like Lewis, Miserendino had dedicated the race to Porterfield, who preceded Lewis on the SCCA Board of Directors representing Area 12 (Southern Pacific) and served as Chairman for SCCA Enterprises, manufacturer of the Spec Racer Ford.

"I ran every lap hard today in honor of Andy," an emotional Lewis said after the race, despite being the only GT-1 entrant.

Behind Lewis, an intense battle waged for GT-3. Mike Henderson got



## “THE GROUP 2 RACE... STARTED WITH A MISSING MAN FORMATION”

out to an early lead in his Mazda RX-7, but Wolfgang Maike caught and passed him. It wouldn't hold though, as Maike spun for the second straight day, allowing Henderson past to cruise to the victory.

Super Touring Lite was a battle between Spec Miata racers Elliott Skeer and Grant Westmorland. Skeer started first, but it was Westmorland who took the win in his 1999 Mazda Miata. Marc Hoover, Erich Joiner, and John Bower took the STU, GT-2 and GT-Lite wins, respectively.

In the day's third race, Lee Alexander built a huge lead in his Stohr D Sports Racing car, breaking the overall SCCA track record at Buttonwillow for this configuration with a 1:41.012, but with two laps to go, he lost a coolant line and had to retire, handing the lead and subsequent win to the Stohr of Henry Botkin.

The best class race in the third group was in Sports 2000. Polesitter Ted Guenther led all the way, but caught traffic on the final lap, allowing Joe Moran to pull alongside several times. Despite getting loose coming off the last corner, Guenther was able to put his Swift to the finish line 0.462sec ahead of Moran.

Joseph Schifini won C Sports Racing, with Chris Emanuel, Michael Manning, and Steve Brown taking the top Formula Atlantic, Formula Continental, and Formula Mazda trophies, respectively.

For the second straight day, Group 4's Spec Miata put on one of the best shows, with a pair of teenagers leading the way. Seventeen-year-old Tyler Vance led from the pole but, on lap four, Clement Lee went from third to first under braking into the Grapevine turn. Lee led the next handful of laps, with Vance bump drafting him as the two tried to break away from another 17-year-old, Saturday's winning driver and pro racer Elliott Skeer. The lead duo never could shake Skeer and, on lap 10, Vance and Skeer both made their way by Lee.

The three stayed bumper to bumper for the final four laps as they moved in and out of traffic. They finished in that order, with just a 0.557sec gap from Vance, in first, to Lee, in third. The top two reversed the finishing order from



(LEFT) Aaron Downey took a dominating win in EP. (ABOVE) SRF was, as usual, hotly contested, with Mike Miserendino (11) winning by 0.421sec. (RIGHT) Brian Linn claimed the win in his super low FP Miata. (BELOW) In CSR, Joseph Schifini (88) claimed the top step on the podium.



BEVERLEE LARSSON





Saturday, and it was Skeer's second runner-up finish of the day.

Ed Erlandson was the lone Formula F car, but was motivated enough to set a new track record of 1:55.397 en route to the overall win in group five. After a first-turn incident eliminated Mark Edwards and dropped Ron Wake to the rear of the field, Dennis Andrade dominated Formula Vee, scoring a 25-second win over early leader Brian McCarthy.


The sixth, and final, group of the weekend was won by Chuck Matthews in his Chevrolet Corvette, taking the Touring 1 and overall honors. Early in the race, Jim Tway applied plenty of pressure with his Corvette before he spun back to third. Matthews looked to be on cruise control until the closing laps, when Roy Benedetti came charging. Despite feeling his car had "gone off," Matthews held on to a 1.282sec win.

In Touring 2, Tom Wickersham ran uncontested to a win in his Honda S2000, as did Matt Staal in Touring 3. Aaron Bailey captured American Sedan in his Pontiac Firebird.

Aaron Downey had to change an engine after breaking on Saturday but cruised to the E Production win in his Mazda RX-3. Likewise Brian Linn recovered from mechanical issues on Saturday to win F Production in his Mazda Miata. Jason Isley won H Production for the second consecutive day in his Toyota Yaris. X Games star Jamie Bestwick opted to skip X Games Asia to compete at the Super Tour, bringing his Yaris home in second.

Lee Niffenegger drove his Honda Civic Si to the Showroom Stock B win after flying from Miami to California the night before attending a professional race at Homestead. Finally, Ali Naimi drove his Mazda 3 to a 15-second victory in Showroom Stock C.

As part of the BFGoodrich Tires SCCA Super Tour, cash prizes were raffled at the Saturday night BFGoodrich Tires Event party. In random drawings, GT-3 driver Scott Graham won \$500 and volunteer workers Paul Parsons, John Dillon, Bob Jardine, Lisa Jones, and Tracy Cain each won \$100.

The next BFGoodrich Tires Super Tour is at Summit Point Raceway in W. Va., for the Northeast Super Tour on May 5-6. For more information about the BFGoodrich Tires Super Tour, visit [www.scca.com/supertour](http://www.scca.com/supertour). 



**“CASH PRIZES WERE RAFFLED AT THE SATURDAY NIGHT...PARTY”**



**(TOP)** Dennis Andrade (87) took the win in a hotly contested nine-car Formula Vee field. **Michael Manning (ABOVE)** and **Matthew Staal (ABOVE RIGHT)** took victory laps in FC and T3, respectively. **(BELOW)** The GT-3 podium celebration didn't disappoint.



## SPDIV NATIONAL

CAL CLUB REGION / BUTTONWILLOW RACEWAY PARK / APRIL 28-29, 2012



**GT1:** (1 starter) 1. Michael Lewis (Jaguar) 1:43.732; **GT2:** (2 starters) 1. Erich Joiner (Porsche) 1:59.662; 2. Wayne Graham (Mazda); **GT3:** (6 starters) 1. Mike Henderson (Mazda) 1:57.343; 2. Wolfgang Maiké (Toyota); 3. Richard Gray (Nissan); **GTL:** (1 starter) 1. John Bower (Nissan) 2:10.668;

**AS:** (1 starter) 1. Aaron Bailey (Pontiac) 2:03.967; **EP** (5 starters) 1. Aaron Downey (Mazda) 2:01.809; 2. Gary Gist (Mazda); 3. John Longwell (BMW); **FP:** (3 starters) 1. Brian Linn (Mazda) 2:06.959; 2. Noel Hayward (MG); 3. Chuck Horton (MG); **HP:** (4 starters)

1. Jason Isley (Toyota) 2:11.552; 2. Jamie Bestwick (Toyota); 3. Neil Verity (MG); **STO:** no entrants; **STU:** (6 starters) 1. Marc Hoover (Mazda) 2:01.857; 2. Tom Wickersham (Honda); 3. Philip Royle (Mazda); **STL:** (12 starters) 1. Grant Westmoreland (Mazda) 2:10.082; 2. Elliott Skeer (Mazda); 3. Steve Bottom (Mazda); **TI:** (6 starters) 1. Chuck Matthews (Chevrolet) 2:00.455; 2. Roy Benedetti (Chevrolet); 3. Jim Tway (Chevrolet); **T2:** (1 starter) 1. Tom Wickersham (Honda) 2:07.817; **T3:** (1 starter) 1. Matthew Staal (Honda) 2:08.386; **SSB:** (3 starters) 1. Lee Niffenegger (Honda) 2:11.430; 2. Lynne Griffiths (Ford); 3. Richard Crites (Honda); **SSC:** (3 starters) 1. Ali Naimi (Mazda) 2:16.204; 2. Brian Hustling (Chevrolet); 3. Rudy Ludeke (Ford); **SM:** (20 starters) 1. Tyler Vance 2:10.523; 2. Elliott Skeer; 3. Clement Lee;

**CSR:** (2 starters) 1. Joseph Schifini (Stohr) 1:49.817; 2. Rene Lohr (Radical); **DSR:** (2 starters) 1. Henry Botkin (Stohr) 1:47.294; 2. Lee Alexander (Stohr) 1:41.012; **S2000:** (9 starters) 1. Edward Guenther (Swift) 1:53.089; 2. Joe Moran (Ford); 3. David Ferguson Van Diemen; **SRF:** (15 starters) Mike Miserendino 2:05.463; 2. T.J. Acker; 3. Paul Marino;

**FA:** (1 starters) 1. Chris Emanuel (Star Mazda) 1:50.093; **FC:** (2 starters) 1. Michael Manning (Van Diemen) 1:52.583; 2. Kim Wilcox (Van Diemen); **FM:** (1 starters) 1. Steve Brown 1:52.315; **FE:** no entrants; **FB:** no entrants; **FF:** (1 starter) 1. Ed Erlandson (Swift) 1:55.397; **FV:** (9 starters) 1. Dennis Andrade (Vortech) 2:09.456; 2. Brian McCarthy (Anduril); 3. Gavin Sweeney (Crusader); **F500:** no entrants.





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# Series Reports

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

## RACING ROOM

CLUB RACING BY JIM WHEELER, CHAIRMAN, CLUB RACING BOARD

### BACK IN MY DAY...

**B**ack in my day, we used to have five thousand people attending our National races. "It used to be you had to beat somebody to make the Runoffs." "I don't race anymore because SCCA made it too expensive." "Nobody goes there anymore, it's too crowded." "Nostalgia isn't what it used to be."

Even as an SCCA member with a five-digit member number, I am really tired of hearing comparisons between Club Racing today and "back in the day." When I attended my first SCCA event at Bridgehampton in 1960, except for in the print media, racing wasn't covered – and there was very little coverage there, too. There were a lot of spectators at the Bridge race because, to see a race, you had to go to the racetrack. Now, my TiVo can't even keep up with all of the racing available on satellite TV – and don't even start on what racing is available on the Internet. So, the days of big spectator numbers for Club Racing are gone.

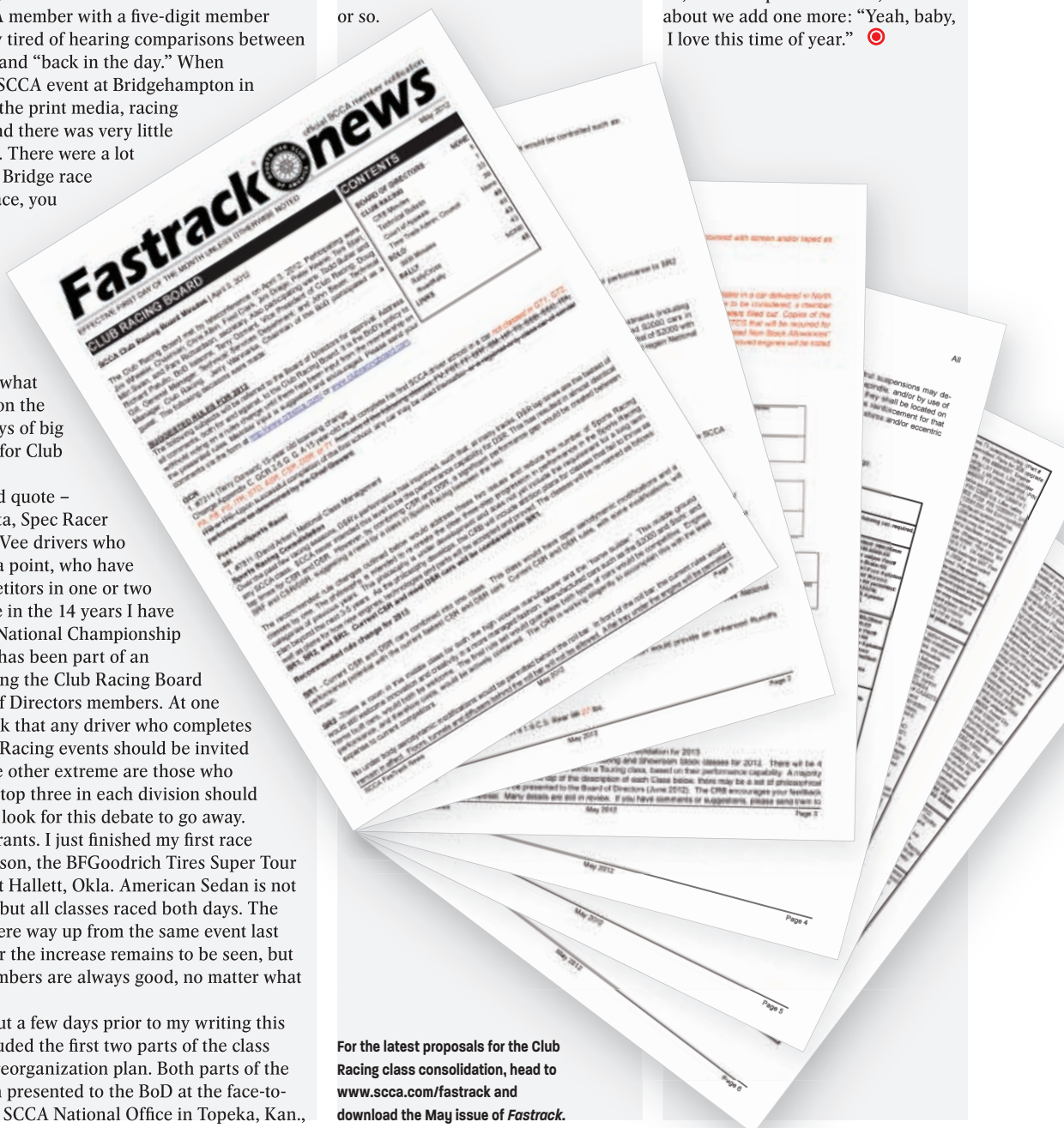
As for the second quote – there are Spec Miata, Spec Racer Ford, and Formula Vee drivers who have never scored a point, who have beaten more competitors in one or two seasons than I have in the 14 years I have been racing at the National Championship Runoffs. This item has been part of an annual debate among the Club Racing Board (CRB) and Board of Directors members. At one extreme, some think that any driver who completes four National Club Racing events should be invited to the dance. At the other extreme are those who think that only the top three in each division should get an invite. Don't look for this debate to go away.

So much for my rants. I just finished my first race weekend of the season, the BFGoodrich Tires Super Tour and Majors event at Hallett, Okla. American Sedan is not part of the Majors, but all classes raced both days. The entrant numbers were way up from the same event last year. The reason for the increase remains to be seen, but improved entry numbers are always good, no matter what the reason.

*Fastrack* came out a few days prior to my writing this column, and it included the first two parts of the class consolidation and reorganization plan. Both parts of the plan will have been presented to the BoD at the face-to-face meeting at the SCCA National Office in Topeka, Kan.,

on June 1-3. Next up will be a proposal dealing with the GT classes. There has been an ad hoc group of GT racers, engine builders, car builders, and suppliers working for the last several months on those classes. They had a meeting at the National Office and will be presenting some ideas to the CRB and the GT Advisory Committee for consideration. Look for that information to hit *Fastrack* in a month or so.

This is a short column this month, as I have to have the car ready for the Heartland Park Topeka Double Rational/Double Driver's School/PDX/vintage/Solo weekend. In addition, a friend and new Club member is driving my Spec Miata in the Driver's School and Rationals; not to mention Kansas City Region's first Tire Rack Street Survival school of the season. So, to all the phrases above, how about we add one more: "Yeah, baby, I love this time of year." 🍷



For the latest proposals for the Club Racing class consolidation, head to [www.scca.com/fastrack](http://www.scca.com/fastrack) and download the May issue of *Fastrack*.



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## LEAVING THE LINE



NATIONAL SOLO BY PAUL BROWN

### THE COMPLEXITIES OF BICYCLE TRANSPORT TO A SOLO EVENT

**W**hile a bicycle may come in handy at just about any Solo event, the sheer size of the site at the Tire Rack Solo National Championships at the Lincoln Airpark in Lincoln, Neb., makes a bike almost a necessity. But there are few items that are more ungainly and difficult to pack than a bicycle; one example would be two bicycles. People who travel with a mostly empty pickup bed might toss a bike in there and let it rattle around – and there's even a chance the bike will arrive at its destination still in working order. There has to be a better way.

Do a search for bike racks at bicycle shops, RV supply stores, trailer supply stores, hardware stores – the list goes on – and it's clear that safely hauling a bicycle is a universal problem. And "safely" doesn't just mean avoiding damage to the bike. Toss a bike in the back of a truck with race tires, a canopy, or just about anything else other than a tire

iron, and the bike will probably inflict harm upon the rest of the cargo. *West Side Story* isn't the only movie in which bike chains are not used in transportation; 1,000 miles of abrading against that expensive canopy isn't going to hurt the bike chain. Fortunately, there is probably a solution for just about every bicycle transporting situation and, in most cases, it doesn't include buying one of those bikes that folds into a suitcase.

Back when my wife and I were towing an E Stock Toyota MR2 on an open trailer, I tried to figure out how to haul a couple of bikes. It is possible to put a bike rack on the front of the tow vehicle, but the bumper mount rack turned out not to be a good solution as it nearly fell off before we got out of the driveway – although there are ways to make that approach work. Plus, there's nothing glamorous about a bike covered in bugs.

A solution that seemed to work was putting a trailer hitch on the car that was being towed and connecting a bike rack to that trailer hitch. It added a bit of work loading and unloading, as you probably don't want to compete with those extra pounds on the car, but that's just a few minutes of extra work at each end of the trip.



PHILIP ROYLE



PAUL BROWN

When dealing with venues as large as that of the Tire Rack Solo National Championships, a bicycle is almost a necessity. Whether you have an enclosed (LEFT) or open trailer (ABOVE), there are a variety of safe and creative ways to take your bicycle with you.



A hitch adaptor could easily be added to just about any open trailer, either on the tongue or at the back, so this approach could be made to work for a lot of people. Another solution for some cars could also be an over-the-trunk rack.

A rack that hangs on the ladder of an RV is a simple solution, and served us well for a couple of years. Once we got an enclosed trailer, it was clear that the trailer and the bikes would end up trying to share space in any tight, left-hand turn, so the ladder rack had to go.

Then, recently, I came up with a solution for the enclosed trailer. This approach could be adapted to quite a lot of enclosed trailers, as long as there is room in front of or behind the vehicle in the trailer – but even with less than two feet behind the car, two bikes fit quite easily. If there wasn't enough space to put the bikes side by side, you could set up fork mounts on each side of the trailer, with the back wheels of the bikes overlapping in the middle somewhere.

I did my rough layout by taking the front wheels off the two bikes and standing

**“THIS SETUP DOESN'T ALLOW THEM TO DAMAGE EACH OTHER”**

them up on their forks on the driveway and figuring out how to arrange them to take up a minimum of space. The best solution seemed to be turning the handlebars about 45 degrees, as that allowed the bikes to be a few inches apart while the handlebars no longer tried to argue. Plus, stuffing a piece of foam or rubber between the two bikes and then running a bungee around them really locks them into place. This setup doesn't allow them to damage each other, the car, or even the trailer, and it works great whether hauling one bike or two. If the available space had been in front of the car, that would have been no problem, and this approach could be adapted to an open trailer (with appropriate theft prevention) or a truck bed.

The setup in the enclosed trailer uses E-track hardware so it's easily removable if needed, but the fork mounts could easily bolt directly to the wall, floor, or even ceiling of a trailer without E-track. And, while I'm sure I'm not the first to come up with this idea, it doesn't negate the fact that this is a really simple way to get some very handy but awkward equipment to events.

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## ONCE IN A BLUE MOON

**P**erceptions in sports are deceiving. The glory goes to the low numbered groups or those with the early alphabet letters. It's tougher to compete in Division I than Division II. Class A is better than Class C. It appears to be that way, anyhow.

RoadRally's Class S is a victim of perception. Class S (the "S" standing for "Stock"), and most "unequipped" rally classes are permitted to use a stock odometer to measure mileage; as well as tables, slide rule devices, and a single-memory, non-programmable calculator.

For success in this class, it's important to overcome three stock odometer problems: the variation from the rallymaster's mileage, reading a digital tenths wheel to hundredths of a mile, and where the needle is really pointing.

A car's odometer counts revolutions, not "true" distance traveled. Tire size will give a different distance.

Most folks run an odometer calibration zone, compute a factor and go on. However, South Jersey Region's **Peter**

**Chezik** and **Frank Bochanski** have a method that merits a yellow warning sticker and notice of a possible warranty violation. They change the tire diameter.

"Tire pressure is Chezik's thing," tattles Bochanski. Chezik confesses, "I can pretty much set a tire pressure and figure what the factor will be on my car or Bochanski's down to three decimal places assuming it's an SJR rally. Others vary a bit more but we can adjust either way."

They also have a way to interpolate a digital tenths reading odometer to hundredths. Bochanski explains the method: They keep as constant a speed as possible and start counting out loud, and at a steady rhythm, when the tenth changes over. Someone notes the number they're on when they pass the turn, sign, or other reference and keeps counting until the next tenth ticks. That fraction,

converted to a decimal, is the hundredth.

Bochanski notes that they also became "intimately familiar with the speedometer." He and Chezik figured out "that 25 was really a hair above the hash mark, and at 35 you had to leave room for the width of the needle."

Those efforts paid off on the 2012 March Lion Tour RoadRally. Chezik and Bochanski finished first in Class S and tied with Class E competitors **John Emmons** and **Lois van Vleet** for first overall.

Like Chezik and Bochanski, Class S competitors do well because they make the best use of the permitted equipment.

Pencil and paper are usually enough, but the errors inherent in adding and multiplying in a moving car make the navigator reach for technology.

In the heyday of rallying, after Sputnik but before shoulder belts became standard, tables were state-of-the-art engineering. Mostly now out of print, dozens were especially produced for rallying.

**Clyde Heckler** uses "Speed Cards," which were developed by **Charles "Chuck" Coursey**. Those cards are about four inches by six inches and fill two, six-inch square boxes. There are factor cards and speed cards.

The factor cards are available in increments of 0.0005 up to 10-percent off in either direction. At the end of the odometer calibration zone, the appropriate factor card is "pulled" and kept handy for mileage corrections during the event.

The next correction is for speed, "and for the speeds listed in the route instructions, we pull the corrected speed card which are available for the nearest 0.05mph."

"On the speed card, you read the time for a given mileage. Mileages are shown to the nearest tenth mile, but the hundredth mile amounts are over to the right side." Some addition is involved, but Heckler's experience and familiarity is reflected in his very good scores. He won first in Class S and first overall on the 2012 March Lion Course event.

If tables aren't workable, there is the ultimate in Sputnik-era analog technology – a circular slide rule. A popular example is the Stevens Model 25.

Using the log of a number allows multiplication to be translated into addition and the circular slide rule



Stock Class RoadRally equipment can be as simple or complex as you want to make it.

RICK BEATTIE



keeps the answer from going off the scale. The Stevens "wheel" has three "indicators" (hands): "M," "E," and "T."

At the end of the odometer check, the M indicator is set to the rallymaster's mileage and the E indicator to the contestant's mileage. With them locked together, placing the E indicator on the car's mileage will give official mileage on the M indicator, and vice versa.

To set the speed, the M indicator is placed on 60 and the T indicator is placed on the speed and locked together. To read the time for any mileage, the E indicator is then placed on that mileage and the time read from the T indicator. There's little math involved, assuming you can read a scale and interpolate between the marks.

If analog isn't your thing, you can use late Apollo era technology. Gary Starr worked out a method to make better use of the calculator's memory.

For EZ Rally Timing (many call it the Starr Method), data is entered into the calculator in the format TT.TTTT0DDD, where TT.TTTT is the time and DDD the distance in tenths of a mile. The minutes per mile factor is first entered into the memory in that format. Then the time and distance at any starting point are entered into the display, again in that format.

Hitting a few buttons will add the value in the memory to the display and the display will then show the correct calculated time at that new mileage, again and again. Starr fully explains the method on the Land o' Lakes Region Website at [www.scca-lol.org/rally/roadrally](http://www.scca-lol.org/rally/roadrally) under the E-Z Timing link.

Along with Chezik and Bochanski, the Class S team of Jim Wakemen Sr. and Mark Haas uses this method. They compare the display mileage to the actual mileage by "taking a hack."

Wakemen relates that "It sounds like this: 'give me a hack at 9.3.'" When 9.3 turns over, Wakemen says, "Hack." Haas then says "Hack" when the time turns over. "If we say 'Hack' in unison we are thrilled and on time. If the hacks are separated, Mark [Haas] will give me up or down and a number."

Remember that men made it to the moon and back on similar "stock" equipment. Sometimes when the stars align, two teams do as well as, or better than, those in classes closer to the beginning of the alphabet.

#### DISCLAIMER

On April 1, 2012, I drove the March Lion Course event Class S with Clyde Heckler navigating. In nearly 30 years, that was only the second SCCA RoadRally I had ever driven. Experience in any class counts, but much credit needs to go to Heckler for his job of navigating.

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## GETTING DIRTY

**RALLYCROSS**  
BY BRYAN TIPPENS

### RALLYCROSS PRIZES UP FOR GRABS

**R**allyCross National Challenges and Championships on their own offer great driving experiences but add great contingencies and, on occasion, once in a lifetime prizes. In fact, even if you're a novice in a bone-stock street car, it's hard to understand why someone would *not* go to one of these events.

Take, for instance, RallyCross competitor and San Francisco Region member **Brent Blakely**, a RallyCross Board member and Subaru driver with years of experience under his belt. Blakely won a Team O'Neil Rally School entry as a prize at the 2010 RallyCross National Championships – something any RallyCross competitor would love to go through, and one that got this month's *Pacesetter* Christy Carlson into Rally America competition. Blakely opted to redeem his prize in January at the Dalton, N.H., school.

“This was an amazing opportunity and I'm so grateful to the SCCA

RallyCross program and Team O'Neil for it,” says Blakely. “January is a wild time of year to do anything driving related in New England, but I picked it because I wanted to learn how to handle the very worst conditions possible – and boy did it deliver! Even getting to the school from the airport in my rental car was a driving lesson in and of itself.”


At the school, Blakely met with **Chris Duplessis** (Rally America and WRC Academy driver), **Tim O'Neil** (five-time North American Rally champion), and **Travis Hansen** (two-time Rally America Super Production champion), who gave him the classroom equivalent of the Rally America school.

“We were able to get signed off on the provisional license for Rally America and three points toward a national license – something that usually requires three events worth of travel and expense in the form of a specially built learner/entry level rally car just to be able to get enough earned points before you are ever allowed to run a turbo all-wheel-drive car.

“Doing a school like this is, in fact, one of the smarter ways to go, despite the fact that it would seem to most to be prohibitively expensive.

Considering that someone will easily spend \$10,000 on a car by itself without taking travel, etc., into account, to take a quarter or a third of that and go to a school is well worth the money just in terms of learning to drive properly in someone else's vehicles with expert instruction and support.

“There really isn't a program for RallyCross drivers to move up into, in the traditional ladder sense in the SCCA, but the first five hours of each day of this school is actually extremely applicable to what we do in a RallyCross, so to the extent that you can have a ladder back to the sport you already do and come back into it with a refreshed approach and professional edge, this is as 'pro' as you can get in the current world of dirt racing in the SCCA.”

So, don't forget to check out **www.scca.com** for the latest on the National Challenge and National Championship events, sign up for the contingency programs, and pick up the required decals for these events (check the supplemental regulations for each event). Who knows, it may be you heading to the next Team O'Neil Rally School. For more information on the Team O'Neil Rally School, check out **www.team-oneil.com**. 

**Competing in RallyCross is its own reward – but that doesn't mean there aren't other rewards to be had. Brent Blakely, seen here at the 2011 RallyCross National Championship, won a trip to the Team O'Neil Rally School.**







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# Divisional Reports

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

## KNEE DEEP IN NEDIV

NORTHEAST DIVISION BY G.W. HENDERSON

### RACES APLENTY

As the summer heat starts to really crank up so, too, does the Northeast competition season! Here are the days of summer events to consider. Finishing up the bustin' out all over month and taking us into the Memorial Day holiday weekend we start at NJMP and the Jersey Racing Board fun run on the Lightning circuit (the smaller of the twins) for the Regional race and Pro-IT round! June 30-July 1 are the dates, and what with the proximity of the Thunderbolt Air Museum and the holiday, I can only imagine the vintage and historical aircraft that will be flying over the place.

On July 7-8, the Glen Region hosts its National race on the challenging Watkins Glen Circuit. This is one of the Bonus Nationals that are being run this season, with the bonus groups being Formula Ford, Formula Vee, and Formula 500. Has anyone figured out if the "bonus" part means that you don't have to race, just show up and sign autographs at the Seneca Lodge?

On July 14-15, off we go to the wilds of West Virginia and the Washington DC MARRS Regional at Summit Point. Based on information heard at the early roundtable this year, there should be lots and lots of really neat changes at the track, making for even more enjoyable experiences. Did someone say hot showers?

On July 21-22 (because you just can't get enough of that scenic 81/86 corridor), we are back at the Glen for the July Sprints Regional and a northern swing of the Pro-IT series. This is also peak antiquing season and all the grapes have been picked, so the wineries will be in full swing. Could there be a new vintage batch of Red Cat with my name on it? The stars from the balcony of the Seneca Lodge after sunset are spectacular.

July 28-29 sets us up for the long-distance award as we

pull out to Pittsburgh Int'l Race Course (PIRC), formally known as BeaveRun, for the Steel Cities Region Bonus National and Regional races. Again, word on the corners is that the track management is continually making improvements to the challenging circuit out near Pittsburgh, and it's showing up in rewarding racing experiences. Rocky, Mike, Barry, and the whole gang would love to see you out there. Did I mention that this was a Bonus National? This event's lucky classes are E Production, F Production, H Production, GT-Lite, Super Touring Under, Spec Miata, Showroom Stock B, Showroom Stock C, Touring 2, and Touring 3. Yikes!

### GOOD MEMORIES

It's always enjoyable to find out that some folks do actually read this column. One little happy moment came with a note sent by GT-1 racer **Mike Luftman**:

*Your note in the April issue of SportsCar noting the passing of Frank Dominanni brought back an interesting memory. My dad, **Walt Luftman**, raced against Frank a number of times at Bridgehampton. On one occasion there, Frank's Corvette was leading my dad's Ferrari 250GT when, somewhere on the back of the course, Frank's car threw up a rock that shattered my dad's windshield. He continued the race sans windshield, wearing a pair of goggles*

*donated by **Walt Hansgen**. Frank was, of course, very sorry about it and later sent my dad a rock with the Chevy bowtie painted on it and the words, 'Genuine Chevrolet Parts.' My dad kept it as a paperweight for the rest of his life and it's now on my desk, courtesy of my dad and Frank Dominianni. Godspeed, Frank.*

Thanks for sharing that, Mike.

### CHECKERED FLAG: PHYLLIS STAMBAUGH

A note from **Eric Prill**, SCCA's Vice President and Marketing & Communications, informed us of the sad passing of **Phyllis Stambaugh** late last year. Phyllis was a fixture of the grid staff at Nelson and a longtime member of Mahoning Valley Region. She is survived by her husband, **Mack Stambaugh**. At 82 years young, Mack is getting his competition license back with plans to start racing this year. Our thoughts are with him and his family.

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## REVVIN' IN SEDIV

SOUTHEAST DIVISION  
BY SUSAN H. YOUNG

### WORKERS RISE TO THE OCCASION AT ST. PETE

**W**ithin just eight weeks, we had three pro events, plus a Club weekend," recalls Central Florida Region and Honda Grand Prix of St. Petersburg shuttle driver **Doug Puckett**. "It was a heavy schedule!" But SCCA workers rose to the occasion, enduring 14-hour days at the March 23-25 event – even with short notice of a Thursday practice.

SEDiv workers from all over drove long hours, put up with traffic and were shuttled long distances from their cramped parking. The racing went until 7 p.m., and with no time for a lunch break, the workers had to constantly adapt to keep hydrated and fed. Shuttle drivers flew around the track at lunchtime, as a van full of volunteers swiftly handed out packed lunches to corner workers. "I think we set some records there," grins Pucket.







SUSAN YOUNG

SEDiv workers endured long hours at the March 23-25 Honda Grand Prix of St. Petersburg pro racing weekend, but their hard work resulted in a successful and safe race weekend.

Corner worker and Atlanta Region member **Anna Hill** was stationed at Turn 8. She had driven down from Atlanta, Ga. "I love the action and excitement of these pro events," she explains. "I don't want to be sitting up in the air conditioning – I want to be helping at a busy corner."

"The workers have been really amazing," says Grand Prix of St. Petersburg coordinator and Central Florida Region member **Gary Steffen**. "And we'll all be glad to go home and put our feet up, too!"

#### A NEW WAY TO KEEP COOL

Our long, hot SEDiv summers take their toll on drivers at all of our varied events. Three SEDiv members have patented a new cooling vest design that doesn't rely on ice! It does need an air intake, however. The Kool 3 system was tested successfully with eight teams at the Rolex 24 at Daytona. The new concept was also well received by hundreds of racers who stopped by the Kool 3 booth at the PRI Show in December 2011. For more information, chill out at [www.kool3.com](http://www.kool3.com).

#### CHECKERED FLAG: DON GOODRICH

"Don's racing career goes way back, he raced midgets in Europe while in the Air Force from 1959-'61," says **Mike Schiffer** about Central Florida Region's **Don Goodrich**, a Formula Vee driver and builder who recently passed away. "When he joined the SCCA in '61 his membership number was 6,112. Before he came to Florida, he raced in the northeast at Bridgehampton,

Lime Rock, and Watkins Glen. He also raced dirt modifieds in Long Island, NY, in the 1970s, was a talented mechanic and an excellent welder. The complete SCCA racecar driver, car builder, and mechanic – and always very competitive!

"Don passed away from congestive heart failure at age 78. We'll all remember him as a competitive Formula Vee racer who not only built his racecars, but raced them successfully, too.

"Some of his Formula Vee accomplishments included [being an] SARRC points champion in '91 and '93 and CFR Regional points champion seven times from 1991-'99."

Goodrich was a proud veteran of the U.S. Air Force, serving from 1953-'63. Since 1951, his passion had been racing cars – he raced while on a tour of duty in France and became a European champion in 1959-'61.

#### CHECKERED FLAG: KEITH FIELD

Formula Mazda driver, gone too soon at 55

Sadly, Formula Mazda driver and Central Florida Region member **Keith Field** passed away recently at the age of 55. "He was a longtime CFR driver, and generous friend to many – Keith will be missed," says competitor **William Wald**.

Field formed his own company, and was past president of the Master Custom Builder Council of Central Florida. He was also a highly respected businessman where he lived in Mt. Dora. When he wasn't working or rescuing animals (Field owned many rescue animals), Field could be

found competing for championships in his Formula Mazda, finishing second in the CFR FM points race.

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## NORTH COAST NEWS

GREAT LAKES DIVISION  
BY NANCY SCHILLACE

## THE WINTER THAT WASN'T

**S**pec Miata racer, volunteer, and Cincinnati Region member **Jerry Cabe** summed up the lack of typical wintry weather earlier this year as "The winter that wasn't. The mild winter just made the itch to get to friends and track worse." And now it's midseason already!

Cabe also reports that the 2011 GLDiv Time Trials Participant of the Year is Ohio Valley Region's **Robert "Bob" Smith**. Cabe says Smith's nomination came because of his continued volunteering in Central and Great Lakes Division Club Racing, mostly in the specialties of pit and grid and as emergency services course marshal. However, since the Time Trials program has been invigorated within the division, Smith has assumed a special roll in supporting the Time Trials events for all the regions.

Without being asked, Smith showed up at each Time Trials event with a supporting effort that helped make the events run smoothly. Usually, this was in the form of being the black flag Steward, responsible for counseling errant PDX drivers, and sometimes their instructors, on the errors of their ways. This allowed the Time Trials Chief Steward or Safety Steward to focus their attention on other areas knowing that Smith was handling the counseling.

Smith has cheerfully supported almost every Time Trials event within GLDiv over the past three years. His "can do" attitude and support has contributed greatly to the success of the Time Trials program and its growth within the division.

This recommendation went to the SCCA National Office where the Time Trials Administrative Council (known as the TTAC) selected Smith as the 2011 recipient of the Rich Shafer Award as the National Time Trials Participant of the Year. Smith was not able to attend the award ceremony at the SCCA

(OPPOSITE) Will the Campbell F Production Miata benefit from the Bonus National format this season in NEDiv? Time will tell.

National Convention in March, but **Larry Hall**, Ohio Valley Region's RE, accepted it on Smith's behalf.

As a reminder, the GLDiv Regional Championship Series (RCS) will once again be held throughout the division. Rules for the 2012 RCS were approved by the committee and are posted on the GLDiv Website at [www.greatlakes-scca.org](http://www.greatlakes-scca.org). The rules are similar to previous years with the following noted changes. First, only full SCCA members with a GLDiv region of record will receive RCS points and, second, to qualify for an RCS season trophy, one must start in events at a minimum of two racetracks within the series, in addition to the minimum of five starts.

#### CHECKERED FLAG: KEN BERCHAK

Again, we are forced to say goodbye to someone in our race family. Ohio Valley Region's **Ken Berchak** passed away on March 11, the day of his 71st birthday. Ken owned and operated K B Engineering for over 30 years. He earned a BS in mechanical engineering in 1978 from The Ohio State University, and held a Professional Engineer License. Ken was affiliated with the Ohio Valley Region for 42 years and was a member of the Society of Automotive Engineers and the American Society of Mechanical Engineers. Ken raced and worked at many Club Racing and Solo events and shared this love for racing with his wife of 49 years, **Mary Jane Berchak** and sons **Walter** and **Michael**, who crewed for him. Deserving of the title "The World's Greatest Procrastinator," Ken was a bit ornery, but will be remembered as a wonderful husband, father, and grandfather.

Everyone has their own way to celebrate the life of a loved one. In true racer style, Ken's racecar was on display at the funeral home for the evening visitation. Anyone who knows his family knows how very appropriate that was.

"We had a party last night," said Mary Jane the day after the funeral service. With a smile, Mary Jane shared that her half-Irish son-in-law, **Mark Lahan**, had commented that the only difference between the gathering at the funeral home and a real Irish wake was the lack of Irish whiskey and beer.

At the family's request, donations should be made in memory of Ken to the OVR Scholarship fund, which



continues his tradition of helping others. Thank you, Ken, for your long-time dedication to the Club and to your family and friends.

#### CHECKERED FLAG: PHYLLIS STAMBAUGH

Many GLDiv members knew **Phyllis Stambaugh** from her years of work on the grid and as crew for her husband, **Mack Stambaugh**, but on Dec. 9, 2011, Phyllis passed away. She had a welcoming smile and kind words for the racers, crew, and her fellow grid volunteers. Often she was the voice of reason when tempers and frustrations got elevated, especially on a hot day. Even though the Northeast Division was considered "home," the dividing lines between areas seem to melt away as she was part of the race family wherever she went. Thank you, Phyllis, for your kind smiles and friendship.

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Ohio Valley Region's **Ken Berchak** was active in Club Racing and Solo events. Sadly, Berchak passed away on March 11 at the age of 71.

#### THE FISH WRAP

CENTRAL DIVISION  
BY SAM KARP

#### BIZARRO WORLD

The 2012 CENDiv competition season kicked off with a roar and some typical early spring surprises with the weather. Chicago Region's Solo program got off to a real early start with its Solo school

spanning the March 31-April 1 weekend. The region also had two points events in the bag before the rest of the division even got going.

Chicago Region's first event of the season was held April 15 at Route 66 Raceway in Joliet, Ill. The weather was pleasantly surprising, although the 60-percent chance of rain kept most of the "tourists" (Milwaukee guys) at home. The threat of rain was imminent all day, but thankfully did not fall until after the timing trailer was packed. The 132 entrants got six runs each and were done by 4 p.m.

The biggest talk going into the event was that of splitting up the famous Chicago Region Street Tire Class. Chicago had always lumped everyone together into one massive class (sometimes 70-plus drivers), but the region has now adopted the new Road Tire class structure being used at the National level. Class sizes were still healthy and now no one would get affected by weather or dusty course conditions.

The event's best battles came from some diverse classes. Although ESP only sported two competitors co-driving the same car, **Bob Anderson** and car owner **Eric Thompson** were battling all day long. Anderson set an awesome 53.8sec time on his last morning run, but it carried five cones with it. His first afternoon run ended up being the class winner at 54.7, edging the car owner by 0.157sec.

The STS class was also a nail biter. With quick drivers piloting decently prepped different car types, many would chalk up wins to courses suiting a certain car. Miata driver **Eric Tucker** went into the afternoon runs scratching his head, trailing CRX driver **Paul Chrt** by half a second. Tucker battled back though with a solid 57.3 on his first afternoon run which bested Chrt by 0.4sec. Chrt came back with the first trip into the 56s for the class with a 56.9 on his final run. But Tucker managed to seal the deal with a 56.8, winning the class by a 0.096sec victory.

Chicago's second event came one short week after the first. No rain was expected this time, but the temperature and wind took a turn for the worse. Temperatures barely got into the 50s, and sustained winds of 20-25mph made everything from cones to semi-trucks go shiny side down.

The competition remained fierce, though, especially in the hotly contested C Stock class. One of the



mainstays of the class has been **Mark Hirt**, but he opted to run the RTR class this year. His spot in the class was replaced by **Aaron Williams**, who sold his FSP Ford Focus and arranged a ride in **Chris Gregor's** Mazda RX-8. Mazda MX-5 driver **Erik Van-der-Mey** and Nissan 350Z drivers **David Bianchi** and **Kati Kiley** were also still present from last year. Three totally different cars and lots of talent will guarantee some great battles all year long.

Williams spent most of the morning runs adjusting to the car but was within an earshot if he could get a clean run. The bad news was that the increased attendance meant only two afternoon runs. Going into his fifth run he was still sitting on a 71.5 and was not considered a threat to the car's owner, who was in the 70s with a solid 70.3. However, Williams got things clicking on his last run and bolted into the lead with a 70.2. He ended up narrowly beating Gregor by 0.091sec.

Another thing the wind blew into the event were the snowbirds from Wisconsin. Several top drivers from the rivaled region came down to Joliet to shake the rust off before their first event the following weekend.

Of the six drivers who I know have Milwaukee Region as their region of record, four took class wins and one took a third-place trophy in the region's most competitive class. They also dominated the top places on Index. **Colin Fielder** took the outright win on index driving his STR Honda S2000. **Chris Bailey** also snuck into the top 10 on Index battling in E Stock with his Toyota MR-2. We will have to wait and see if Chicago Region plots its revenge for Milwaukee later in the year!

Before closing, we would like to thank **John Paul Johnson**, who took over the big role **Greg Meier** left as Solo Chairman for Chicago Region. The first two events went off with hardly any issues. Great job to Johnson, as well as all of the other key figures within the Chicago Solo program. It's going to be a great year!

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## GATEWAY TO MIDIV

MIDWEST DIVISION  
BY EILEEN WATERS

## IT'S THE LITTLE THINGS THAT MATTER

**R**elationships. Some are good and some we'd just as soon forget. No, this isn't a matchmaking Website commercial.

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is often in finding, developing, and then keeping the relationships alive.

Salina Region's main Solo site has been used since the 1970s and, for years, was the site of the Solo National Championships. According to the region's RE **Bill Dayton**, "We have a close relationship with the city Parks Department. We are the only entity that doesn't pay a deposit, primarily because we leave the site cleaner than we found it."

Salina Region has an even better story in its dealings with Ft. Riley. The region has regularly had one or two soldiers running its Solo events. Then, back in 2009, Salina Region held a military appreciation event. The military turnout wasn't huge, but by midyear the military wanted an event held at Ft. Riley. The region's response was something like, "Sure, if you can help us get through the military red tape." Luckily, the commander was a car guy.

"Howard Duncan and I met one of their military members, did a site inspection in October, and met with a representative of the Department of Military Welfare and Recreation," says Dayton. The military representative was interested and wanted to hold an event the following year.

"The Combat Aviation Brigade Commander jumped through a bunch of military hoops for us and, to make a long story short, after a couple meetings, we had an event at the helipad visible from I-70 in November, with nearly 100 entrants," says Dayton. This year they are looking forward to two events, with one benefiting the USO.

Kansas City Region was fortunate in that **Bob Buxbaum** found the Metropolitan Community College Precision Driving Center (MMM-PDC) five years ago. Through a series of meetings, the region's Solo Chair entered into an agreement to rent the facility. At first they were the only car club that had access to the MMM-PDC. The accompanying photo shows the large pad (measuring 400 feet square) used for grid, another pad to the north is the skid pad (they use water from the lake to flood it), and through their relationship it has become the facility the region uses for their Tire Rack Street Survival schools.

St. Louis Region's RallyCross program kicked off the 2012 season on the property of the Privett family in Salem, Mo. Salem is well acquainted with motorsports as the host city for the 100 Acre Wood Rally, an event

with strong ties, support, and goodwill with the region. A hallmark of the 100 Acre Wood is its relationship and how it conducts business with the cities and communities in which it runs. That helped open new doors with the Privetts. However, the family's hospitality went way beyond expectations as they provided food and drinks for all 22 competitors and the spectators at the first figure eight RallyCross course in the region's history!

Leaving the course cleaner than you found it, bringing an event to them, building a foundation, including the owners and operators in the process, and letting them know that their input and comments matter, makes the deal more than just a written contract and dollars. The little things in any relationship can really make a difference.

## CHECKERED FLAG: KRIS MANDT

**Ric Johnson**, Des Moines Valley Region (DMVR) forum admin, offers the best tribute to Kris Mandt, who recently passed away at the young age of 54. "One thing that came to mind was an expression that's entered the vernacular from the world of poker; the concept of 'all in.' I don't think there's a better way to categorize Kris' enthusiasm. [Whether] it was Solo, corner working – either locally in MiDiv or at events like the USGP at Indy – working Emergency Response, helping friends with their cars, or helping out with myriad DMVR activities, if you got Kris involved you knew from the outset that he was going to be 'all in.'"

Johnson also let us know that there will be a Kris Mandt Memorial Car Show on July 4 in Urbandale, Iowa, which will benefit the Urbandale Food Pantry. If you would like to help with the car show, contact the DMVR RE **Dan Harrington** at [Dan73vette@aol.com](mailto:Dan73vette@aol.com).

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## SOWDIV SUNSET

SOUTHWEST DIVISION  
BY SYDNEY DAVIS

## TEXAS TWO STEP SEES A DELUGE

For those who've grown up in Texas, especially southern

Texas, we understand Texas weather. Well, no one really *understands* Texas weather, but we



JIM WHEELER

Five years ago, Kansas City Region entered into an agreement with the Metropolitan Community College Precision Driving Center to use the location for its Solo events. The region uses the same facility for its Tire Rack Street Survival schools.

know it can be unpredictable and, more often than not, extreme. Thus, no one should have been surprised at the BFGoodrich Tires Super Tour Texas Two Step Double National on March 9-11 at Texas World Speedway.

Lone Star Region hosted what was a fantastic weekend of racing – fantastic, that is, except for the massive amounts of rain that plagued the entire event. But despite the wet weather, there was some great racing action in all of the groups. First, however, everyone had to get through qualifying, and Sunday's downpour was so heavy that qualifying was washed out due to lightning and safety concerns. But that didn't stop several drivers (who will go unnamed but are tagged on Facebook) from having a bit of fun in the paddock.

The sun did make an appearance – it peered out from the behind the clouds right as the volunteers were coming in off track after the final race on Sunday.

## THE SOLO TOUR COMES TO TOWN

The weekend following the gully washer of a Super Tour saw Solo drivers heading to College Station, Texas, for the Sun Belt Tire Rack Solo National Tour on March 16-18 at the Riverside Annex of Texas A&M University. With the help of the Texas A&M Sports Car Club, and due in no small part to the efforts of Houston Region's **Todd Farris**, the event was a success.

Lone Star Region's **Vivek Goel** laid out some fast, challenging courses on the well-aged airport runway that left everyone wanting "just one more" run. **Zach Barnes** fills us in on some of the weekend's details.

The sun shone brightly all weekend, and it really highlighted the close battles. F Prepared saw all competitors separated by less than a second after the first day, but at the end it was Lone





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Star Region's **Tom Holt** with a mere 0.049sec lead over fellow Lone Star Region member **Jerry Centanni**. C Stock had Houston Region's **Daniel McCelvey** nipping Texas Region's **Kenny Baker** by 0.179sec. **Todd Milstead** dusted off his trusty steed after an autocross sabbatical and managed a nearly 0.3sec advantage out of it to beat fellow Texas Region member **Wayne Atkins** and Arizona Region member **Jim Harnish** in STC.

The same action carried over to H stock where Red River Region's **David Sponberg** took a 0.087sec win over Dixie Region's **Joseph Austin** in an all Mini battle. STX saw Houston Region's **James Wilson** falling to Texas Region's **Mark Sipe** by the same margin. Texas Region's **Terry Fair** was third in the Open class, and wife **Amy Fair** cleaned up in STXL in the family Mustang.

The C Prepared National Champ and Event Chair **Todd Farris** (Houston Region) kept his co-driver **Jeff Stroth** (Houston Region) in line and in second place. Farris also set the fastest time on the RTP/PAX Index and collected a nice payout for the achievement. D Prepared National Champ **Drew Vanderploeg** (Lone Star Region) conquered the class regardless of the mechanical issues he faced. **Aaron "Nick" Kelly** (Houston Region) finished second. **Mark Madarash** (Texas Region) had no such issues in ESP, and **Dave Ogburn** (West Texas Region) claimed the second spot. **Erik Strelnieks** (Lone Star Region) beat his RX-7 co-driver **Troy Acosta** (Lone Star Region) for the big trophy in Super Street Modified. **Andy Hollis** (Lone Star Region) "borrowed" a 2012 Mazda 2 for his win in the new STF class.

Unsurprisingly, STR and STS were the most popular classes of the weekend having double-digit entries (17 and 11, respectively). Lone Star Region's **Michael Wootton** captured the final trophy spot in STR in the family 1999 Sport Miata with the 2007 MX-5 of Red River Region's **Jeff Schaadt** just in front. Lone Star Region members and co-drivers **Robert Irish** and **Jon Pomrenke** captured second and third, respectively, in a 2006 Honda S2000. No one had an answer for Lone Star Region's **Jason Minehart** in a 2007 MX-5. In STS, Texas Region's **Neal Bellamy** claimed third from region-mate **Jerrett Jan**, while Texas Region's **Andrew Hahn** fell short of knocking off car owner **David Whitener** (Texas Region) for the class win. Red River Region's **Jean Schaadt** took STRL, and Texas Region's **Sharon Eberlien** won STSL.

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## PONY EXPRESS

ROCKY MOUNTAIN DIVISION  
BY DAVID MURAMOTO

### SEASON OPENER

**B**aseball is a game with many long-held traditions. Among them is welcoming in spring with a freshly manicured field and the crack of bats with new balls. But RMDiv racing has a few traditions of its own. For starters, the geography of RMDiv usually suggests the opening race be scheduled down in the southern part of the division. For 2012, that meant the award-winning Continental Divide Region would sanction the opening Driver's School, Double Regional, and Time Trials event at Pikes Peak International Raceway (PPIR) on March 30-April 1. "Fools Rush In" was an apt title for the weekend, but with beautiful blue skies, warm temperatures and hardly any precipitation, it was exceptional weather in Colorado at that time of the year. No matter, the odor of high-octane exhaust, hot brakes, and hotter cars was perfume to racers after a long winter.

The Driver's School was one of the prime reasons I entered this early season event. Colorado Region member **Tony Wilson**, a third generation SCCA member, had been on my crew for many years throughout the 1990s and deserved some payback in re-upping his competition license. His mount, an HP Datsun 1200, was owned by fellow HP racer **Jerry Oleson**, but had been painstakingly refurbished by Wilson over the winter. Chief instructor **Ted Winning** also assigned me to work with **Kyle Surface**, whose previous karting experience and supportive parents bode well for his future.

As usual with the first race of the season, not everything went according to plan. While Winning scrambled to accommodate an ever-changing schedule with the required coursework, other problems cropped up. Wilson's HP Datsun sputtered badly in the first session, and he was forced to the pits to adjust the carburetor and plugs. Fellow instructor **Pat Holmes** stepped in to help, as did other racers. Holmes was also invaluable at helping young Surface, who found it difficult to cleanly shift his RX-7. "Ah, they all do that," muttered Holmes, as he explained the workings of the Mazda gearbox and how to finesse it. Soon enough, both Surface and Wilson were

out on the track, refining their lines and getting faster.

The 1.3-mile PPIR course used the pit acceleration lane at the south end of the track, rather than run the banked Turns 1 and 2. This required racers to be sensitive to weight distribution changes as they turned into the relatively flat bend before applying power. Obviously, being precise with your line is critical, and with each lap both Wilson and Surface were refining their technique through this section. Like a baseball pitcher trying to cover the plate with a variety of pitches, there's only so much room for error.

Speaking of errors, I managed to miss the black flag when it came out during one of the drills as I finished the lap. While it was clearly visible at start/finish, I made a slow lap before coming into the dugout (I mean pits), and got all the laughter about an instructor being the first one to blow the drill.

Both my students did well during the rest of the afternoon, responding correctly to the flags and start drills. Wilson ended up being waived through his second school, while Surface needed to make more adjustments to his car after passing his first school. Both were good students with bright racing futures, but I had little time to adjust my own Nissan before qualifying came up. Rather than compromise any preparation, I elected to finish my work before asking Chief Steward **Peter Olivola** for permission to start at the rear of the field.

As the first green flag of the season came out, I moved to the inside and found a good line. After some good, clean racing, I emerged in second with Kansas racer **Boyd Lear** leading the way. Lear, whose American Sedan Camaro many hadn't seen in a couple of years, was making a welcome return to RMDiv racing. After some good dicing, I established an inside position on the immaculate white and blue Camaro coming off of the back straight. A clean pass and I was soon pulling away, but tire problems cropped up for Lear and he was forced to back out of the battle. The rest of the race was a matter of clipping off error-free laps and extending the lead until the checkered flag came out.

As a Regional race, there are no contingency awards. I realize the outcome of many SCCA races primarily depend on which classes and cars are grouped together. But I sure hope





PHILIP ROYLE

Cal Club Region member Andy Porterfield, seen here accepting the Woolf Barnato Award at the 2010 SCCA National Convention, passed away in April.

open-wheel victor **Barry Gilbert** (Formula Continental) felt like I did on the cool-down lap that day. It was like stepping to the plate, making solid contact and watching the ball's arcing flight out of the ballpark on a clear spring day. Everything is beautiful and the hopes of a long season spring anew.

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## BLOWING SMOKE

NORTHERN PACIFIC DIVISION  
BY SHERRI MASTERSON

## THE SEASON SWINGS INTO ACTION

**B**y the time this issue hits your mailbox, our competition season will be almost halfway through – time sure flies! So, the season in NorPac is in full swing. National, Regional, Club Racing, Solo, RallyCross, Pro Racing, and more are happening all around the division right now.

Northwest and Oregon Region's Pacific Northwest Challenge is halfway finished with the final two events being co-sanctioned events at The Ridge Motorsports Park on July 28-29 – and there is a test and tune on Friday sponsored by SOVREN at this new track. There is also the final event on Aug. 11-12 at Portland Int'l Raceway. Both of these events are Double Regionals with Vintage.

Do not forget to attend the Divisional Conference on Oct. 27 at the Atlantis Casino Resort in Reno, Nev. Registration is online with [www.motorsportreg.com](http://www.motorsportreg.com). This is a great chance to glean information from other members of our Club, learning how to do what you do better, and giving you a chance to spread your knowledge to others who may need the help.

(OPPOSITE) RMDiv's 2012 season kicked off with the March 30-April 1 Continental Divide Region Driver's School, Double Regional, and Time Trials event at Pikes Peak Int'l Raceway.

There are tons of other events coming up in our division, including Time Trials events in June, September, and October, as well as a slew of Solo events. Check the division's Website at [www.norpacsc.ca.org](http://www.norpacsc.ca.org) or your local region's Website for more events near you.

And don't forget to lend a helping hand to a new driver or volunteer. Assuming people don't need or want help could be chasing away our future. Reach out to someone at every event you attend and, while you're at it, remember to thank those you come in contact with for being a part of the SCCA.

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## SKID MARKS

SOUTHERN PACIFIC DIVISION  
BY JASON ISLEY

## ROAR BY THE SHORE

**I**n April, the city of Long Beach, Calif., transforms its downtown streets into a world-famous racing circuit. The Toyota Grand Prix of Long Beach weekend is packed with entertainment and tight racing. In addition to the IZOD IndyCar series that anchors the event, we also see some of our very own in the SCCA Pro Racing Pirelli World Challenge Championships – which features many hometown drivers.

But keeping all of the competitors safe at this event are SCCA workers – many of whom are from SPDiv, although you will often spot region patches from other parts of the country. Working one of the many specialties at the Toyota Grand Prix of Long Beach is a great way to get up close to the action. If you'd like to work the Grand Prix next year, keep an eye on this column coming up to the event, or head to [www.calclub.com](http://www.calclub.com).

## 2012 JOHN LEWIS SCHOLARSHIP

Every year one hard-working SPDiv volunteer is awarded the John Lewis Scholarship. The scholarship is named for **John Lewis**, the late father of Area Director **Mike Lewis**, who was a true race enthusiast. The scholarship winner is chosen from nominations submitted to Lewis and Executive Steward **Barb Knox**.

The scholarship helps the selected individual attend the SCCA National Championship Runoffs. Just as the competitors give time and money to

travel to the Runoffs, so do the workers who make it possible to hold the event – and the workers make the trip knowing they will not stand atop the podium, collect a trophy, or see a single contingency dollar. Instead, they tirelessly work the event every day, rain or shine. They are truly dedicated.

For 2012, Arizona Region's **Ed Paul** has been selected as the recipient of the John Lewis Scholarship.

## CHECKERED FLAG: ANDY PORTERFIELD

On April 17, 2012, **Andy Porterfield** passed away at the age of 80. Porterfield was a 55-year member of the Club, and his reach went farther than most will ever know.

Porterfield was a two-time SCCA National Champion, and was still actively competing in the GT-1 class that he loved so much. During his many years behind the wheel, Porterfield also competed in the Trans-Am series, racking up 41 starts. It is unlikely that anyone can say with certainty how many total races Porterfield actually took part in during his career – which spanned decades – but it is said that he recorded 400 victories in that time.

In addition to the many years of service he gave to Cal Club Region, Porterfield also served on the Board of Directors for both the Club and SCCA Enterprises, where his guidance served us well for many terms.

Those who did not know Porterfield the racer, or board member, may be familiar with Porterfield Brakes, which bears his name – a company that he started and has kept in the family.

Porterfield was awarded the Club's highest honor when he was presented with the Woolf Barnato Award at the 2010 SCCA National Convention in Las Vegas, Nev.

Services were held on April 26, 2012, and many members of his extended racing family were in attendance. Porterfield is survived by his wife, **Judy**, and children **Melanie**, **Pamela**, and **Tracy**.

During the June 9-10, 2012 Auto Club Speedway race weekend there will be a tribute to Porterfield, with many of his accomplishments on display in the garage area, and his car will be taken around the track for a tribute lap before retiring his car number.

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# Record Book

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

## MIDIV DOUBLE NAT'L

MID-SOUTH REGION  
MEMPHIS INT'L RACEWAY / MARCH 31-APRIL 1, 2012

### SATURDAY

**GT1:** (1 starter) 1. J. Richard Grant (Chevrolet) 1:12.438;  
**GT2:** (2 starters) 1. Milton Grant (Porsche) 1:13.092; 2. Carey Grant (Toyota); **GT3:** (1 starter) 1. Jeff Dernehl (Mazda); **GTL:** no entrants;

**AS:** (3 starters) 1. Dane Smith (Chevrolet) 1:19.361; 2. Tom Smith (Chevrolet); no other finishers; **EP:** (3 starters) 1. Sam Henry (Mazda) 1:17.476; 2. Don Tucker (Mazda); no other finishers; **FP:** (8 starters) 1. Sam Henry (Mazda) 1:17.761; 2. Rick Harris (Mazda); 3. Rob Futcher (Lotus); **HP:** (7 starters) 1. Chris Albin (Volkswagen) 1:20.936; 2. Rob Eichelberger (Austin Healey); 3. Michael H Miller (Austin Healey);

**STO:** (2 starters) 1. Brad White (Chevrolet) 1:13.316; 2. Bob Mayer (Chevrolet); **STU:** no entrants; **STL:** (3 starters) 1. L. Patrick Sandlin (Mazda) 1:22.202; 2. Don Wiseman (Mazda); no other finishers; **TI:** no entrants; **T2:** (1 starter) 1. CJ Moses (Mitsubishi) 1:19.024; **T3:** no entrants; **SSB:** no entrants; **SSC:** (2 starters) 1. John Saucier (Mazda) 1:24.146; 2. James Place (Acura); **SM:** (3 starters) 1. Jim Drago 1:22.361; 2. L. Patrick Sandlin; no other finishers;

**CSR:** no entrants; **DSR:** no entrants; **S2000:** no entrants; **SRF:** (3 starters) 1. Cliff White 1:19.599; 2. Wade White; 3. Mark Morhaus;

**FA:** (1 starter) 1. Jim Wright (Swift) 1:09.482; **FC:** no entrants; **FM:** no entrants; **FE:** (1 starter) 1. Matthew Cutter 1:11.459; **FB:** no starters; **FF:** (1 starter) 1. David H. Livingston, Jr. (Swift) 1:13.450; **FV:** (1 starter) 1. Lisa Noble (Vortech) 1:21.096; **F500:** (1 starter) 1. Jack Walbran (Scorpion) 1:17.318.

### SUNDAY

**GT1:** (1 starter) 1. J. Richard Grant (Chevrolet) 1:11.807;  
**GT2:** (2 starters) 1. Milton Grant (Toyota) 1:15.175; 2. Carey Grant (Porsche); **GT3:** (1 starter) 1. Jeff Dernehl (Mazda) 1:14.255; **GTL:** no entrants;

**AS:** (2 starters) 1. Dane Smith (Chevrolet) 1:18.432; 2. Tom Smith (Chevrolet); **EP:** (3 starters) 1. Sam Henry (Mazda) 1:17.082; 2. Don Tucker (Mazda); 3. Steven Burkett (Mazda); **FP:** (8 starters) 1. Sam Henry (Mazda) 1:17.483; 2. Gerald Lamb (MG); 3. Weber Manning (Mazda); **HP:** (6 starters) 1. Chris Albin (Volkswagen) 1:21.656; 2. Bob Eichelberger (Austin Healey); 3. Michael H Miller (Austin Healey);

**STO:** (1 starter) 1. Bob Mayer (Chevrolet) 1:12.512;  
**STU:** no entrants; **STL:** (3 starters) 1. L. Patrick Sandlin (Mazda) 1:21.247; 2. Don Wiseman (Mazda); 3. Jim Daniels (Mazda); **TI:** no entrants; **T2:** (1 starter) 1. CJ Moses (Mitsubishi) 1:19.994; **T3:** no entrants; **SSB:** no entrants; **SSC:** (2 starters) 1. James Place (Acura) 1:24.154; 2. John Saucier (Mazda); **SM:** (2 starters) 1. L. Patrick Sandlin 1:21.764; 2. Jim Daniels;

**CSR:** no entrants; **DSR:** no entrants; **S2000:** no entrants; **SRF:** (3 starters) 1. Cliff White 1:19.774; 2. Wade White; 3. Mark Morhaus;

**FA:** (1 starter) 1. Jim Wright (Swift) 1:09.607; **FC:** no entrants; **FM:** no entrants; **FE:** (1 starter) 1. Matthew Cutter 1:11.747; **FB:** no entrants; **FF:** (1 starter) 1. David H. Livingston, Jr. (Swift) 1:13.877; **FV:** (1 starter) 1. Lisa Noble (Vortech) 1:21.787; **F500:** (1 starter) 1. Jack Walbran (Scorpion) 1:18.233.

## MIDIV DOUBLE NAT'L

ARK VALLEY RACE GROUP  
HALLET MOTOR RACING CIRCUIT / APRIL 14-15, 2012

### SATURDAY

**GT1:** (6 starters) 1. David Fershtand (Oldsmobile) 1:17.271; 2. Tom Smith (Chevrolet); 3. Thomas Upton (Ford);  
**GT2:** (1 starter) 1. Jeff Gainsborough (Porsche) 1:22.085;  
**GT3:** (4 starters) 1. Brian Haupt (Mazda) 1:27.635; **GTL:** (2 starters) 1. Kent Prather (Mazda) 1:27.316; 2. Roy Lopshire (Toyota);

**AS:** (8 starters) 1. Bill Gray (Pontiac) 1:26.551; 2. Jim Wheeler (Pontiac); 3. Tim White (Ford); **EP:** (8 starters) 1. Rock Kosdrosky (Caterham) 1:24.968; 2. Bill Allman (Mazda); 3. Jesse Prather (Mazda); **FP:** (5 starters) 1. Eric Prill (Mazda) 1:26.052; 2. Sam Henry (Mazda); 3. Robert Bramlage (Mazda); **HP:** (3 starters) 1. Jack Schulz (MG) 1:31.894; 2. Jeff Norris (MG); no other finishers;

**STO:** (2 starters) 1. Mark Kirby (Dodge) 1:22.016; 2. Wade McBride (Nissan); **STU:** (4 starters) 1. Toby Grahovec (BMW) 1:27.493; 2. Matt Blehm (Nissan); 3. Dave Volante (BMW); **STL:** (7 starters) 1. Brian Laughlin (Mazda) 1:28.554; 2. Jim Drago (Mazda); 3. Chris Edens (Mazda); **TI:** (2 starters) 1. Mike McGinley (Corvette) 1:22.563; 2. Natha Waldbaum (Chevrolet); **T2:** no entrants; **T3:** (1 starter) 1. Richard Kulach (Nissan) 1:30.025; **SSB:** (2 starters) 1. Toby Grahovec (BMW) 1:31.536; 2. Stan Czacki (Acura); **SSC:** (3 starters) 1. John Saucier (Mazda) 1:36.315; 2. James Place (Acura); 3. Steven Christopher (Mazda); **SM:** (17 starters) 1. Craig Berry 1:30.206; 2. Matt Reynolds; 3. Chris Haldeman; **CSR:** (2 starters) 1. Jason Hickey (Mazda) 1:17.705; 2. Jacek Mucha (Swift); **DSR:** no entrants; **S2000:** (1 starter) 1. Steve Meyer (Lola) 1:22.156; **SRF:** (16 starters) 1. Denny Stripling 1:27.641; 2. Cliff White; 3. Jim Cote Jr;

**FA:** no entrants; **FC:** (1 starter) no finishers; **FM:** (7 starters) 1. Alan McCallum 1:15.877; 2. George Jackson; 3. Russ Lindemann; **FE:** no entrants; **FB:** no entrants; **FF:** (4 starters) 1. Tim Webb (Swift) 1:18.639; 2. James Stiehr (Swift); 3. Marc Blanc (Swift); **FV:** (6 starters) 1. Lisa Noble (Vortech) 1:28.557; 2. Bill Johnson (Vortech); 3. Bill Lauer (Protoform); **F500:** (5 starters) 1. Charles McAbee Jr. (AJ's) 1:20.081; 2. Joseph Palmer (Novakar); 3. Glen Smeal (Red Devil).

### SUNDAY

See BFGoodrich Tires Super Tour coverage pg. 64

## SPDIV DOUBLE NAT'L

CAL CLUB REGION  
BUTTONWILLOW RACEWAY / APRIL 28-29, 2012

### SATURDAY

**GT1:** (1 starter) 1. Michael Lewis (Jaguar) 1:44.846;  
**GT2:** (2 starters) 1. Erich Joiner (Porsche) 1:58.739; 2. Wayne Graham (Mazda); **GT3:** (6 starters) 1. Mike Henderson (Mazda) 1:56.629; 2. Richard Gray (Nissan); 3. Jose Rodriguez (Mazda); **GTL:** (1 starter) 1. John Bower (Nissan) 2:10.578;

**AS:** (1 starter) 1. Aaron Bailey (Pontiac) 2:03.517;  
**EP:** (5 starters) 1. Gary Gist (Mazda) 2:06.797; 2. John Longwell (BMW); 3. Tony Jimerson (Mazda); **FP:** (3 starters) 1. Noel Hayward (MG) 2:10.310; 2. Chuck Horton (MG); 3. Brian Linn (Mazda); **HP:** (4 starters) 1. Jason Isley (Toyota) 2:10.472; 2. Jamie Bestwick (Toyota); 3. Leroy Shaver (MG);

**STO:** no entrants; **STU:** (6 starters) 1. Marc Hoover (Mazda) 2:02.467; 2. Tom Wickersham (Honda); 3. Robert Green (BMW); **STL:** (12 starters) 1. Elliott Skeer (Mazda) 2:09.585; 2. Grant Westmorland (Mazda); 3. Mark Lange (Mazda); **TI:** (5 starters) 1. Chuck Matthews (Chevrolet) 1:59.890; 2. Roy Benedetti (Chevrolet); 3. Jim Tway (Chevrolet); **T2:** no entrants; **T3:** (2 starters) 1. Tom Wickersham (Honda) 2:07.373; 2. Matthew Staal (Honda); **SSB:** (2 starters) 1. Richard Crites (Honda) 2:16.522; 2. Lynne Griffiths (Ford); **SSC:** (3 starters) 1. Brian Husting (Chevrolet) 2:17.381; 2. Ali Naimi (Mazda); 3. Rudy Ludeke (Ford); **SM:** (20 starters) 1. Elliott Skeer 2:09.664; 2. Tyler Vance; 3. Clement Lee;

**CSR:** (2 starters) 1. Joseph Schilini (Stohr) 1:53.206; 2. Rene Lohr (Radical); **DSR:** (2 starters) 1. Lee Alexander (Stohr) 1:42.926; 2. Henry Botkin (Stohr); **S2000:** (13 starters) 1. David Ferguson (Van Diemen) 1:53.928; 2. Joe Moran (Ford); 3. Sterling Ellsworth (Swift); **SRF:** (16 starters) 1. Mike Miserendino 2:05.487; 2. TJ Acker; 3. Paul Marino;

**FA:** (1 starter) 1. Chris Emanuel (Star-Mazda) 1:50.855; **FC:** (3 starters) 1. Michael Manning (Van Diemen) 1:52.081; 2. Dion Johnston (Van Diemen); 3. Kim Wilcox (Van Diemen); **FM:** (2 starters) 1. Steve Brown 1:41.261; 2. Tom Hope; **FE:** no entrants; **FB:** no entrants; **FF:** (2 starters) 1. Ed Eriandson (Swift) 1:59.550; 2. Bryce Bannatyne (Swift); **FV:** (9 starters) 1. Dennis Andrade (Vortech) 2:07.991; 2. Ron Wake (Mysterian); 3. Brian McCarthy (Andural); **F500:** no entrants.

### SUNDAY

See BFGoodrich Tires Super Tour coverage pg. 68

## SOLO NATIONAL TOUR

ROUND 3  
SAN DIEGO, CALIF / APRIL 28-29, 2012

**SS:** 1. Gary Thomason (Porsche) 1:06.676; 2. Matthew Braun (Chevrolet); 3. Scott McHugh (Chevrolet); **AS:** 1. Carl Vanderschuit (Porsche) 1:10.637; 2. Steve Lau (Porsche); 3. W L Pack (Porsche); **BS:** 1. Tom Frecentese (Chevrolet) 1:14.124; **CS:** 1. Ryan Buetzer (Pontiac) 1:07.605; 2. Chris Kannan (Mazda); 3. Todd Cameron (Mazda); **DS:** 1. Ed Rynnion (Hyundai) 1:17.230; 2. Tom Denham (Subaru); 3. Michael Parker (Hyundai); **ES:** 1. Jerry Jenkins (Mazda) 1:12.881; 2. Oliver Taylor (Mazda); 3. Brett Gronemeyer (Mazda); **ESL:** 1. Kyra Jenkins (Mazda) 1:22.216; 2. Jenna Tronti (Mazda); **HS:** 1. Barbara LeRoy-Boehme (Mini) 1:17.321; 2. Joseph Austin (Mini); 3. Andy Ross (Ford);

**STF:** 1. Steve Coe (Mazda) 1:18.770; 2. Greg Woelke (Mazda); 3. Bobby Beyer (Toyota); **STC:** 1. Will Kalman (Honda) 1:11.565; 2. Sebastian Rios (Honda); 3. Jeff Wong (Honda); **STCL:** 1. Shauna Rios (Honda) 1:15.378; 2. Stacey Miller (Honda); 3. Deana Kraft (Honda); **STS:** 1. Craig Klippel (Mazda) 1:11.887; 2. Glen Hernandez (Mazda); 3. Kim Whitener (Honda); **STX:** 1. Bryan Heitkotter (BMW) 1:10.126; 2. James Yom (Mazda); 3. Jeff Stuart (BMW); **STR:** 1. Jeff Cawthorne (Honda) 1:09.154; 2. Jonathan Lugod (Honda); 3. Bob Endicott (Honda); **STRL:** 1. Mitzi Burrow (Mazda) 1:24.196; **STU:** 1. Josh Salvage (Mitsubishi) 1:10.072; 2. Ken Motonishi (Mitsubishi); 3. Sean OBoyle (Mitsubishi); **STUL:** 1. Teresa Clement (Mitsubishi) 1:17.435; 2. Diane Bollenbecker (Subaru); **SMF:** 1. Jaime Mendoza (Acura) 1:11.426; 2. Travis Sackwar (Toyota); 3. Warren Leach

### CLUB RACING

**GT1-3** = GT-1, GT-2, GT-3

**GTL** = GT-Lite

**AS** = American Sedan

**EP-HP** = E-H Production

**STO, STU, STL** = Super Touring

Over, Under, Light

**TI-T3** = Touring 1-3

**SSB** = Showroom Stock B

**SSC** = Showroom Stock C

**SM** = Spec Miata

**CSR** = C Sports Racing

**DSR** = D Sports Racing

**S2000** = Sports 2000

**SRF** = Spec Racer Ford

**FA** = Formula Atlantic

**FC** = Formula Continental

**FM** = Formula Mazda

**FE** = Formula Enterprises

**FB** = Formula 1000

**FF** = Formula Ford

**FV** = Formula Vee

**F500** = Formula 500

### SOLO (L=LADIES)

**SS** = Super Stock

**AS-HS** = A-H Stock

**SSP** = Super Street Prepared

**ASP-FSP** = A-F Street Prepared

**XP** = X Prepared

**CP-GP** = C-G Prepared

**AM-FM** = A-F Modified

**STC, STR, STS, STX, STU** =  
Street Touring

**SM** = Street Modified

**SSM** = Super Street Modified

**SMF** = Street Modified FWD

**KM** = Kart Modified

**FJA** = Formula Junior A

**FJB** = Formula Junior B

**RTA, RTR, RTF** = Road Tire

### RALLYCROSS

**SA** = Stock All-wheel drive

**SF** = Stock, Front-wheel drive

**SR** = Stock Rear-wheel drive

**PA** = Prepared, All-wheel drive

**PF** = Prepared, Front-wheel drive

**PR** = Prepared, Rear-wheel drive

**M4** = Modified, All-wheel drive

**M2** = Modified, Two-wheel drive

### ROADRALLY

**S** = Stock

**L** = Limited

**E** = Equipped





(Acura); **SSM:** 1. Scott Fraser (Mazda) 104.224; 2. Christos Adam (Mazda); 3. Tom Kubo (Mazda); **SSML:** 1. Jodi Fordahl (Mazda) 111.722;

**SSP:** 1. Jason Uyeda (Lotus) 105.069; 2. Jason Munchhof (Lotus); 3. Ted Lewis (Lotus); **SSPL:** 1. Debra Eymann (Chevrolet) 115.115; **ASP:** 1. Tom Berry (Mitsubishi) 105.404; 2. Marshall Grice (Mitsubishi); 3. David Webb (Mitsubishi); **ASPL:** 1. Christine Grice (Mitsubishi) 111.704; 2. Mindi Cross (Mitsubishi); **BSP:** 1. Mark Baer (BMW) 108.518; 2. Trevor McDermott (BMW); 3. Jared Floyd (BMW); **DSP:** 1. Doug Rowse (BMW) 106.791; 2. Mark Smith (Volkswagen); 3. David Jobusch (BMW); **ESP:** 1. Brian Peters (Ford) 108.014; 2. Greg McCance (Subaru); 3. Kevin Gleaton (Subaru); 3. Brad Owen (Subaru);

**XP:** 1. Fred Zust (Lotus) 98.672; 2. Andy McKee (Mazda); 3. Alexandra Zust (Lotus); **XPL:** 1. Jennifer Parker (Mazda) 112.159; **CP:** 1. James Fields (Chevrolet) 136.832; 2. Valerie Pichette (Pontiac) 131.115; **DP:** 1. Don Salyers (Austin Healey) 114.289; 2. Patrick McBride (Austin Healey); **EP:** 1. Rick Quick (Honda) 118.675; 2. Matt Martis (Honda); **GP:** 1. Bo Rader (Austin Healey) 114.908; 2. Scott Moreno (Honda); 3. John Edwards (Fiat);

**AM:** 1. KJ Christopher (BBR) 97.181; **BM:** 1. Bill Martin (Lola) 104.848; **CM:** 1. Joey Schilling (Van Diemen) 100.645; 2. Eric Clements (Mondiale); 3. Jon Clements (Mondiale); **DM:** 1. Mark Huffman (Lotus) 98.099; 2. David Laird (Lotus); 3. David Laird Jr (Lotus); **EM:** 1. Jeff Kiesel (KFR) 96.362; 2. Mark Kiesel (KFR); **EML:** 1. Shawn Kiesel (KFR) 102.182; **KM:** 1. Paul Russell (Tony Kart) 94.068; 2. Paul Durr (CRG); 3. Darrell McVey (Paul Tracy); **FJA:** 1. Kevin Teague (Renspeed) 110.700; 2. Kevin Jung (Birel); 3. Kencey Christopher (Renspeed); **FJB:** 1. Zak Kiesel (Nelson) 114.803; 2. Kaila Kiesel (Nelson); 3. Robert Ekstrand (Tony Kart);

**RTF:** 1. Morgan Trotter (Dodge) 95.458; 2. Leonard Cachola (Mini); 3. Kurt Rahn (Mini); **RTR:** 1. Stephen Hui (Honda) 95.619; 2. Dennis Healey (Lotus); 3. Scott Lewis (Mazda); **RTL:** 1. Judy Murray (Mazda) 102.766; 2. Colleen McHugh (Chevrolet); 3. Christina Healey (Lotus); **Gumout Collegiate Shootout:** 1. Elias Izpisua Rodriguez; 2. Andrew Holman; 3. Richard Mazur.

## SCCA PROSOLO C'SHIP

ROUND 1  
LANDOVER, MD / APRIL 14-15, 2012

**SS:** 1. Jason Burns (Chevrolet) 60.278; 2. Sam Strano (Chevrolet); 3. Pat Salerno (Lotus); **AS:** 1. Paul Kozlak (Chevrolet) 62.405; 2. Lynne Rothney-Kozlak (Chevrolet); 3. Anthony Savini (Chevrolet); **BS:** 1. Nick Barbato (Honda) 61.982; 2. Jadrice Toussaint (Honda); 3. Justin Lau (Honda); **CS:** 1. Shane Chinonn-Rhoo (Nissan) 63.859; 2. Travis Hill (Porsche); 3. Mark Labbancoz (Nissan); **DS:** 1. Todd Kean (Infinity) 64.083; 2. Trevor Hill (Volkswagen); 3. Terry Baker (Ford); **ES:** 1. Eric Chiang (Mazda) 64.564; 2. Grant Winston (Mazda); 3. Scott Thursby (Mazda); **FS:** 1. Mark Daddio (Ford) 62.310; 2. Don Slevin (Ford); 3. Jason Huepenbecker (Ford); **HS:** 1. James Fineberg (Mini) 66.879; 2. David Spratte (Mini); 3. Ryan Leach (Mini);

**STC:** 1. Alejandro Aviles (Honda) 66.615; 2. Chris Perera (Honda); 3. Change Ho Kim (Honda); **STS:** 1. Darrin DiSimo (Mazda) 64.126; 2. Ian Baker (Honda); 3. John Brown (Mazda); **STX:** 1. Jeff Hurst (Mazda) 65.509; 2. Eric Simmons (Mazda); 3. Jeff Anderson (Mazda); **STU:** 1. Corey Ridgick (Subaru) 63.014; 2. Josh Luster (Subaru); 3. Yury Kholondyrev (Subaru); **STR:** 1. Jon Caserta (Honda) 65.970; 2. Andy Thomas (Honda); 3. Noel Leslie (Honda); **SM:** 1. Michael Fineberg

(Mitsubishi) 59.870; 2. Aaron Shoe (Mitsubishi); 3. Martin Kriz (Subaru); **SSM:** 1. Jake Namer (Mazda) 59.908; 2. Martin Valent (Toyota); 3. Jason Becker (BMW);

**CSP:** 1. Charles Koulik (Mazda) 62.066; 2. Aaron Buckley (Mazda); 3. Bob Davis (Mazda); **DSP:** 1. Eric Campbell (BMW) 61.275; 2. Alex Shchipkov (BMW); 3. Nathan Whipple (BMW); **ESP:** 1. Samuel Krauss (Eagle) 61.583; 2. Rod McGeorge (Ford); 3. Heyward Wagner (Subaru);

**Race Tire 1:** 1. Michael Stanley (FSAE) 54.475; 2. Brian Garfield (Caterham); 3. Michael Cook (FSAE); **Race Tire 2:** 1. Allen Kugler (Honda) 52.233; 2. Anthony DeFiore (Honda); 3. Randolph Perschauer (Porsche); **KM:** 1. Mike Kline (CRG) 55.375; 2. Alan Sheidler (Renspeed); 3. Jeff Craven (Top Kart); **FJA:** 1. Julian Garfield (Arrow) 64.122; 2. Carson Garfield (Kosmic); **FJB:** 1. Trey White (Invader) 69.495; 2. Kieran Boito (Top Kart); 3. Kimsoo Gopnik (CRG);

**Ladies Class 1:** 1. Karen Kraus (Subaru) 54.152; 2. Denise Kugler (Honda); 3. Kandy Johnson (Chevrolet); **Ladies Class 2:** 1. Learic Cramer (Nissan) 54.112; 2. Gwen Baake (Mini); 3. Chris Peterson (Lotus); **Ladies Class 3:** 1. Kathy Grunenwald (Honda) 55.185; 2. Shelly Monfort (Honda); 3. Victoria Benya (Honda); **Bump Class 1:** 1. Mike Johnson (Chevrolet) 51.086; 2. Courtney Cormier (Chevrolet); 3. Brian Karwan (Honda); **Road Tire Index:** 1. Andrew Barrette (Subaru) 54.279; 2. David Corsaro (Mitsubishi); 3. Michael Eckert;

**Gumout Super Challenge:** 1. Michael Fineberg; 2. Shane Chinonn-R; 3. James Fineberg; **Ladies Challenge:** 1. Shelly Monfort; 2. Kandy Johnson; 3. Karen Kraus; **Bonus Challenge:** Jadrice Toussaint.

Ed Runnion took a close D Stock win in his 2012 Hyundai Genesis at the San Diego stop of the Tire Rack Solo National Tour.



BRYAN HEITKOTTER

## PROSOLO C'SHIP

**ROUND 2**  
MINERAL WELLS, TX / APRIL 21-22, 2012

**SS:** 1. Matt Lucas (Chevrolet) 89.022; 2. David Lehman (Porsche); 3. Steve Waters (Chevrolet); **BS:** 1. James Yom (Honda) 90.484; 2. Jason Kupka (Honda); 3. Ricky Crow (Honda); **HS:** 1. Greg Reno (Mini) 96.853; 2. David Hedderick (Mini); 3. Joseph Austin (Mini);

**STF:** 1. Andy Hollis (Mazda) 97.631; 2. Ann Hollis (Mazda); 3. Mike Jiang (Mini); **STC:** 1. Chris Cargill (Honda) 94.426; 2. Todd Milstead (Honda); 3. Wayne

**Jason Uyeda put his Lotus Elise on top in Super Street Prepared at Round 3 of the Tire Rack Solo National Tour on April 27-29.**

Atkins (Honda); **STS:** 1. Andrew Hahn (Honda) 92.649; 2. David Whitener (Honda); 3. Kerry Coughlin (Honda); **STX:** 1. Mark Sipe (Mazda) 93.818; 2. Barry Booker (Volkswagen); 3. James Wilson (Subaru); **STU:** 1. Jon Pomrenke (Subaru) 89.982; 2. John Hale (Subaru); 3. Robert Irish (Subaru); **STR:** 1. Jason Minehart (Mazda) 92.430; 2. Matthew Glagola (Honda); 3. Jeff Schaaadt (Mazda); **SM:** 1. Eric Myman (Nissan) 88.506; 2. Troy Dudley (Nissan); 3. Stan Bell (Ford); **ESP:** 1. Mark Madarash (Pontiac) 89.242; 2. Terry Fair (Ford); 3. Mark Foley (Pontiac); **Race Tire Index 2:** 1. Chris Dorsey (Toyota) 75.924; 2.

Troy Acosta (Porsche); 3. Jerry Centanni (Porsche); **Ladies Class 1:** 1. Beth McClure-Strelnieks (Mazda) 76.967; 2. Rachel Saunders (Legrand); 3. Sarah West (Subaru); **Ladies Class 3:** 1. Kim Whitener (Honda) 77.818; 2. Shelly Monfort (Mazda); 3. Connie Booker (Volkswagen); **Bump Class 1:** 1. Erik Strelnieks (Mazda) 75.739; 2. Jon Wagner (Mitsubishi); 3. Jeremy Foley (Mitsubishi); **Bump Class 2:** 1. Don Gutierrez (Subaru) 75.782; 2. Lane Borg (Chevrolet); 3. Kevin Youngers (Ford); **Road Tire Index:** 1. Tom Reynolds (Subaru) 79.035; 2. Jayson Stewart (Subaru); 3. Jeff Slater (Mazda); **Gumout Super Challenge:** 1. Andrew Hahn; 2. Erik Strelnieks; 3. Mark Sipe; **Ladies Challenge:** 1. Rachel Saunders; 2. Connie Booker; 3. Beth McClure-Strelnieks; **Bonus Challenge:** Daniel Puziak.

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

GT1	
CHEVROLET	11
OLDSMOBILE	3
JAGUAR	2
DODGE	1
FORD	1
PONTIAC	1
GT2	
PORSCHE	15
TOYOTA	2
NISSAN	1
SUNBEAM	1
GT3	
MAZDA	13
TOYOTA	3
NISSAN	1
GTL	
NISSAN	4
HONDA	3
MAZDA	3
AS	
FORD	7
CHEVROLET	6
PONTIAC	6

EP	
MAZDA	7
BMW	5
DATSUN	4
CATERHAM	1
VOLVO	1
FP	
MAZDA	13
MG	3
LOTUS	2
DATSUN	1
HP	
HONDA	8
MG	3
TOYOTA	3
VOLKSWAGEN	3
AUSTIN HEALEY	2
STO	
CHEVROLET	8
DODGE	4
ASTON MARTIN	2
STU	
MAZDA	9
BMW	6
LOTUS	2

STL	
MAZDA	18
T1	
CHEVROLET	12
DODGE	1
T2	
BMW	6
MITSUBISHI	4
NISSAN	3
HONDA	2
FORD	1
T3	
HONDA	6
NISSAN	4
VOLKSWAGEN	2
SSB	
BMW	6
FORD	5
HONDA	4
SSC	
ACURA	5
MAZDA	5
TOYOTA	4
HONDA	3
CHEVROLET	1

CSR	
SWIFT	9
STOHR	5
BEASLEY	1
MAZDA	1
NORMA	1
DSR	
STOHR	9
WEST	3
CRITTER	2
S2000	
LOLA	5
CARBIR	3
SWIFT	1
VAN DIEMEN	1
FA	
SWIFT	9
STAR-MAZDA	7
REYNARD	2
FC	
VAN DIEMEN	15

FB	
STOHR	4
RFR	3
CITATION	2
PHOENIX	1
FF	
SWIFT	10
VAN DIEMEN	7
SAUCE	2
FV	
VORTECH	9
RACER'S WEDGE	3
MYSTERIAN	2
ANDURIL	1
CRUSADER	1
GLAMDRING	1
F500	
SCORPION	5
AJ'S	3
NOVAKAR	3
INVADER	1
RAPTOR	1

## ROADRALLY DOUBLE NAT'L

**ARIZONA BORDER REGION**  
TUCSON, AZ / MARCH 10-11, 2012

### SATURDAY – TOUR

**E:** (5 starters) 1. Stu Helfer/Jack von Kaenel (Chevrolet) 12; 2. R. Bruce Gezon/Steve Gaddy (Mazda) 19; 3. Bill Laitenberger/Debbie Segall (Subaru) 42; **L:** (1 starter) 1. Richard Wetzel/Charles Hanson (Porsche) 177; **S:** (2 starters) 1. Jessica Toney/J Toney (Mazda) 128; 2. Jim Wakemen, Sr./Mark Haas (Dodge) 143;

### SUNDAY – COURSE

**E:** (4 starters) 1. Stu Helfer/Jack von Kaenel (Chevrolet) 162; 2. R. Bruce Gezon/Steve Gaddy (Mazda) 165; 3. W. David Teter/Dave Head (Subaru) 412; **L:** (2 starters) 1. Jessica Toney/J Toney (Mazda) 311; 2. Richard Wetzel/Charles Hanson (Porsche) 523; **S:** (1 starter) 1. Jim Wakemen, Sr./Mark Haas (Dodge) 394.



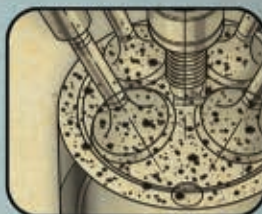
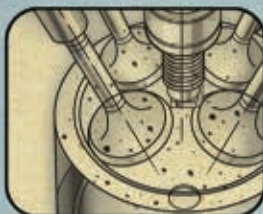


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# SportsCar MARKET PLACE

JULY 2012

Deadlines for the September 2012 Issue: 06.27.12 for space; 07.10.12 for materials; and 07.20.12 issue mails.

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- AMB Transponders and in-car timing
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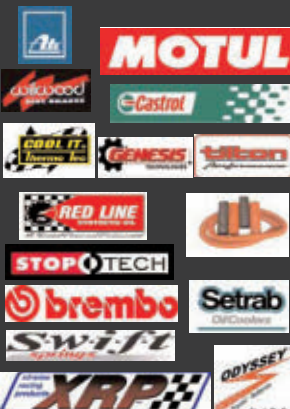


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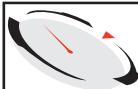
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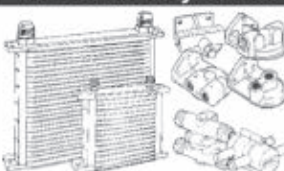
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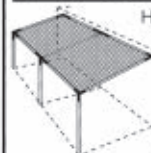
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Portland, OR 503-281-1579

**Continental Motorsports**  
Mason, OH 513-459-8888

**HRP World**  
Peoria, IL 866-851-RACE

**Hutch BSR**  
Concord, NC 704-662-0901

**Jegs**  
Delaware, OH 800-345-4545

**Lane Automotive**  
Watervliet, MI 800-772-5266

**Lybarger Racing Ent.**  
McHenry, IL 815-363-8560

**Murray s Speed & Custom**  
N. Miami, FL 800-227-7099

**OG Racing**  
Sterling, VA 703-430-3303

**Pegasus**  
New Berlin, WI 800-688-6986

**Pelican Parts**  
El Segundo, CA 888-280-7799

**Porterfield Enterprises**  
Costa Mesa, CA 949-548-4470

**Pro Am**  
Houston, TX 800-847-5712

**Racer Parts Wholesale**  
Indianapolis, IN 317-639-0725

**SAFERACER**  
Neosho, MO 866-781-0997

**Speedway Motors**  
Omaha, NE 800-979-0122

**Summit Racing Equipment**  
OH, NV, GA 800-230-3030

**Tri-Point Engineering**  
Canoga Park, CA 818-348-5385

**Truechoice**  
Powell, OH 800-388-8783

**UPR**  
Tucson, AZ 877-438-5872

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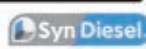
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# Calendar

SPORTS CAR CLUB OF AMERICA JULY 2012  
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SOLO EVENTS NEAR YOU

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## PRO RACING



### WORLD CHALLENGE

[www.world-challenge.com](http://www.world-challenge.com)

**Mar 23-25** Streets of St. Petersburg, Fla. (double)  
*Johnny O'Connell (GT); Justin Bell (GTS); Michael Cooper (TC)*  
*Lawson Aschenbach (GT); Justin Bell (GTS); Michael Cooper (TC)*  
**Apr 13-15** Streets of Long Beach, Calif. (GT, GTS)  
*Andy Pilgrim (GT); Jack Baldwin (GTS)*  
**Apr 27-29** Miller Motorsports Park, Utah  
*Patrick Long (GT); Andy Lee (GTS)*  
*Todd Lamb (TC); Jonathan Start (TCB)*  
*Michael Cooper (TC); Jonathan Start (TCB)*  
*Tristan Herbert (TC); Sage Marie (TCB)*  
**May 10-12** Mazda Raceway Laguna Seca, Calif.  
*Patrick Robst (GT) Peter Cunningham (GTS); Todd Lamb (TC)*  
**Jun 1-3** Detroit Belle Isle Grand Prix, Mich. (GT, GTS)  
**Jun 22-24** Mosport Int'l Raceway, Ontario, Canada  
**Aug 3-5** Mid-Ohio Sports Car Course, Ohio  
**Aug 24-26** Infineon Raceway, Calif.

### TRANS-AM SERIES

[www.trans-amracing.com](http://www.trans-amracing.com)

**May 18-20** Mosport Int'l Raceway, Ontario, Canada  
**May 25-26** Lime Rock Park, Lakeville, Conn.  
**Jun 8-10** Mid-Ohio Sports Car Course, Ohio  
**Jun 29-Jul 1** New Jersey Motorsports Park, N.J.  
**Jul 6-8** Watkins Glen Int'l, N.Y.  
**Aug 17-19** Road America, Wis.  
**Aug 31-Sep 2** Brainerd Int'l Raceway, Minn. (double)  
**Nov 2-4** Road Atlanta, Ga. (double)

### PLAYBOY MAZDA MX-5 CUP

[www.mx-5cup.com](http://www.mx-5cup.com)

**Mar 14-16** Sebring Int'l Raceway, Fla. (double)  
*Stevan McAleer; John Dean II*  
**May 10-12** Mazda Rowley Laguna Seca, Calif. (dbl)  
*Elliott Skeer; John Dean II*  
**Jun 8-10** Mid-Ohio Sports Car Course, Ohio  
**Jun 20-22** Road America, Wis.  
**Jul 20-22** Mosport Int'l Raceway, Ontario, Canada  
**Sep 14-15** VIRginia Int'l Raceway, Vir.  
**Sep 21-23** Naval Air Base Coronado, Calif.  
**Oct 17-19** Road Atlanta, Ga.

### ATLANTIC CHAMPIONSHIP

[www.atlanticchampionshipseries.com](http://www.atlanticchampionshipseries.com)

**May 10-12** Road Atlanta, Ga. (double)  
*David Grant; David Grant*  
**Jun 28-Jul 1** New Jersey Motorsports Park (Thunderbolt), N.J. (double)  
**Aug 24-26** Summit Point, W. Va. (double)

### F2000 CHAMPIONSHIP

[www.f2000championshipseries.com](http://www.f2000championshipseries.com)

**Apr 12-15** VIRginia Int'l Raceway, Va. (double)  
*Robert LaRocca; Robert LaRocca*  
**May 10-12** Road Atlanta, Ga. (double)  
*Robert LaRocca; Robert LaRocca*  
**May 25-26** Lime Rock Park, Conn. (double)  
**Jun 28-Jul 1** New Jersey Motorsports Park (Thunderbolt), N.J. (double)  
**Jul 26-29** Mid-Ohio Sports Car Course, Ohio (dbl)  
**Aug 24-26** Summit Point, W. Va. (double)  
**Oct 12-14** Watkins Glen Int'l, N.Y. (double)

### F1600 CHAMPIONSHIP

[www.f1600championshipseries.com](http://www.f1600championshipseries.com)

**Apr 12-15** VIRginia Int'l Raceway, Va. (double)  
*Matias Koykka; Brandon Newey*  
**May 25-26** Lime Rock Park, Conn. (double)  
**Jun 29-Jul 1** New Jersey Motorsports Park (Thunderbolt), N.J. (double)  
**Jul 26-29** Mid-Ohio Sports Car Course, Ohio (dbl)  
**Aug 24-26** Summit Point, W. Va. (double)  
**Oct 12-14** Watkins Glen Int'l, N.Y. (double)

### FORMULA 1000 CHAMPIONSHIP SERIES

[www.f1000champ.com](http://www.f1000champ.com)

**May 18-20** Mosport, Ontario, Canada (double)  
**Jun 29-30** Watkins Glen, N.Y. (double)  
**Jul 6-8** VIRginia Int'l Raceway, Va. (double)  
**Aug 3-4** Mid-Ohio Sports Car Course, Ohio (dbl)  
**Sep 14-16** Road Atlanta, Ga. (double)

## CLUB RACING

Date Track/Region

Phone numbers are or region registrars

### NATIONAL

**NORTHEAST** [www.nediv.com](http://www.nediv.com)

**Jun 2-3** NJMP/South Jersey  
**Jun 2-3** NJMP/South Jersey  
**Jun 2-3** Lime Rock Park/Mohawk-Hudson  
**Jul 6-8** Watkins Glen/Glen  
**Jul 27-29** Pittsburg Int'l Race Cmplx/Steel Cities  
**Aug 10-12** Pocono Raceway/Tri-Region Race Group  
**Glen** (607) 739-2953  
**Mohawk-Hudson** (518) 885-0841  
**Steel Cities** (412) 831-0361  
**Tri-Region Race Group** (610) 282-3932

**SOUTHEAST** [www.sediv-racing.org](http://www.sediv-racing.org)

**Aug 31-Sep 2** Barber Mtrsprts Prk/Atlanta, Alabama  
**Atlanta/Alabama** (770) 455-7222  
**GREAT LAKES** [www.greatlakes-scca.org](http://www.greatlakes-scca.org)  
**Jun 1-3\*** Super Tour – Mid-Ohio Sports Car Course/  
OVR, Cincy  
**Jun 30-Jul 1** Nelson Ledges/Neohio  
**Jul 7-8\*** Gingerman/SBR, DET  
**Aug 11-12** Grattan/Western Michigan  
**OVR/Cincy** (614) 735-7561  
**SBR/DET** (574) 286-1321  
**Western Michigan** (269) 217-2489

**CENTRAL** [www.cendiv-scca.org](http://www.cendiv-scca.org)

**Jun 15-17** Road America/Chicago Region  
**Jul 21-22** Road America/Milwaukee  
**Aug 4-5** Super Tour – Blackhawk Farms Raceway/  
Blackhawk Valley, Milwaukee  
**Blackhawk Valley** (815) 790-2209  
**Chicago** (847) 729-2211  
**Milwaukee** (262) 241-8371

**MIDWEST** [www.midiv.org](http://www.midiv.org)

**Jun 2-3\*** Mid America Motorplex/Des Moines Valley  
**Jul 14-15\*** Invitational-Majors – Heartland Park  
Topeka/Kansas, Kansas City  
**Jul 28-29** Gateway Motorsports Park/St. Louis  
**Aug 18-19\*** Motorsport Park Hastings/Nebraska  
**Des Moines Valley** (316) 775-7627  
**Kansas, Kansas City** (816) 795-8520  
**Nebraska** (402) 592-7918  
**St. Louis** (614) 249-6571

**SOUTHWEST** [www.sowdivscca.org](http://www.sowdivscca.org)

**Jul 28-29\*** Eagles Canyon Raceway/Texas  
**Sep 1-2\*** MSR Houston/Houston

**ROCKY MOUNTAIN** [www.coloradoscca.org](http://www.coloradoscca.org)

**Jun 16-17** Invitational-Majors – Pueblo Mtrsprts  
Park/Continental Divide  
**Jun 30-Jul 1\*** Super Tour-Majors – High Plains  
Raceway/Colorado  
**Aug 4-5\*** Miller Motorsports Park/Utah  
**Sep 1-2\*** High Plains Raceway/Colorado  
**Utah** (801) 835-3036

**NORTHERN PACIFIC** [www.norpac-scca.org](http://www.norpac-scca.org)

**Jul 13-15\*** Super Tour – Portland Int'l Raceway/  
Oregon  
**Oregon** (503) 224-9469

**SOUTHERN PACIFIC** [www.scca-sopac.org](http://www.scca-sopac.org)

**Jun 9-10\*** Auto Club Speedway/Cal Club  
**Sep 1-2\*** Buttonwillow/Cal Club  
**Cal Club** (661) 304-9382

## SCCA NATIONAL CHAMPIONSHIP RUNOFFS

**Sep 17-23** Road America, Elkhart Lake, Wis.

## REGIONAL

**NORTHEAST** [www.nediv.com](http://www.nediv.com)

**Jun 2-3R** NJMP/South Jersey  
**Jun 9** Lime Rock Park/New England  
**Jun 9-10** Summit Point/Washington DC  
**Jun 23-24** Nelson Ledges/Finger Lakes  
**Jun 30-Jul 1** NJMP/JRB-N, New Jersey/South Jersey  
**Jul 14-15** Summit Point/Washington DC  
**Jul 21-22** Watkins Glen/Glen  
**Jun 22-23\*** Lime Rock Park/Mohawk-Hudson  
**Jul 27-29** Pittsburg Int'l Race Cmplx/Steel Cities  
**Aug 14-15** Nelson Ledges/Mahoning Valley  
**Aug 4-5\*** New Hampshire Motor Speedway/  
New England  
**Aug 18-19** NJMP/JRB-N, New Jersey/South Jersey  
**Sep 1-3\*** Summit Point/Washington DC  
**Sep 8-9\*** New Hampshire Motor Speedway/  
New England  
**Sep 15-16** Watkins Glen/Finger Lakes  
**Sep 21-22** Lime Rock Park/New York  
**Sep 29-30\*** Nelson Ledges/Mahoning Valley  
**Oct 6-7\*** Watkins Glen/Glen  
**Oct 6-7** Summit Point/Washington DC  
**Oct 20-21** NJMP/JRB-N, New Jersey/South Jersey  
**Finger Lakes** (315) 597-9637  
**Glen** (607) 739-2953  
**Mahoning Valley** (330) 854-4889  
**Mohawk-Hudson** (518) 885-0841  
**New England** (508) 561-2188  
**New York** (914) 674-2481  
**South Jersey** (609) 926-4842  
**Steel Cities** (412) 831-0361  
**Tri-Region Race Group** (610) 282-3932  
**Washington DC** (800) 879-4722

**SOUTHEAST** [www.sediv-racing.org](http://www.sediv-racing.org)

**Jun 2-3** Sebring-Short Course/Central Florida  
**Jun 2-3\*** Homestead/Florida  
**Jun 30-Jul 1\*** Roebeling 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\*** Roebeling Road/Buccaneer  
**Oct 6-7** Roebeling 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 4-5\*** Road Atlanta/Atlanta  
**Nov 10-11** Palm Beach Int'l Raceway/Florida

*All dates/events subject to change.*

\* = Double Event CH = Charity Rally  
# = Enduro R = Restricted  
+ = Addition/Change v = Vintage  
HC = Hill Climb T = Tentative  
CT = Club Trial TT = Track Trial  
PDX = Performance Driving Experience  
RR = Regional Rally D = Divisional  
GTA = Game, Tour, Adventure Rally  
GRC = Great Race Class NT = National Tour  
NC = National Course RT = Regional Tour  
CR = Course Rally SR = Social Rally

E-mail addresses for registrars and event organizers are available at [www.scca.com](http://www.scca.com).

FOR CHANGES to the SCCA Club Racing Schedule, call (785) 232-7229. For changes to the Solo or Road Rally schedule, call (785) 232-7656. For changes to the Rally schedule, call (785) 357-7259.

**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](http://www.greatlakes-scca.org)

**Jun 8-10** Mid-Ohio Sports Car Course/Ohio Valley  
**Jun 30-Jul 1R** Nelson Ledges/Neohio  
**Jul 28-29R** Mid-Ohio Sports Car Course/Cincinnati  
**Aug 11-12R** Grattan/Western Michigan  
**Aug 18-19\*** Nelson Ledges/Neohio  
**Sep 1-2\*** Mid-Ohio Sports Car Course/Ohio Valley  
**Oct 6-7\*** Mid-Ohio Sports Car Course/Ohio Valley  
**Oct 20-21\*** Nelson Ledges/Neohio  
**Oct 20-21\*** Nelson Ledges/Neohio  
**Cincinnati** (513) 528-9217  
**Neohio** (440) 933-8420  
**Ohio Valley** (614) 846-1228  
**OVR/Cincy** (614) 735-7561  
**SBR/DET** (574) 286-1321  
**Western Michigan** (269) 217-2489

**CENTRAL** [www.cendiv-scca.org](http://www.cendiv-scca.org)

**Jun 2-3\*** Milwaukee Mile/Milwaukee Region  
**Jul 7-8\*** Blackhawk Farms Raceway/Blackhawk Valley, Milwaukee  
**Aug 25-26\*** Road America/Chicago  
**Sep 1-2\*** Brainerd Int'l Raceway/Land O' Lakes  
**Oct 13-14** Blackhawk Farms Raceway/Chicago  
**Blackhawk Valley** (815) 790-2209  
**Chicago** (847) 729-2211  
**Land O' Lakes** (952) 479-7467  
**Milwaukee** (262) 241-8371

**MIDWEST** [www.midiv.org](http://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  
**NEOkia, Okla, Wichita** (918) 744-6392  
**St. Louis** (614) 249-6571

**SOUTHWEST** [www.sowdivscca.org](http://www.sowdivscca.org)

**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](http://www.coloradoscca.org)

**Jul 16** Pueblo Mtrsprts Park/Continental Divide  
**Jun 21-22\*** Pikes Peak International Raceway/  
Continental Divide  
**Aug 4-5\*** Miller Motorsports Park/Utah  
**Aug 18-19\*** High Plains Raceway/Colorado

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

### EVENT

Streets of Detroit and Mosport Int'l Raceway  
Mid-Ohio Sports Car Course  
Infineon Raceway

### AIR DATE

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.*



Sep 1-2\* High Plains Raceway/Colorado  
Oct 13-14\* Pueblo Mtrsprts Prk/Continental Divide  
Utah (801) 835-3036

**NORTHERN PACIFIC** [www.norpaccca.org](http://www.norpaccca.org)  
Jun 7-10\* Laguna Seca/San Francisco  
Jun 15-17\* Portland Int'l Raceway/Oregon  
Jul 6-8\* Infineon/San Francisco  
Jul 28-29 Thunderhill/San Francisco  
Aug 11-12\* Portland Int'l Raceway/Oregon  
Aug 31-Sep 2\* Thunderhill/San Francisco  
Sep 7-9 (triple) Portland Int'l Raceway/Oregon  
Northwest (360) 6082  
Oregon (503) 224-9469  
San Francisco (530) 934-4455

**SOUTHERN PACIFIC** [www.scca-sopac.org](http://www.scca-sopac.org)  
Jun 9-10\* Auto Club Speedway/Cal Club  
Sep 1-2\* Buttonwillow/Cal Club  
Oct 6-7\* Buttonwillow/Cal Club  
Oct 14 (triple) Inde Motorsports Park/Arizona  
Nov 18\*v Firebird Raceway/Arizona  
Arizona (482) 832-1327  
Cal Club (661) 304-9382

## DRIVERS SCHOOLS

**NORTHEAST** [www.nediv.com](http://www.nediv.com)  
Jun 8 Lime Rock Park/New England  
Oct 4-5 Watkins Glen/Glen  
Glen (607) 739-2953  
New England (508) 561-2188

**SOUTHEAST** [www.sedivacing.org](http://www.sedivacing.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

## SCCA ACCREDITED SCHOOLS

### REGIONAL AND NATIONAL

Bertil Roos Racing School  
(800) 722-3669 [www.racenow.com](http://www.racenow.com)

Bob Bondurant School  
(800) 842-7223 [www.bondurant.com](http://www.bondurant.com)

Bridgestone Racing Academy  
(905) 983-1114 [www.race2000.com](http://www.race2000.com)

The Jim Russell Racing Schools  
(707) 939-7600 [www.jimrussellusa.com](http://www.jimrussellusa.com)

Pettiford's Go 4 It Racing Schools  
(303) 666-4113 [www.go4itsservices.com](http://www.go4itsservices.com)

Skip Barber Racing School  
(860) 435-1300 [www.skipbarber.com](http://www.skipbarber.com)

### REGIONAL ONLY

Allen Berg Racing School  
(888) 722-3220 [www.allenbergdrivingschools.com](http://www.allenbergdrivingschools.com)

MSR Houston  
(281) 369-0677 [www.msrhouston.com](http://www.msrhouston.com)

Porsche Sport Driving School  
(888) 204-7474 [www.porschedriving.com](http://www.porschedriving.com)

Spring Mountain Advanced Driving School  
(888) VET-4FUN  
[www.springmountainmotorsports.com](http://www.springmountainmotorsports.com)

### DRIVERS SCHOOLS

BIR Performance Driving School  
(866) 511-7606 [www.birperformance.com](http://www.birperformance.com)

FAASST Performance Driving School  
EAST: (877) 266-4429, WEST: (719) 761-1372  
[www.faastr.com](http://www.faastr.com)

Danny McKeever's Fast Lane Racing School  
(888) 948-4888  
[www.raceschool.com](http://www.raceschool.com)

Pro Drive Racing School  
(503) 285-4449 [www.prodrive.net](http://www.prodrive.net)

ProFormance Racing School  
(253) 630-5130  
[www.proformanceracingschool.com](http://www.proformanceracingschool.com)

Sports Car Driving Experience  
(800) 453-5506 [www.corvettedrivingexperience.com](http://www.corvettedrivingexperience.com)

Waterford Hills Road Racing Inc.  
(248) 623-0070 [www.waterfordhills.com](http://www.waterfordhills.com)

## TIME TRIALS

### NORTHEAST [www.nediv.com](http://www.nediv.com)

Jun 9-10 HC Spring Weatherly/NEPA  
Jun 23 PDX CT Summit Point/Washington DC  
Jun 23 HC Pagoda/Blue Mt.  
Jun 30 PDX Summit Point/Washington DC  
Jul 14-15 HC Giants Despair/NEPA  
Jul 27-29 TT Pittsburg Int'l Race Cmplx/Steel Cities  
Aug 4 PDX TT Summit Point/Washington DC  
Aug 4-5 HC Polish Mt./Steel Cities  
Aug 18-19 HC Duryea/Blue Mt.  
Sep 1-2 TT Jefferson at Summit Point/Steel Cities  
Sep 15 PDX TT Summit Point/Washington DC  
Sep 15-16 HC Fall Weatherly/NEPA  
Sep 29-30 PDX Nelson Ledges/Mahoning Valley  
Blue Mt. (610) 804-9047  
Mahoning Valley (330) 854-4889  
NEPA (610) 863-4709  
Steel Cities (412) 654-4523  
Washington DC (800) 879-4722

**SOUTHEAST** [www.sedivacing.org](http://www.sedivacing.org)  
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-Short Course/Cen. Florida  
Aug 4 HC Robbinsville, N.C./Central Carolinas  
Sep 15-16 CT TT PDX Carolina Motorsports Park/  
South Carolina  
Sep 29-30 HC Robbinsville, N.C./Central Carolinas  
Oct 27 PDX TT Little Talladega Grand Prix Raceway/  
Alabama, TVR  
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](http://www.greatlakes-scca.org)  
Jul 27 PDX Mid-Ohio Sports Car Course/Cincinnati  
Aug 31 PDX Mid-Ohio Sports Car Course/Ohio Valley  
Cincinnati (513) 528-9217  
Ohio Valley (614) 846-1228

**CENTRAL** [www.cendiv-scca.org](http://www.cendiv-scca.org)  
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](http://www.midiv.org)  
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](http://www.coloradoscca.org)  
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.norpaccca.org](http://www.norpaccca.org)  
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](http://www.scca-sopac.org)  
Oct 6-7 TT Buttonwillow/Cal Club  
Oct 14 PDX Inde Motorsports Park/Arizona  
Nov 18 PDX Firebird Raceway/Arizona  
Arizona (482) 832-1327  
Cal Club (661) 304-9382

## SOLO

### TIRE RACK® SCCA ProSolo

Apr 13-15 FedEx Field, Washington DC  
Michael Fineber; Shelly Monfort  
Apr 20-22 Mineral Wells Arpt, Mineral Wells, Texas  
Andrew Hahn; Rachel Saunders

May 4-6 El Toro Airfield, Irvine, Calif.  
Ken Motorishi; Christine Grace  
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-Sep 2 Lincoln Air Park, Lincoln, Neb.

### TIRE RACK® SCCA SOLO NATIONAL TOUR

Jun 8-11 Southern States Championship –  
Arkansas Aeroplex, Blytheville, Ark.  
Jun 29-Jul 1 Western States Championship –  
Hampton Mills, Packwood, Wash.  
Jul 13-15 Pikes Peak Int'l Raceway, Fountain, Colo.  
Aug 3-5 Northern States Championship – Grissom  
AeroPlex, Peru, Ind.  
Oct 27-28 Arkansas Aeroplex, Blytheville, Ark.

### TIRE RACK® SCCA SOLO NATIONAL CHAMPIONSHIPS

Sep 3-7, 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](http://www.nediv.com)  
Jun 1 Regency Furniture Stadium/WDC  
Autocrossers Inc.  
Jun 2 New Meadowlands Stadium/N. New Jersey  
Jun 3 FedEx Field/Washington DC  
Jun 3 Moore Airfield/New England  
Jun 9-10 Rocky Hollow Airport/Allegheny Highlands  
Jun 10 Central Pa. Institute/Central Pennsylvania  
Jun 10 Moore Airfield/New England  
Jun 16-17 Moore Airfield/New England  
Jul 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  
Jul 14 Wyotech/Allegheny Highlands  
Jun 8-9 Rocky Hollow Field/Allegheny Highlands  
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 Airport/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 Jennerstown Spdwy/Allegheny Highlands  
Aug 18 Moore Airfield/New England  
Aug 19 Citizens Bank Park/Philadelphia  
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 Jennerstown Spdwy/Allegheny Highlands  
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 12 Wyotech/Allegheny Highlands  
Oct 13-14 Mid State Airport/Central Pennsylvania  
Oct 14 Regency Furniture Stadium/WDC

## SPORTS CAR CLUB OF AMERICA

### OFFICERS

**CHAIRMAN** JERRY WANNARKA  
**VICE CHAIRMAN** LISA NOBLE  
**SECRETARY** TODD BUTLER  
**TREASURER** MICHAEL LEWIS

### NATIONAL STAFF

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VP Finance RICHARD EHRET  
VP Club Racing TERRY OZMENT  
VP Marketing/Communications ERIC PRILL

### PRO RACING STAFF

President TOM CAMPBELL

### SCCA ENTERPRISES STAFF

President ERIK SKIRMANTS

### NATIONAL OFFICE

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

### NATIONAL OFFICE INFORMATION HOURS

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

### NATIONAL PHONE NUMBERS

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

FAQ: (785) 232-7228; Web site: [www.scca.com](http://www.scca.com)  
Pro Racing info and results: [www.sccapro.com](http://www.sccapro.com)

### SCCA DIRECTORS

#### Area 1: Dick Patullo

370 Chapin Road, Hampden, MA 01036  
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3284 Danmark Drive, Glenwood, MD 21738  
(443) 266-7170; [jwannarka@scca.com](mailto:jwannarka@scca.com)

#### Area 3: Robin Langlotz

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

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4929 Abbington Drive, McHenry, IL 60050  
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(817) 877-2837; [rdjones@scca.com](mailto:rdjones@scca.com)

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4735 Centennial Blvd., Colorado Springs, CO 80919  
(719) 632-8000; [bkephart@scca.com](mailto:bkephart@scca.com)

#### Area 9: Brian McCarthy

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

#### Area 10: John Walsh

244 Mendon Center Rd., Honeoye Falls, NY  
(585) 624-9289 (h); [jwalsh@scca.com](mailto:jwalsh@scca.com)

#### Area 11: Michael Lewis

18781 Heritage Drive, Poway, CA 92064  
(602) 291-1261; [mlewis@scca.com](mailto:mlewis@scca.com)

#### Area 12: Philip Creighton

3109 Trotter Parkway, Alpharetta, GA 30004  
(678) 366-2100; [pcreighton@scca.com](mailto:pcreighton@scca.com)

#### Area 13: Todd Butler

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



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** Hershey Park/Susquehanna  
**Oct 28** Dover Int'l Speedway/Philadelphia  
**Nov 11** Bader Field/South Jersey

**Allegheny Highlands** www.ah-scca.org  
**Central Pennsylvania** (219) 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@wdor-scca.org  
**WDC Autocrossers Inc.** (240) 508-5335

#### **SOUTHEAST www.sedivacing.org**

**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 Cnvntr 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 Cnvntr 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**

**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 Northwest  
**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**

**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** Marshalltown Go-Kart Track/Iowa  
**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**

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

**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 Mtrsports 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**

**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**

**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**

**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** k Kempvet@aol.com  
**Arizona Border** (520) 907-4797  
**Hawaii** (808) 283-1705  
**Hawaii-Aloha** (808) 349-8813

## **ROADRALIY**

### **NATIONAL**

**Jun 2 NC** Steel Hull/Steel Cities  
**Sep 15 NC** Octoborally/Land O' Lakes  
**Sep 16 NT** Badger Trails/Land O' Lakes

### **REGIONAL**

#### **NORTHEAST www.nediv.com**

**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** jhut@cmu.edu  
**Washington DC** eric.salminen@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** Octoborally/Land O' Lakes  
**Sep 16 RT** Badger Trails/Land O' Lakes  
**Land O' Lakes** (608) 685-6572

#### **SOUTHWEST www.sowdivscca.org**

**Jun 16** Texas Tulip Rally/Texas  
**Oct 27** Great Pumpkin Rally/Texas  
**Dec 1** Network Children's Book Run/Texas  
**Texas** (972) 235-4305

#### **SOUTHERN PACIFIC www.scca-sopac.org**

**Jun 1** First Friday Niter/Cal Club  
**Cal Club** (310) 372-7168

## **RALLYCROSS**

### **NATIONAL**

**Jun 9-10** Colorado Off Road Extreme/Colorado  
**Jun 30-Jul 11-80** Speedway/Nebraska  
**Aug 25-26** National Trail Raceway/Ohio Valley

## **RALLYCROSS NATIONAL CHAMPIONSHIP**

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

### **REGIONAL**

#### **NORTHEAST www.nediv.com**

**Jun 10** Walcott Point/Washington DC  
**Jul 14** Samczyks 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  
**New England** (860) 859-2621  
**Washington DC** (800) 879-4722

#### **SOUTHEAST www.sedivacing.org**

**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** illostsoldier@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**

**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





## When in doubt, turbo.

**Introducing the 2012 Jetta GLI.** It's not just any turbo. The new Jetta GLI has a high-performance 2.0-liter, 200-horsepower turbocharged engine that's artfully surrounded by a sporty design and guided by a four-corner independent sport suspension that gives you true German handling. But will it satisfy your craving for high-performance driving? No doubt. **That's the Power of German Engineering.**



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# Roots

SPORTS CAR CLUB OF AMERICA JULY 2012  
A LOOK BACK WITH SCCA CLUB HISTORIAN PETER HYLTON  
PHOTO JOE DARWALL / SPORTSCAR ARCHIVE



This month we feature a BMW that, in 2011, put a halt to the National Championship winning streak John Thomas had going in F Prepared. This wasn't the first streak for Thomas, as he claimed 11 straight victories in E Prepared from 1993-'03. His first National Championship, however, came in 1991 in an F Prepared Datsun 240Z (ABOVE). And, if all of that wasn't enough, Thomas has been to Nationals 21 times, never finishing worse than third and taking home a trophy every time.

## 10 years ago in SportsCar...



Kudos went out to South Texas Border Region volunteers who managed to salvage an event at Cabaniss Field in Corpus Christi, Texas. Readers of the *Ghost Tracks* series of books and *SportsCar* articles will be well aware of how often airports and military air bases were used for SCCA racing in the 1950s and '60s. Well, a few continue to hang on, and officials received permission for continued use at Cabaniss just in time to get the surface cleared off and ready for the event. Cooperation between the military and SCCA continued just as in the old days, with Navy electricians removing some of the landing lights for safety, and Navy air traffic controllers sharing race control with the stewards.

Ten years ago in *Fastrack*, the CRB requested input on the possibility of allowing turbo and all-wheel-drive cars in the Touring classes. Ultimately those cars were allowed, and proved potent in the category.



## 25 years ago in SportsCar...



The Escort Endurance Series, the great-great-grandfather of today's SCCA Pro Racing Pirelli World Challenge Championships, was in the height of popularity with fields of over 50 cars regularly competing. The list of competitors included future Trans-Am stars Bobby and Tommy Archer, future IndyCar drivers Scott Goodyear and Mark Dismore, Steve Saleen (who developed the Saleen Mustang performance cars), and the only woman to win any kind of Formula 1 race, Desire Wilson. With full fields and close racing (the six-hour race at what is now Infineon Raceway was decided by only four seconds), the Showroom Stock based series was great to watch as well as fun to drive in.



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