

POBST POSITION
LESSONS IN
COMMITMENT

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VOLUME 70 NUMBER 9

SportsCar

Official Publication of the Sports Car Club of America



SCCA
Sports Car Club of America

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THE COMPLETE WHO-TO-WATCH GUIDE FOR THE
40th TIRE RACK SOLO NATIONAL CHAMPIONSHIPS



**JUNE
SPRINTS**

COVERAGE
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g-Force Sport COMP-2

195/50 R-15	\$89
195/55 R-15	\$92
205/50 ZR-16	\$108
205/55 ZR-16	\$109
225/50 ZR-16	\$116
225/55 ZR-16	\$110
245/50 ZR-16	\$135
245/55 ZR-16	\$136
255/40 ZR-17	\$106
255/45 ZR-17	\$118
205/40 ZR-17	\$125
215/45 ZR-17	\$119
215/50 ZR-17	\$123
225/40 ZR-17	\$123
225/50 ZR-17	\$129
225/55 ZR-17	\$131
235/45 ZR-17	\$132
245/40 ZR-17	\$137
245/45 ZR-17	\$141
255/40 ZR-17	\$140
255/45 ZR-17	\$150
275/40 ZR-17	\$156
215/40 ZR-18	\$162
225/40 ZR-18	\$142
225/45 ZR-18	\$159
225/50 ZR-18	\$160
235/40 ZR-18	\$174
235/45 ZR-18	\$173
235/50 ZR-18	\$168
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245/45 ZR-18	\$176
255/35 ZR-18	\$187
255/40 ZR-18	\$189
255/45 ZR-18	\$189
265/35 ZR-18	\$204
265/40 ZR-18	\$212
275/35 ZR-18	\$202
275/40 ZR-18	\$201
225/40 ZR-19	\$182
225/45 ZR-19	\$194
245/45 ZR-19	\$208
245/50 ZR-19	\$209
255/35 ZR-19	\$202
255/40 ZR-19	\$219
265/35 ZR-19	\$243
275/35 ZR-19	\$228
275/40 ZR-19	\$233
285/35 ZR-19	\$243
245/35 ZR-20	\$179
245/45 ZR-20	\$190
255/35 ZR-20	\$193
255/45 ZR-20	\$180
275/35 ZR-20	\$195
275/40 ZR-20	\$214



g-Force R1-S Competition

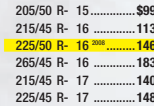
P 205/50 ZR-15	\$191
P 225/50 ZR-15	\$199
P 225/50 ZR-16	\$197
P 245/45 ZR-16	\$206
P 225/45 ZR-17	\$246
P 235/40 ZR-17	\$241
P 245/40 ZR-17	\$249
P 255/40 ZR-17	\$267
P 275/40 ZR-17	\$279
P 315/35 ZR-17	\$304
P 225/40 ZR-18	\$274
P 245/40 ZR-18	\$295
P 265/35 ZR-18	\$278
P 275/35 ZR-18	\$294
P 285/30 ZR-18	\$339

BRIDGESTONE



Potenza S-04 Pole Position

205/55 R-16	\$142
205/60 R-17	\$155
205/50 R-17	\$165
215/45 R-17	\$148
225/45 R-17	\$169
235/45 R-17	\$177
235/50 R-17	\$192
245/40 R-17	\$186
255/40 R-17	\$203
215/45 R-18	\$175
225/40 R-18	\$198
225/45 R-18	\$202
225/50 R-18	\$155
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245/40 R-18	\$221
245/45 R-18	\$214
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285/30 R-18	\$329
285/35 R-18	\$296
225/40 R-19	\$256
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235/35 R-19	\$231
245/35 R-19	\$245
245/40 R-19	\$258
245/45 R-19	\$229
255/35 R-19	\$253
255/40 R-19	\$295
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275/40 R-19	\$318
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285/35 R-19	\$289
295/30 R-19	\$312
305/30 R-19	\$330
245/40 R-20	\$306
255/35 R-20	\$290
275/35 R-20	\$316
285/30 R-20	\$319



Ecsta XS

205/50 R-15	\$99
215/45 R-15	\$113
225/50 R-16	\$146
265/45 R-16	\$183
215/45 R-17	\$140
225/45 R-17	\$148
235/45 R-17	\$144
245/40 R-17	\$181
245/45 R-17	\$160
255/40 R-17	\$168
275/40 R-17	\$188
285/40 R-17	\$205
295/35 R-17	\$228
315/35 R-17	\$234
225/40 R-18	\$172
225/45 R-18	\$198
235/40 R-18	\$186
245/35 R-18	\$199
245/40 R-18	\$180
265/35 R-18	\$256
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315/30 R-18	\$348
285/35 R-19	\$330
345/30 R-19	\$449

KUMHO TIRES



Ecsta 4X

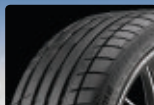
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195/55 R-15	\$87
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205/55 R-16	\$94
215/55 R-16	\$92
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225/55 R-16	\$99
205/40 R-17	\$85
205/45 R-17	\$101
225/45 R-17	\$114
215/45 R-17	\$106
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215/55 R-17	\$112
225/45 R-17	\$107
225/50 R-17	\$119
225/55 R-17	\$112
235/45 R-17	\$118
235/50 R-17	\$133
235/55 R-17	\$120
245/40 R-17	\$128
245/45 R-17	\$117
245/50 R-17	\$133
255/40 R-17	\$129
275/40 R-17	\$145
215/45 R-18	\$131
215/50 R-18	\$116
225/45 R-18	\$148
225/50 R-18	\$151
235/40 R-18	\$149
235/45 R-18	\$168
235/50 R-18	\$158
245/40 R-18	\$165
245/45 R-18	\$163
245/50 R-18	\$181
255/35 R-18	\$216
255/40 R-18	\$171
265/35 R-18	\$218
275/35 R-18	\$226
245/40 R-19	\$195
255/35 R-19	\$200
255/40 R-19	\$204
245/35 R-20	\$147
245/45 R-20	\$201
255/35 R-20	\$248
255/45 R-20	\$186



Ecsta V710 Competition

215/50 R-13	\$188
195/55 R-14	\$179
205/55 R-14	\$183
225/50 R-14	\$211
205/50 R-15	\$222
225/50 R-15	\$226
215/40 R-16	\$224
215/45 R-16	\$227
225/50 R-16	\$249
245/45 R-16	\$249
265/45 R-16	\$259
215/40 R-17	\$227
225/45 R-17	\$232
245/45 R-17	\$249
245/50 R-17	\$259
255/45 R-17	\$265
275/40 R-17	\$299
295/40 R-17	\$314
315/35 R-17	\$321
335/35 R-17	\$326
225/40 R-18	\$259
245/35 R-18	\$326
245/40 R-18	\$297
265/30 R-18	\$379
285/30 R-18	\$399
315/35 R-18	\$386
285/35 R-19	\$330
335/30 R-19	\$389

Continental



ExtremeContact DW

205/50 ZR-16	\$105
205/55 ZR-16	\$112
215/55 ZR-16	\$110
225/50 ZR-16	\$113
225/55 ZR-16	\$112
205/45 ZR-17	\$130
205/50 ZR-17	\$132
215/45 ZR-17	\$122
215/50 ZR-17	\$126
225/45 ZR-17	\$136
225/50 ZR-17	\$142
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245/40 ZR-17	\$139
245/45 ZR-17	\$145
255/40 ZR-17	\$166
255/45 ZR-17	\$164
275/40 ZR-17	\$165
285/40 ZR-17	\$193
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255/40 ZR-18	\$216
255/45 ZR-18	\$197
265/35 ZR-18	\$238
265/40 ZR-18	\$254
275/35 ZR-18	\$231
285/30 ZR-18	\$250
285/35 ZR-18	\$222
285/40 ZR-18	\$261
295/35 ZR-18	\$263
225/40 ZR-19	\$206
235/35 ZR-19	\$194
245/35 ZR-19	\$228
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255/35 ZR-19	\$231
255/40 ZR-19	\$242
265/30 ZR-19	\$243
265/35 ZR-19	\$239
275/30 ZR-19	\$253
275/35 ZR-19	\$265
275/40 ZR-19	\$246
285/35 ZR-19	\$285
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255/35 ZR-20	\$213
275/35 ZR-20	\$313
245/35 ZR-21	\$287



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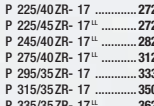
ST 175/80R-13	\$65
ST 185/80R-13	\$70
ST 205/75R-14	\$78
ST 215/75R-14	\$85
ST 205/75R-15	\$87
ST 205/75R-15	\$92
ST 225/75R-15	\$101
ST 225/75R-15	\$109
ST 235/80R-16	\$130
ST 235/85R-16	\$141

Hankook



Ventus Z214 Competition

225/45 ZR-13	\$133
225/45 ZR-13	\$155
205/55 ZR-14	\$148
205/55 ZR-14	\$138
225/50 ZR-14	\$163
225/50 ZR-14	\$163
205/50 ZR-15	\$153
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205/50 ZR-16	\$166
205/50 ZR-16	\$160
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245/40 ZR-17	\$199
245/40 ZR-17	\$205
275/40 ZR-17	\$211
275/40 ZR-17	\$229
225/40 ZR-18	\$213
225/40 ZR-18	\$225
245/35 ZR-18	\$223
245/40 ZR-18	\$209
245/40 ZR-18	\$222
275/35 ZR-18	\$235
275/35 ZR-18	\$244



A6 Competition

P 225/45 ZR-13	\$209
P 225/50 ZR-13	\$209
P 255/40 ZR-13	\$230
P 205/55 ZR-14	\$219
P 225/50 ZR-14	\$231
P 205/50 ZR-15	\$234
P 225/45 ZR-15	\$242
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P 245/45 ZR-16	\$261
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P 245/40 ZR-17	\$282
P 275/40 ZR-17	\$312
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P 315/35 ZR-17	\$350
P 335/35 ZR-17	\$362
P 225/40 ZR-18	\$312
P 245/35 ZR-18	\$325
P 245/40 ZR-18	\$325
P 255/35 ZR-18	\$349
P 255/35 ZR-18	\$349
P 285/30 ZR-18	\$356
P 315/30 ZR-18	\$358
P 295/40 ZR-18	\$360
P 315/30 ZR-18	\$369
P 335/30 ZR-18	\$405
P 345/35 ZR-18	\$419
P 235/35 ZR-19	\$352
P 255/35 ZR-19	\$366
P 295/30 ZR-19	\$380
P 295/30 ZR-19	\$389
P 315/30 ZR-19	\$449
P 345/30 ZR-19	\$449
P 345/30 ZR-19	\$461

Michelin



Pilot Sport A/S Plus

205/55 ZR- 16	\$145
215/55 ZR- 16	128
225/50 ZR- 16	170
225/55 ZR- 16	152
225/60 ZR- 16	131
245/50 ZR- 16	177
205/45 ZR- 17 ^{AL}	162
205/50 ZR- 17	186
215/45 ZR- 17 ^{AL}	149
225/45 ZR- 17	181
225/50 ZR- 17	203
225/55 ZR- 17	187
235/45 ZR- 17	181
235/50 ZR- 17	202
235/55 ZR- 17	194
245/40 ZR- 17	192
245/45 ZR- 17	205
245/50 ZR- 17	223
255/40 ZR- 17	204
255/45 ZR- 17	224
275/40 ZR- 17	220
285/40 ZR- 17	318
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225/45 ZR- 18 ^{AL}	199
235/40 ZR- 18	199
235/45 ZR- 18 ^{AL}	236
235/50 ZR- 18	222
245/40 ZR- 18	258
245/45 ZR- 18	222
255/35 ZR- 18 ^{AL}	228
255/40 ZR- 18	233
255/45 ZR- 18	224
265/35 ZR- 18 ^{AL}	222
275/35 ZR- 18	263
275/40 ZR- 18	290
285/30 ZR- 18 ^{AL}	287
285/35 ZR- 18	322
225/40 ZR- 19 ^{AL}	242
235/35 ZR- 19 ^{AL}	241
245/35 ZR- 19 ^{AL}	241



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SUSPENSION



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LIGHTWEIGHT WHEELS

ENKEI
RACING SERIES



PF01 bright silver

Also available in black.

Size	Starting at	Weight (lbs.)
15x7	\$169	11.8-12.2
15x8	212	12.8
16x7	221	14.0
17x7	230	15.6-15.8
17x7.5	238	16.6-17.0
17x8	242	17.0-18.2
17x8.5	247	18.0-18.2
17x9	274	17.2-18.6
18x7.5	278	17.4-17.8
18x8	290	18.2-19.2
18x8.5	304	18.0-19.2
18x9	326	19.4
18x9.5	340	20.4-20.8
18x10.5	349	21.8-22.8

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

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



RPF1 black/bright silver

Gold available for some applications. Visit

www.tirerack.com for sizes, pricing and availability.

Size	Starting at	Weight (lbs.)
14x7	\$185	8.4
15x7	190	9.5
16x7	207	13.2-14.0
16x8	216	14.5
17x7	216	14.5-15.0
17x7.5	225	15.0
17x8	230	14.5-16.0
17x8.5	234	16.0-16.5
17x9	242	15.0-15.9
17x9.5	251	16.5
17x10	260	17.0
18x7.5	229	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	289	19.5
19x10	450	20.7

Kaiser



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	99	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	\$94	12.8-13.0
15x7.5	104	13.2
15x8	69	13.0-14.6
16x6.5	118	14.4
16x7	123	15.2

C2 light grey

Size	Starting at	Weight (lbs.)
17x8.5	\$144	19.0
18x8	164	19.2-20.0
18x8.5	167	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	\$104	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 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	359	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 535	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



Challenge black

Also available in bright silver.

Size	Starting at	Weight (lbs.)
18x8.5	\$489	21.3
18x9	419	21.8-22.7
18x10	439	24.3
18x11	529	23.0-25.8
18x12	569	26.5-27.2
18x13	579	24.4

sparco



Assetto Gara black/bronze

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

Size	Starting at	Weight (lbs.)
15x6.5	\$113	13.8-14.6
16x7	128	16.3-17.2
17x7	141	17.5-18.3
17x7.5	145	18.3-19.3
18x7.5	167	19.2-19.9
18x8	172	20.3-20.5



Alleggerita HLT anthracite

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

Size	Starting at	Weight (lbs.)
16x7	\$259	13.6
17x7	319	14.2-14.9
17x7.5	324	15.0-15.1
17x8	329	15.4-16.7
17x8.5	334	15.7-17.1
18x7	395	16.5-16.6
18x7.5	398	16.8
18x8	401	17.2-18.4
18x8.5	405	17.4-19.1
18x9	410	19.4
18x9.5	419	19.6
18x10	429	19.0-20.2
18x11	439	20.4
18x12	454	22.4-23.4



SUSPENSION



Contents

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ON THE COVER:

This month's cover is of Ron Bauer, our pick to win D Prepared at this year's Tire Rack Solo National Championships. Rupert Berrington clicked the shutter. Pobst Position photo by Mark Weber. The First Gear image comes courtesy of Austin Cripe.

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THE AUDIT BUREAU MEMBER
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Philip Royle
Editor
SportsCar Magazine

Spoiler Alert

DESPITE THE POSSIBILITY of stopping you from reading the nine pages of *Who Will Win the 2012 Tire Rack Solo National Championships* (which starts on pg. 32), and thus flushing a month's worth of work down the toilet, let me tell you a dirty little secret about this month's cover story: We made it all up – we don't really know who's going to win. It's true. Despite using an elite team of seven plugged-in Solo experts, the cold, sobering truth is that your guess is as good as ours when it comes to predicting who will lay claim to one of Solo's coveted championship jackets in September.

That said, the fact that we're simply guessing hasn't kept us from making predictions for the last 26 years, so why should we stop now?

That's right, we've been proudly making incorrect predictions for winners of the Solo Nationals for more than a quarter century. You'd think someone would have stopped us by now. What's more surprising is that Solo competitors seem to enjoy reading the story that is, by its very nature, utter conjecture. If only everything in life were this easy.

But fear not – not everything in this issue is a complete fabrication. From coverage of Oregon Region's Rose Cup at Portland Int'l Raceway (pg. 46) to Chicago Region's June Sprints at Road America (pg. 52), to the BFGoodrich Tires Super Tours at Mid-Ohio Sports Car Course (pg. 58) and High Plains Raceway (pg. 62), these events are brought to you with breathtaking precision (well, there's probably an inaccuracy in there somewhere). Regardless, while our findings in this month's *Who Will Win* feature are easily debatable, the winners of the races covered in this issue aren't. This is racing, and racing is determined by the clock and a series of rules, not a bunch of guys sitting around a table trying to reach a consensus. This is, after all, why we're all members of the SCCA.

For those looking for more made up information a national publication passes off as well-researched certainty, the next issue of *SportsCar* will feature plenty more "facts" as we will publish our *Who Will Win the National Championship Runoffs* feature. But from that point on, well into 2013, we'll only be bringing you facts as we cover all of SCCA's championships and notable competition events.

Case in point, the November issue will feature coverage of the Solo National Championships and ProSolo Finale, the December issue will bring you coverage of the National Championship Runoffs and the RallyCross National Championships, and the January issue will contain the SCCA Pro Racing wrap-up and results from the United States RoadRally Challenge (find more information on these events at www.scca.com).

If opinion and ramblings are more your speed, however, you'll want to check us out on Twitter and Facebook. Being the cutting-edge technological mavens we are, we've finally joined the social world. For now, these digital outlets will bring you facts about the magazine and historical novelties, as well as anything we find interesting within the SCCA. But, a year from now, we might be posing questions to find out who *you* think will win the next SCCA National Championship.

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WHAT DO YOU DRIVE?

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your car thinking?

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Vantage
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Jeff Dahnert
President and CEO
SCCA Inc.

1,200 in 2012...

WHAT IS THE LARGEST competitive motorsports event in the world? Is it the Indy 500? Perhaps it's NASCAR's Daytona 500? Maybe the 24 Hours of Le Mans? Or how about Formula 1's race in Monaco? It all depends on what you're using as your measuring stick. Different measures will get you different answers. Onsite spectators, TV audience, prize money awarded – all are possible measures. The one I'm using as my measuring stick is the number of competitors, and using that you come to only one conclusion: The Tire Rack SCCA Solo National Championships! You will be hard pressed to find an event with more competitors than you will at our championship Solo event.

We have had over 1,100 competitors at the event in past years, and this year we're shooting for 1,200 or more! The rallying cry for this year's event – which, incidentally, will be the 40th running of our Solo Championship – is 1,200 in 2012.

The event will be held at Lincoln Airpark in Lincoln, Neb., on Sept. 4-7 and it is an event that every car loving, performance junkie should attend! Whether you choose to compete, help out, or just watch and ogle the cars, this is where you'll want to be.

Over the course of the four-day event you'll see everything from karts to Vipers, formula cars and amazing modifieds taking turns on the challenging courses laid out at the Airpark. The level of competition is unrivaled, with victory being determined by .001sec in some cases. The talent that converges on this expansive piece of concrete is inspiring, and the precision that is demonstrated by our competitors is truly impressive! It is a completely different skill than wheel-to-wheel racing, and every bit as demanding. In Solo, inches make a difference. Make one mistake, take one turn too wide, clip a cone, and it could be all over for you this year. That's pressure!

In addition to the competition itself, there is a lot going on to keep you entertained. The welcome reception at the Speedway Motors Smith Collection Museum of American Speed is not to be missed. The number and variety of racecars and racing-related memorabilia on display at this facility is flat-out amazing! Anyone who has been to it will tell you the same thing. It covers more than 135,000sqft and is a fitting backdrop for the upcoming week of competition. This year there will also be a Women in Solo luncheon to recognize the women who compete in our sport. There will also be award ceremonies for all classes, as well as the unofficial paddock celebrations that add to the personality of this event.

The City of Lincoln and the Lincoln Airpark have created an atmosphere around this event that is truly impressive. The historic Haymarket district in downtown Lincoln is home to many restaurants and nightspots to keep you fueled up throughout the week. The Lincoln Chamber of Commerce has estimated that this event has an annual impact of \$3 million on the local economy. Along with the Tire Rack SCCA ProSolo Finale, which takes place Sept. 4-7 just prior to the Solo National Championships, this is truly one of SCCA's premier events, and I hope to see you there!





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Comment



From
the Chair

Jerry Wannarka
Chairman, SCCA
Board of Directors

A Changing World

THE NATIONAL CHAMPIONSHIP RUNOFFS has been an iconic event for the Club and, for nearly 50 years, has brought considerable racing adventures to drivers, workers, and manufacturers. In the past, it was the only steppingstone for young drivers to get recognized and gain a professional ride. But times have changed, and there are a number of other paths to these professional positions today. Considerably more competition exists today in the realm of the motorsports world.

So, with the changing times, what is the status of our premier Club Racing event, the Runoffs, today? In the last 40 years, we have held the Runoffs at only a handful of racetracks: Riverside Int'l Raceway, Daytona Int'l Speedway, Road Atlanta, Mid-Ohio Sports Car Course, Heartland Park Topeka, and now Road America. From its inception, entries grew pretty much every year, with the highest number of competitors coming the final year at Mid-Ohio. Unfortunately, on the average, entries have been dropping since that time, with the exception of the first year we were at Road America.

So what is this attributable to? A number of driver surveys and interviews have been conducted after recent Runoffs with the majority of responses stating that competitors and their crew have to be at the event too long for the available track time, that it costs too much to compete in the event, and that the Runoffs stays at the same track for too many years. Also noted in the survey results were comments regarding too many poorly subscribed classes as well as decreased media coverage.

All of these comments have given the Board of Directors and the National Office much to consider. It is our task to make a sincere effort to move toward instituting meaningful changes. So, at the request of the membership, a shortened event schedule is being piloted for the 2012 Runoffs. This new schedule will require a driver to be at the track no more than four days. It is our hope that this will result in more well organized track time and, therefore, reduce the costs for drivers and teams.

Our next step is to review our financial model to make the event more attractive to more tracks while, at the same time, recognizing the financial contribution of the Runoffs to Club Racing. Quite possibly, a shortened event will make it more readily exportable and attractive to several racing facilities that heretofore have not been interested in hosting our event.

Also on the drawing board is a rotation schedule. Should the Runoffs rotate to a different track every two years, perhaps spending two years east of the Rockies and the third west of the mountains? This is definitely a concept that has garnered much discussion.

While considering these and several other aspects of the Runoffs, we are dedicated to developing the most successful event model. Additionally, Club management has also been studying some aspects of the very successful Tire Rack Solo National Championships that could be applied to the Runoffs. The goal is to attract more drivers, crews, and workers for future Runoffs, and to have events with the high-caliber, exciting competition that we all enjoy and that keeps us coming back to the Runoffs year after year. These questions and considerations will all be priority items when a Board of Director subcommittee meets with SCCA National Office representatives this fall to sort through current options and explore alternatives.

It is not the same world it was only a few years ago, and we must recognize this in managing our programs.

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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

THE BASIS FOR EXISTENCE

In recent years, the talk in Club Racing has been twofold: class consolidation and increasing participation numbers. With the recent increase in the number of Nationals, it was going to become impossible for all but Formula Vee and Spec Miata to hit the 2.5 per car average minimum for a class to maintain National status. To solve this, the Board of Directors removed the 2.5 car requirement, and handed the job of judging class participation to the Club Racing Board. At the same time, the BoD asked the CRB to reduce the number of classes. The CRB has done everything the BoD has asked, but I'm wondering what criteria the CRB is going to use to judge if a class should be knocked to Regional status, or killed completely. I sure hope the basis for a class's health is not subjective. We are, after all, racers, and this is not a subjective sport.

Erik Jackson

FOR CHARITY

On May 6, East Tennessee Region presented "Solo Time!" at the Bristol Motor Speedway (BMS) in Bristol, Tenn. This was a charity event benefiting Speedway Children's Charities and Legal Aid of East Tennessee. The Bristol management team was incredibly helpful and supportive. Ninety-two competitors participated. Mark McCrary was event chair and also had the fast time of the day driving a 2005 Lotus Elise. Brian Darby in a 1991 Mazda Miata had best PAX time. BMS organized a law enforcement challenge that saw eight local police officers take on the course in an official Bristol Motor Speedway pace car. BMS also invited competitors to test their reaction time at the drag strip for an additional small donation.

Pilot Corporation was the primary sponsor of the event.

East Tennessee Region began holding benefit events in 2010 with the "Driving to Make a Difference" program at Adesa Auction in Lenoir City, Tenn. This event benefited United Way of Loudon County. In 2011, ETRSCCA added "Solo in the Park" at Chilhowee Park in Knoxville, Tenn., benefiting the Knoxville Family Justice Center and Legal Aid of East Tennessee to the Adesa event. For 2012, the region has added the Bristol event and is working to add a fourth event this fall. The region hosts registration and puts on each of these events while also donating all proceeds over cost. Pilot Corporation is the primary sponsor for each of the four events in 2012, but other sponsors are invited! For additional information, contact dyoder@laet.org.

Dave Yoder

CONTRAST

I've read repeatedly about the "graying" of SCCA. Being an old guy who is a flagger with white hair (looks great with the overalls), I qualify. I've seen marvelous changes due to technology over the years, and I think it is wonderful that we have transponders and such. It's also great that with the modern graphics technology, drivers can



Modern car wrap technology allows for some amazing racecar graphic designs. Just make sure the art results in readable number and class designations.

Letter of the month

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

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

My First Year

I wanted to send you guys a short letter about my first year as a member of the SCCA. For years, I raced circle track full time, and last January I was at a car show in Raleigh, N.C., when

some guys from the SCCA were showing racecars and talking to people about how to join. I listened and took some of the info about Club Racing and Solo.

Now, for what I've done in my first year. In November, I completed my first season in Solo with a season championship and worked at about six Club races as fire and rescue as well as flagging. I got to go to the 24 Hours of Daytona to work, meet the drivers, and watch the race from a view no one else at the track or watching on TV could have seen.

Never have I been in an organization with the opportunities the SCCA gives. I wish I had joined years ago. It pays with the people you meet and the places behind the scenes you get to go – not to mention the awesome racing.

Daniel Rouse

express their creative talents in wrapping their car with sponsor logos and making it a palate of color.

Last time I looked, the rules stated that car numbers had to be of contrasting color and no metallics were allowed.

Since Timing and Scoring have transponders, it seems as though that rule has been relaxed. I don't consider ochre and puce to be contrasting colors, nor vermilion and mauve (you get the idea). Now, I realize that the rulebook is the size of a small city's phonebook, so I am not advocating a rule clarification or change – but perhaps the drivers could take pity on the old flaggers with waning eyesight and put black numbers on white backgrounds. You can still satisfy the artistic urge with the rest of the car and the shape of the background and make us old flaggers happier. An added benefit is that control won't have to hear, "Didn't get the number – will next lap," throughout the races.

Phil Cannon

Curious?



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this video.

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Through use of the right cars and parts, SCCA members can win a surprising amount of money through SCCA contingency programs.



SCCA Contingency Payout Expected to Hit \$3 Million

SCCA contingency sponsors paid members more than \$2.6 million in cash and product for competition in 2011, with that number expected to march past \$3 million in payouts to Club Racing, Solo, ProSolo and RallyCross competitors during the 2012 season.

The money for contingency prizes comes directly from outside partners who reward competitors for using their products or fulfilling the company requirements during competition. Some companies, like Volkswagen of America, pay cash for top finishes, while others, including BFGoodrich Tires, pay rewards in the form of product.

Volkswagen, for example, pays up to \$1,000 for winning a race in a Volkswagen at a BFGoodrich Tires Super Tour Club Race and up to \$550 for a win in a Tire Rack SCCA Solo National Tour event. BFGoodrich

Tires offers up to four tires for a Club Racing win, and two tires for a Solo National Tour victory.

These payouts directly help competitors offset the cost of racing SCCA's most prestigious amateur racing programs, which do not receive purses or prize money.

"When you consider that our members are competing for pride and not prize money, the support they get from our contingency sponsors can be a big part of their racing budget," says Jeff Dahnert, SCCA President and CEO. "We are all very appreciative of that support."

Naturally, SCCA's two largest programs, Club Racing and Solo, pay out the largest sums.

When you total cash and product value from 2011, contingency partners paid out \$1,156,000 during SafeRacer National Series races, and an additional \$435,500 during the

SCCA National Championship Runoffs. With approximately 7,500 nationally licensed drivers, that averages \$212 per racer.

Contingency partners paid the 3,198 unique participants in the Tire Rack Solo Tour, Tire Rack ProSolo Series and the Tire Rack Solo National Championships \$664,500 in cash and product value, an average of \$207 per participant.

In a positive trend for the SCCA members who receive the benefits, the amount of money pledged has increased by 20 percent during 2012.

"The numbers shown here only include the programs arranged through SCCA's National Headquarters that are nationwide in scope," Dahnert says. "In addition to these programs, regions and groups of racers have also put together a number of contingencies for their own local events and championships through local

sponsors, making the actual payouts even larger."

In the past two years, 54 companies have participated in at least one of the SCCA's programs by offering contingency prizes to members.

The cash and product payouts come from an available pool of \$19,400,000 pledged during the 2011 season, which increases to a potential \$23,318,000 in 2012.

In the course of the contingency program, the SCCA administers payouts on some programs while in other cases, the company itself directly pays the competitors. The payouts administered by the SCCA were used to estimate the total value of all paid programs.

To find out more about the contingency programs the SCCA administers, head to www.scca.com, select the Club Racing, Solo, or RallyCross page, and click the "Contingencies" link on the left side of the page.

Runoffs Registration Opens

SCCA Club Racing's big event, the National Championship Runoffs, takes place on Sept. 18-23, 2012, at Road America in Elkhart Lake, Wis. In 2011, the event attracted roughly 500 of SCCA's best Club Racing competitors, with only 28 earning the title of SCCA National Champion. With talks of class consolidation, this year's event could prove to be a pivotal year, as this may be the final championship year for a number of classes. But to win, you first must qualify – then you must enter.

Runoffs worker registration opened June 6, and as of early July there were more than 200 volunteers signed up.

On July 25, online driver registration opened – so if you have not registered yet, quickly point your browser to **www.scca.com/runoffs**. While you are there, also review all of the available Runoffs contingency programs and sign up for those applying to you. If you prefer to register via hardcopy, registrations can be faxed to (785) 232-7214 or mailed to: SCCA, Attention: Club Racing, P.O. Box 1833, Topeka, KS 66601-1833. To obtain a copy of the registration form, head to the

Website above, or call the SCCA National Office at (800) 770-2055.

The online driver entry fee is \$500, while the paper entry fee includes an additional \$10 handling fee. After midnight (CDT), Friday, Aug. 24, 2012, (online, postmarked, or dated by an express delivery service) the entry fee will increase to \$700 for online or \$710 for paper entries. Also note that a \$25 fee will be charged for returned checks.

The cancellation deadline for a full refund is midnight (CDT) Tuesday, Sept. 4, 2012. In order to cancel your entry, you may fax or mail a letter to the above number or address, or e-mail the SCCA at **runoffs@scca.com**. Cancellations received Sept. 5-23 will be refunded the entry fee, less \$175. However, if your entry is not accepted for the Runoffs, you will receive a full refund.

Once you have registered for the Runoffs, visit **www.roadamerica.com** to reserve your paddock space and sign up for test days, or contact the track via phone at (800) 365-7223.

For more information on the Runoffs, including how to qualify for the championship event, head to **www.scca.com/runoffs**.

Registration for the 2012 National Championship Runoffs is officially open. If you have your sights set on racing for a championship title, you'll want to head to **www.scca.com/runoffs** immediately.



KEN BROWN



COURTESY JAYHAWK MOTORSPORTS

The University of Kansas picked up the FSAE win at the June 20-23 event in Lincoln, Neb.

KU Claims FSAE Win in Lincoln

SCCA workers and volunteers helped with the "dynamic" portion of the Formula SAE Lincoln, Neb., event, held June 20-23. By the end of the competition, the University of Kansas claimed the top trophy at the event's first visit to the site of the Tire Rack SCCA Solo National Championships.

The 81-team event, made up of college students from around the world, consisted of two separate categories: the static portion, which ranged from the engineering of the car to a

business plan and cost analysis from each team; and the dynamic portion of the event, which was based on the car's performance.

KU's Jayhawk Motorsports took the top prize that factored in all portions of the competition. All participants also received a voucher for a free, one-year SCCA membership to continue their motorsports pursuits.

More information can be found at the Formula SAE Website, **<http://students.sae.org>**, while Jayhawk Motorsports can be at **www.facebook.com/JMSTeam**.

SCCA Tabs Kummer As Director of Club Racing

The SCCA has announced an addition to its full-time staff, naming Butch Kummer to the newly created Director of Club Racing position. Kummer's role with the organization will focus on the National Office-operated programs, specifically the 2013 rollout of the Majors program. Kummer will work closely with the regions to put together those events and will oversee and guide the Club Racing Technical Department.

A 30-year member of the SCCA, Kummer has worked with the Southeast Division and Atlanta Region in a variety of leadership capacities, and has helped to restore the American Road Race of Champions to one of the premier events on the schedule. Kummer is also a longtime racer, with wins behind the wheel of both SCCA Club Racing and Solo cars.

"When we posted this position, we wanted someone familiar with the Club and the challenges the regions face," says SCCA's Vice President of Club Racing Terry Ozment, who

Kummer will report to. "Butch's experience in all facets of SCCA activities fit that bill, and we're glad to have him on board."

Initially, Kummer will split time working from both the National Office in Topeka, Kan., and his Woodstock, Ga., home.

"There's a lot to learn, but we've got some great people working on this Majors concept and I'm looking forward to helping build the program," Kummer says. Kummer can be reached at **bkummer@scca.com**.



COURTESY SCCA

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John P Belperche | 7/1/1962 | Cent Fla
Donald Eschete | 8/1/1962 | Delta
Bernard Toland O'Connor | 7/1/1962 | Cent Fla

45-YEAR MEMBERS

Betty Bovis | 7/1/1967 | Chicago
James Grob | 8/1/1967 | Florida
David H Livingston | 8/1/1967 | Cent Kentucky
Lynette R. Rexford | 7/1/1967 | Glen
B Dennis Rigdon | 7/1/1967 | Atlanta
Donald R Trask | 7/1/1967 | Fort Wayne

40-YEAR MEMBERS

Frederick Baker | 7/1/1972 | Neohio
Gene F Carlson | 7/1/1972 | Indiana Northwest
Bill Cooper | 7/1/1972 | Cal Club
Joseph C Galdi | 7/1/1972 | Arizona
J Richard Grant | 7/1/1972 | Atlanta
J Richard Grant | 7/1/1972 | Mid South
Milton C Grant | 7/1/1972 | Mid South
Cecil W Harness | 8/1/1972 | St Louis
Dean C Johnson | 8/1/1972 | Land O'Lakes
James W Johnson | 7/1/1972 | Central Florida
James W Johnson | 7/1/1972 | Florida
Jon M Kempf | 8/1/1972 | Northeast Oklahoma
Michael Q Key | 8/1/1972 | Milwaukee
Michael J Killian | 7/1/1972 | North Carolina
Oma R Kimbrough | 7/1/1972 | Susquehanna
Fred Knoll | 7/1/1972 | New York
Paul W Knowles Jr | 7/1/1972 | Houston
Paul W Knowles Jr | 7/1/1972 | S Texas Border
Gerald(Jay) W Puskenalis | 7/1/1972 | Glen
Robert J Roemer | 8/1/1972 | Chicago
Greg Skotnicki | 8/1/1972 | NE Pennsylvania
Craig Thornton | 8/1/1972 | Northern NJ

35-YEAR MEMBERS

Louie Charles Beal | 8/1/1977 | Ohio Valley
George Brunson | 8/1/1977 | Mississippi
Dennis G Eade | 8/1/1977 | Blackhawk Valley
Dennis B Ehrie Jr | 8/1/1977 | Ohio Valley
Paul F Gifford | 7/1/1977 | Mohawk Hudson
Charles A Hovonick | 8/1/1977 | Great River
Johnny Humphreys | 8/1/1977 | Northwest
Johnny Humphreys | 8/1/1977 | Oregon
James Kearney | 7/1/1977 | Washington DC
Patricia P Lamon | 7/1/1977 | Land O'Lakes
Mike Leuty | 8/1/1977 | Northwest
Paul H Marygold | 7/1/1977 | Central Carolinas
John Mirro | 8/1/1977 | Philadelphia
James D Myers | 8/1/1977 | North Carolina
Brian H Nooney | 7/1/1977 | New England
Mark Oppedisano | 8/1/1977 | Central Carolinas
Albert Perotti | 8/1/1977 | New England
Steven D Roberts | 8/1/1977 | Kansas City
David Robert Rocha | 8/1/1977 | San Francisco
Philip Daryl Simon | 7/1/1977 | Northwest
Tom J Stecker | 8/1/1977 | South Carolina
John F (Jeff) Yeates | 7/1/1977 | North Carolina

30-YEAR MEMBERS

Sarah Baehr | 7/30/1982 | Ohio Valley
Elizabeth M Berger | 8/1/1982 | Kansas City
Harry Crespy | 7/30/1982 | Detroit
Paul Edward Crouch | 7/30/1982 | Cent Fla
George G Foster | 7/14/1982 | Atlanta
Jerry Gordon | 7/19/1982 | Chicago
Edward William Guenther | 8/26/1982 | Arizona
Raymond J Hall | 7/14/1982 | Washington DC
Craig L Hodne | 8/26/1982 | Milwaukee
William A Lauer | 8/17/1982 | Wichita
Paulette Lowndsle | 7/30/1982 | E Tennessee
Paul Martin Merlo | 7/19/1982 | Northern NJ
Kirk Charles Miller | 7/26/1982 | Texas
Terry Wayne Phillips | 7/26/1982 | N Carolina

World Challenge, Forza Partnership Continues

WC Vision has announced the continuing partnership with Microsoft and its video racing game Forza Motorsport on XBOX 360. Consequently, the new Porsche Expansion Pack for Forza Motorsport 4 will include a Pirelli World Challenge racecar.

The Porsche Expansion Pack includes 30 Porsches that players can add to their garages, race, collect, and customize, as well as 20 new Porsche-themed career events. The No. 66 AXA Racing 911 GT3 Cup car that Jon Groom Racing ran in World Challenge in 2005 and 2006 is included in the pack. The No. 66 car was piloted by Lawson Aschenbach

in 2006 – Aschenbach won the GT Drivers' Championship in the car that year.

“We are thrilled to be continuing the licensing partnership with Microsoft for Forza Motorsports,” says Scott Bove, President and CEO of WC Vision. “There are a number of World Challenge cars in Forza Motorsports including one of my favorites, the No. 42 RealTime Racing Acura NSX SC that was driven by Peter Cunningham in the series in 2002.”

For more information on the series, go to www.world-challenge.com, and to find out more about Forza, log on to www.forzamotorsport.net.



COURTESY MICROSOFT

Want to race a Pirelli World Challenge car? If you own the Forza Motorsport video game on XBOX 360, you can.

John W Riggs | 8/9/1982 | Reno
Conrad Schapira | 7/26/1982 | San Francisco
Howard C Schutter | 8/30/1982 | Cal Club
Richard C Sloma | 7/20/1982 | San Francisco
Lance R. Stewart | 7/30/1982 | Cal Club
Lance R. Stewart | 7/30/1982 | Reno
Thomas Jay Turner | 7/30/1982 | New England
Chuck Voboril | 8/9/1982 | San Francisco
Carol Wilhelm | 8/5/1982 | Northwest
Allen T Witham | 8/30/1982 | Central Florida
Wayne A Zenger | 8/25/1982 | Washington DC

25-YEAR MEMBERS

Barbara A Albrechtson | 8/5/1987 | L O'L
Rick Albrechtson | 8/5/1987 | Land O'Lakes
James A Bailey | 7/30/1987 | Neohio
Lawrence C Banner | 8/24/1987 | Milwaukee
Jeanne Bartell | 7/15/1987 | New England
Walt Bobo | 8/26/1987 | Houston
Arthur E Bowen | 7/13/1987 | San Diego
Thomas W Bracci | 7/31/1987 | New England
Sharon Bridgette | 7/29/1987 | Cent Carolinas
James T Bucher | 7/14/1987 | N Ohio Valley
Robert Cancellieri | 8/21/1987 | Cont'l Divide
Robert Celano | 7/14/1987 | New York
James Clark | 7/2/1987 | Cincinnati
Jeffrey Clark | 8/19/1987 | Northwest
Anne L Cominel | 8/19/1987 | New England
Thomas Compton | 7/14/1987 | Florida
Martin P Courtois | 8/5/1987 | Kansas
William Cullen | 7/21/1987 | Central Florida
Mark Daddio | 7/30/1987 | New England
Jack DeBraal | 7/29/1987 | Milwaukee
Kathy Dilworth | 8/19/1987 | Detroit
Jeffrey D Ellerby | 7/30/1987 | Iowa
Rosanne C Freeburger | 7/8/1987 | Susq
Albert P Freer | 7/21/1987 | Washington DC

Jim French | 7/16/1987 | Wichita
Paul Gentilozzi | 7/21/1987 | Detroit
Tim George | 8/10/1987 | Central Florida
Barry S Gilbert | 7/30/1987 | Colorado
David Goodnight | 7/28/1987 | Finger Lakes
Eugene Grimes | 8/17/1987 | Northern NJ
David J Hammer | 8/24/1987 | Misery Bay
John Hill | 7/21/1987 | Oregon
Steve Hoelscher | 8/6/1987 | Tennessee Valley
Regina Hokanson | 7/27/1987 | Lone Star
David Hottle | 8/24/1987 | New England
Paul C Ianni | 7/13/1987 | Florida
Rock Irving | 8/27/1987 | Chicago
Collin Jackson | 7/13/1987 | Oregon
Collin Jackson | 7/13/1987 | San Francisco
Vicki Jarecko | 8/25/1987 | N Oklahoma
Keith J Joslyn | 7/29/1987 | Western New York
Michelle Kellermeyer | 7/29/1987 | Detroit
Pamela J Kirmeier | 7/15/1987 | Oregon
Joseph Kohls | 7/10/1987 | Cincinnati
Dan Landiss | 8/13/1987 | St Louis
Winston Landymore | 8/26/1987 | Cent Louisiana
Ann LaRondeau | 7/27/1987 | Nebraska
Robert Legere | 8/26/1987 | New England
Mark Leskovec | 8/24/1987 | Neohio
Kenneth D Lindquist | 7/14/1987 | Alabama
Larry Loughhead | 7/31/1987 | Ohio Valley
Dana Lucas | 7/15/1987 | San Diego
Greg Lyon | 7/30/1987 | San Francisco
JB Mandable | 7/30/1987 | New England
Gregory Earl Marshall | 7/13/1987 | Northwest
Richard H Mayor | 8/11/1987 | Oregon
Jeff McCusker | 8/21/1987 | New York
Russell J McHugh | 7/9/1987 | San Francisco
William Moran MD | 7/29/1987 | Lone Star
Ronnie D Morr | 7/2/1987 | Neohio
Diane B Murray | 7/14/1987 | Chicago

Diane B Murray | 7/14/1987 | Milwaukee
Bryan Nemy | 7/14/1987 | San Francisco
Albert N Olinger | 7/30/1987 | San Francisco
Desiree K Padberg | 7/29/1987 | Blackhawk Vllly
Rick Pocock | 8/5/1987 | Mohawk Hudson
Niels Rasmussen | 8/13/1987 | New England
Steven W Reed | 8/6/1987 | S West Virginia
Donald Regan | 7/22/1987 | Colorado
Lou Reggio Jr | 8/18/1987 | San Francisco
Lori Remaly-Kovatch | 8/12/1987 | SW Louisiana
Edward J Rich | 7/30/1987 | New York
David W Ricker | 7/14/1987 | Texas
Michael Craig Rudd | 8/24/1987 | Texas
Amy M. Ruman | 7/22/1987 | Mahoning Valley
Barbara Ruman | 7/22/1987 | Mahoning Valley
Robert S Ruman | 7/22/1987 | Mahoning Valley
John S Rutherford | 7/20/1987 | Indianapolis
Tommy Saunders | 7/29/1987 | Texas
John A Saurino | 8/10/1987 | N Oklahoma
Mary Lynn Saurino | 8/10/1987 | N Oklahoma
Robert Scoolo | 8/14/1987 | New York
Patrick Sharkitt | 7/15/1987 | Washington DC
Robert Sheets | 7/6/1987 | Kentucky
Charles B Shepard | 7/30/1987 | Las Vegas
Edward L Skanes | 7/20/1987 | Cent Kentucky
Gerard F Smith | 8/19/1987 | New England
Timothy M Smith | 7/13/1987 | Ohio Valley
Ramon Spontelli | 7/8/1987 | San Diego
Robert C Stewart | 7/24/1987 | Detroit
Graham P Taylor | 7/30/1987 | Washington DC
John Joseph Trevisanotto | 8/24/1987 | L O'L
Cathy Vacek | 7/13/1987 | Chicago
James J Valinzo | 7/29/1987 | Florida
Leo Vanglabbeek | 7/14/1987 | New England
Kathleen VanRemortel | 7/8/1987 | Milwaukee
Ron Wicker | 7/9/1987 | San Francisco
Lee Yarsky | 8/9/1987 | Ohio Valley

MEMBERSHIP DRIVE CONTEST

Many of our regions are experiencing solid growth! Congratulations to the leaders and keep with the momentum. For complete details on the SCCA Membership Drive Contest, log in to ams.scca.com and look under "Forms."

Referral Leaders for June 2012

NAME	RRRLS	REGION
Warren Leach	38	San Diego
Brian Ghidinelli	33	San Francisco
Norma Williams	20	Kansas City
Don Johnson	14	Buccaneer
Karen McCoy	13	Oregon
Allan Coy	13	Cal Club
Julia Aebersold	12	Kentucky
Gayle Jardine	11	Cal Club
Michael Jones	11	S. Carolina
John Zuccarelli	10	Florida

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

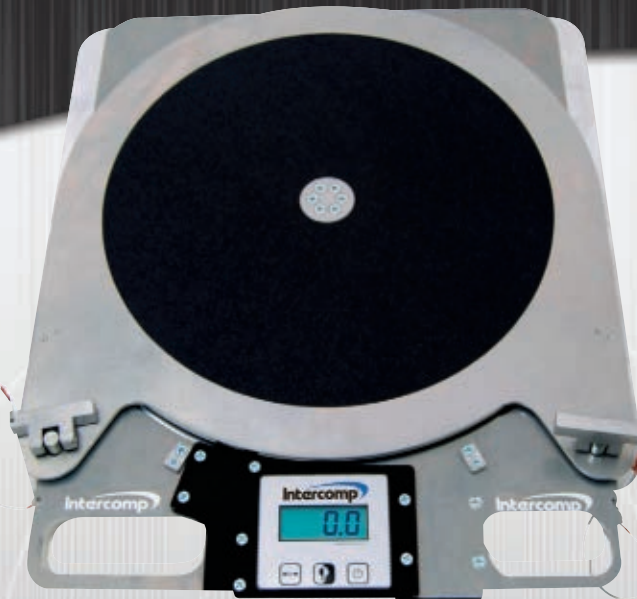
Region Leaders

(Category based on 2011 year end membership)

REGION	GROWTH	RETENTION
Jumbo Regions (800+)		
Detroit	3.9%	90%
Milwaukee	3.1%	91%
Oregon	2.6%	84%
Large Regions (401-799)		
Kansas City	8.8%	89%
Central Carolinas	7.2%	86%
Northwest	4.8%	85%
Medium Regions (200-400)		
Northwestern Ohio	14.1%	90%
Western New York	11.7%	95%
NE Pennsylvania	9.2%	92%
Small Regions (<200)		
Southern Illinois	42.9%	88%
West Texas	38.9%	97%
South Texas	27.4%	70%

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\$1,695



SW777RFX™
Wireless Scale System
Part # 170127-WPC

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SW500™
Cabled Scale System
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SCCA

Member Benefits

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



Garages123.com is offering SCCA members a 15-percent discount on its various storage solutions.

E-Z Up offers members a 25- to 30-percent discount on all shelters and accessories.



Members will get an additional 10-percent discount on all Team FAASST online store purchases from **FAASST Performance Driving School**.



Motel 6 is offering a 10-percent discount on all stays at any Motel 6 property.

Simpson Performance Products is offering SCCA members a 10-percent discount.



Receive special discount savings on new vehicles, pre-owned vehicles, parts, service and collision repair from **Superior Chevrolet, Superior Toyota, and HUMMER of Kansas City.**



For a full description of all the special offers included in the Member Benefits program, plus links to the participating companies, go to the "Discounts" area at ams.scca.com.



SCCA



Board of Directors Meeting Minutes

The SCCA National Board of Directors met at the National Office in Topeka, Kan., on Thursday, May 31, Friday, June 1, and Saturday, June 2. The following directors participated: Jerry Wannarka, Lisa Noble, Dick Patullo, John Walsh, Bill Kephart, Todd Butler, Bob Lybarger, Phil Creighton, R. David Jones, Robin Langlotz, Steve Harris and Brian McCarthy. Michael Lewis participated via conference call.

The following SCCA, Inc. staff participated in the meeting: Jeff Dahmert, Richard Ehret, Howard Duncan, Terry Ozment, Eric Prill, Colan Arnold, Pete Lyon, Aimee Thoenes and Doug Gill.

The following guests participated: Jim Wheeler, CRB Chairman, Erik Skrimants, President of SCCA Enterprises, James Hilbert and Christel LeSeur, Mize Houser & Co., and Pasquale Trozzolo, Angelo Trozzolo, and Jeff Madden, Trozzolo Communications Group.

This is a synopsis of the minutes and motions. Full minutes are available in the July 2012 edition of *Fastrack*.

Trozzolo Marketing Group presented the results of the SCCA research study and a two track marketing plan. The first track is the Driving Membership and Participation (DMAP) initiative to change the culture and the experience. Subsequent objectives are to improve household awareness of SCCA, gain additional corporate sponsors, and attract new members. There was Board consensus to endorse the two track marketing plan as presented and direct staff to explore options and costs to implement.

MOTION: to approve February face to face and March conference call minutes: Creighton/Lybarger. **PASSED.** Lewis absent.

MOTION: to appoint Chris Funk as Interim Chairman of SCCA Enterprises Board of Directors. Jones/Lybarger. Not present: Lewis. **PASSED.**

MOTION: To appoint Stephen Pence to the SCCA Enterprises Board. Jones/Langlotz. Not present: Lewis. **PASSED.**

MOTION: To accept SCCA audit report of 2011 as presented. Lewis/Kephart. **PASSED.**

MOTION: To appoint Al Hermans as Mid West Division Solo Steward effective immediately. Noble/Walsh. **PASSED.** Not present: Lewis.

MOTION: To appoint Arnie Coleman to the Foundation board at the appropriate time. Kephart/Langlotz. **PASSED.**

MOTION: Change Foundation Bylaws to expand Foundation board members from current three to five and increase to three to seven members. Langlotz/Jones. **PASSED.**

MOTION: Change the appointment of the Chairman of the Stewards in 5.3 of the Operations Manual to the October Board meeting in lieu of the August Board meeting. Langlotz/Harris. **PASSED.**

MOTION: To appoint Tony Ave to the CRB effective immediately. Butler/McCarthy. **PASSED.** Lewis not present.

MOTION: To change Operations Manual Section 5.2 first sentence to read: "Appointment: The Board of Directors shall appoint annually in December a Chairman and two to seven additional members to the Club Racing Board, those selected shall be SCCA members subject to annual appointment by the Board of Directors." Butler/Patullo. **PASSED.** Lewis not present.

MOTION: Approve the 2013 rollout of the Majors as presented in three zones. Kephart/Lewis. **PASSED.**

MOTION: Approve additional funding of not more than \$85,000 to support the Majors rollout. Kephart/Lewis. **PASSED.**

CLUB RACING/CRB MOTIONS

MOTION: To take no action regarding addition of STL as a National Championship class for the 2012 Runoffs GCR #8256. Patullo/Butler. **PASSED.** McCarthy abstained.

MOTION: To accept the recommendation of adding to 9.3.29.A "If no current National champion is using the numeral '1,' then a past national champion may use the numeral '1.'" for #7627. Patullo/Butler. In favor: Harris, Creighton, Patullo, Noble, Wannarka, Butler. Opposed: Lewis, Jones, McCarthy, Lybarger, Langlotz, Kephart, Walsh. **FAILED.**

MOTION: To Change Appendix C, GCR 2.6.G: G. A 15-year-old must complete his first SCCA Drivers School in a car *not* classed in GT1, GT2, FA, FB, FS, ITR, STQ, ASR, CSR, DSR, or TL from one of the following classes: FV, FST, FF, SRF, SM, HP, T3, SSB, SSC, IFA, ITB or ITC. Upon successful completion of the first school, any car may be used thereafter, or a Regional-only class car of similar performance as determined by the Chief Steward. Patullo/Butler. **PASSED.**

MOTION: To adopt the changes recommended for GCR 2.4-2.6 and 8.4.1. Patullo/Butler. **PASSED.** Full Motion in *Fastrack*.

MOTION: To add to the GCR section 2.7. CRB OFFICIAL REVIEW The license of any official may be suspended by the CRB, if in their view his actions are contrary to the best interest of the SCCA. A license may be suspended for a period of time specified by the CRB, or it may be revoked permanently. License revocation by the CRB may be appealed to the SCCA Board of Directors. Patullo/Butler. In favor: Jones, Creighton, McCarthy, Langlotz, Kephart, Walsh, Patullo, Noble, Butler. Opposed: Wannarka, Harris, Lybarger, Lewis. **PASSED.**

MOTION: The Board of Directors direct the CRB to further refine the SRI/SR2 recommendations for potential 2014 rule change to include classes CSR, DSR and S2. Patullo/Butler. In favor: Patullo, Butler, Noble. Opposed: Walsh, Kephart, Langlotz, Lybarger, McCarthy, Creighton, Harris, Jones, Wannarka. Not Present: Lewis. **FAILED.**

MOTION: To combine DSR and CSR into one class for 2014. Patullo/Langlotz. In favor: Noble, Wannarka, Butler, Harris, Creighton, McCarthy, Lybarger, Langlotz, Kephart, Walsh, Patullo. Abstained: Jones. Not present: Lewis. **PASSED.**

MOTION: To make no changes for FE or FM or SRF with respect to class management. Patullo/Harris. Abstained: Jones, Walsh. Not present: Lewis. **PASSED.**

MOTION: To approve the following. Patullo/Butler. Not present: Lewis. **PASSED.**

SRF

1. #7657 – (May Fastrack – Mike Davies on behalf of SCCA Enterprises) Rear/Tail minimum weights

2. Change Minimum Rear weight requirement in 9.1.9.C.5: Rear 30 27 lbs.

GRAND TOURING

GT

#7509 – (April Fastrack – GT Committee) Add to 9.1.2.F.4.1.5.E

Direct injection is not permitted.

GTL

#7462 – (May Fastrack – Kyle Disque) Grill opening clarification

Add to GT-2, GT3, GTL rules: 9.1.2.F.4.h.6: *Radiator intake and brake openings may be covered with screen and/or taped as necessary to protect the radiator and/or regulate air flow.*

SUPER TOURING

ST

#7402 – (May Fastrack – Club Racing Board) Allow JDM and Euro Spec Engines

Create new section 9.1.4.G.2. *Full Motion in Fastrack.*

STO

#7459 – (April Fastrack – Christopher Childs) Correct the Engine Displacement

– Panoz. Thank you for catching this. Please change displacement in STO, Panoz Esperante GTS, 5940 5800.

IMPROVED TOURING

ITB

#3282 – (May Fastrack – David Russell) Include LH-Jetronic 1.0 in the notes section

Re-classify the Volvo 240 line from ITB to ITC. Full Motion in *Fastrack*.

PRODUCTION

ALL

#7154 – (April Fastrack – Chuck Mathis) Allow CIS fuel injection to be replaced with Digifant

Thank you for your request. Change 9.1.5.E.1.b.4. Full Motion in *Fastrack*.

SHOWROOM STOCK

B-Spec

#7376 – (April Fastrack – T-SS Committee) Track Specification

Remove track width column from the B-Spec specification line for all cars for simplicity.

SPEC MIATA

SM

#7625 – (April Fastrack – Club Racing Board) Recommended Rule Change Portion of Letter #6400 (Technical Bulletin)

Thank you for your letter. Add to 9.1.8.C.1.o.2: *Fan shroud and brackets may be modified for installation.*

MOTION: to approve National class management plan for Touring Consolidation for 2013 shown below. Patullo/Butler. **PASSED.** Not present: Lewis. Full Motion in *Fastrack*.

MOTION: Modify GCR section 3.2.2.B to read: Appropriate sanction fee to be paid within 14 days of the completion of the event with the event insurance audit. Kephart/McCarthy. **PASSED.**

MOTION: in an effort to empower the regions to have more flexibility in event scheduling, the BoD recommends to the Club Racing Board that the following GCR items be considered for implementation for 2013. Langlotz/Butler. **PASSED.** Full Motion in *Fastrack*.

MOTION: Change wording in GCR Section 3.1.1.e and 3.1.4 to support the rollout of the Majors to additional zones in 2013 and beyond. Kephart/Harris. **PASSED.**

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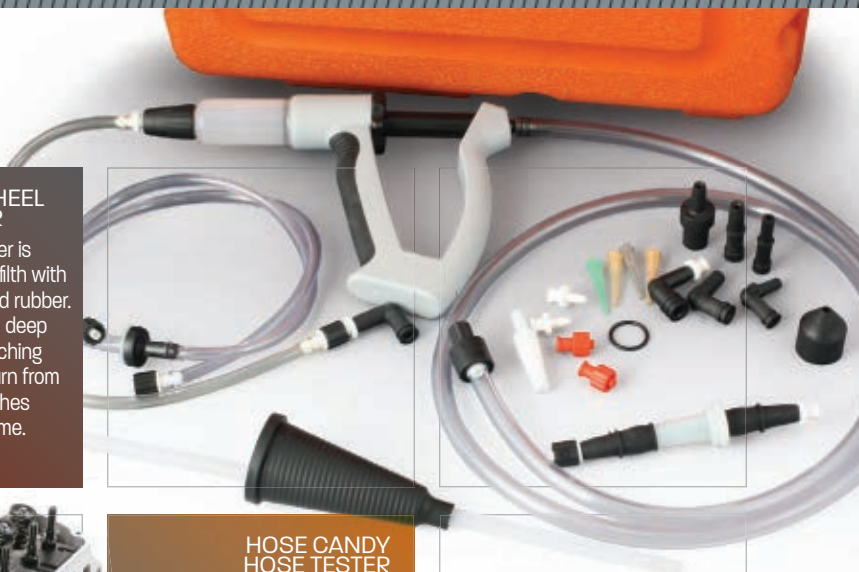
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COIL-RITE CUV KIT

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www.trendperform.com



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Raleigh Boreen
SCCA Foundation Board

What's in a Name?

What's in a name, you ask? Let's face it, we all like to be called by our given name. It feels good and it shows someone has taken the time to remember you. And, when we talk about businesses, a name is *very* important – in business we call it “branding.” When I mention: Apple, Microsoft, Lexus, Chevrolet, Mustang, Kohler, Macy's, these are all brand names that we recognize. The companies hope we recognize them for quality products that will do the job they are intended to do and will give us value.

For more than 32 years, I have worked for a company that is the leader in its industry. For many years I took it for granted, but I enjoyed telling someone the name of the company I worked for, and they always recognized it as a quality company and a leader in its industry. In 2005, we purchased another company in our industry that was doing

OK, but had not seen any growth for the last two years. That new company has now seen double-digit growth for the last seven years in spite of the economy and the health of the construction industry.

Like many companies that do acquisitions, we made very few changes with the new company for the first couple of years. We did make one change: the company's logo now contains the name of our company. That change has opened doors, and people said this new company must be a quality company because it has a new owner that is respected. It has proven to me that we cannot take branding or a good name in the marketplace for granted.

SCCA, our club, is going through this same process of branding, and so is the SCCA Foundation. I remember a Tire Rack Solo National Tour in Blytheville in 2010 when I asked the question, “Who has heard of the SCCA Foundation?” Two people raised their hands, and one of them was my wife. The SCCA Foundation did not have

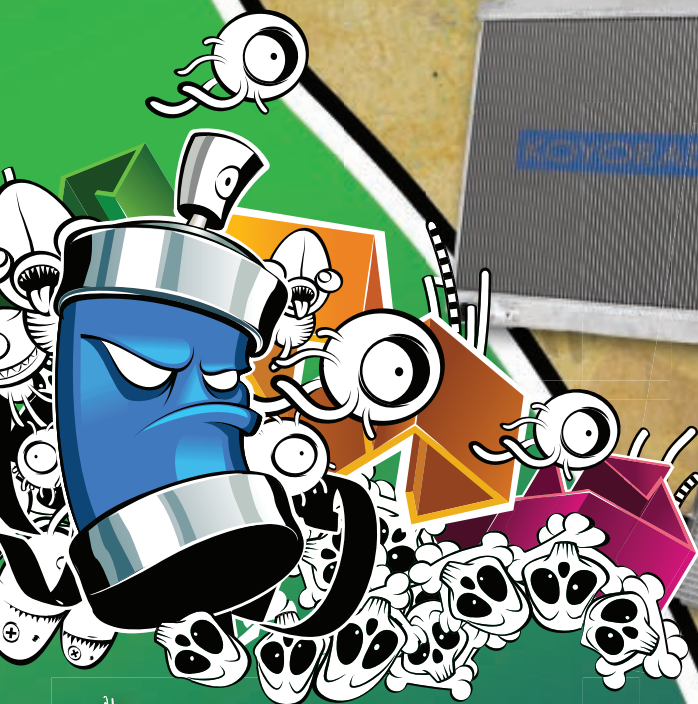
a strong brand or identity. The SCCA Foundation has been around for many years, but few members had any idea what it is or does.

The current SCCA Foundation board is striving to change the potential identity question. We have enlisted the help of Carla Russo from St. Louis Region and several others to help create a new branding or identity. In the coming months you will hear about our new SCCA Foundation Website, our purpose in the Club, and see a new identity with our updated logo. Our goal is to be visible with the members of our Club. We want people to know what the Foundation does, how we interact with the members, and how good it feels to be associated with the charitable arm of our Club. Branding is important to our Club and the SCCA Foundation; it is an exciting time for the SCCA Foundation board.

My personal goal is that the next time I am at an SCCA event and ask who has heard of the SCCA Foundation, more than one person and my wife raise their hands. 🎯



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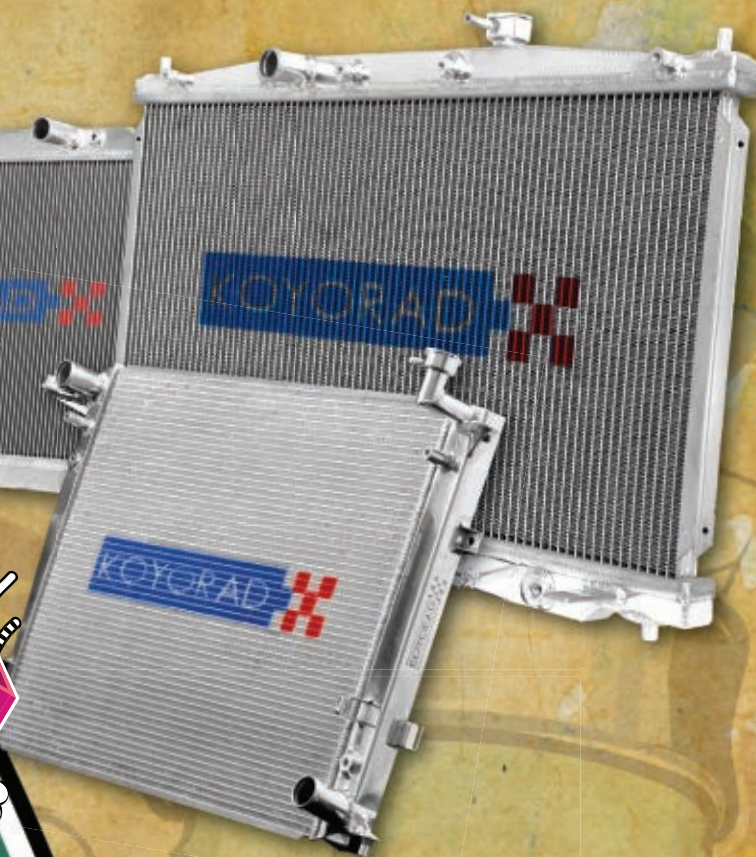
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IN A SUPERCAR
RACE AT MAZDA
RACEWAY LAGUNA
SECA BACK IN 1995”

Commitment

When you go for a pass, you cannot pussyfoot around. Either do it or don't. Don't “try” a pass. As my nephew said to me when he was 10 years old and I said I would try to come visit: “The Jedi does not try. The Jedi does, or does not.” (I was stunned. *Star Wars*

genuine wisdom from a bright, demanding little boy). Trying to pass and hitting other cars is bad, people. Bad, bad, bad.

I have the pleasure and privilege of doing the TV color commentary with Rick Benjamin for the SCCA Pro Racing Playboy Mazda MX-5 Cup this year, and just lambasted a promising young fast guy for punting two competitors, two times, off the front of the field at Mid-Ohio. Don't miss it.

Here's how to pass without contact: Get your car into the other driver's vision before he turns for the corner. I've laid down that law before, and what I am adding today is commitment. Take that line away. This is accomplished by braking late enough to thrust yourself into your opponent's line of sight. Thus, if it does not work out, if you are not able to get slowed enough to get to the apex, you will slide by without taking an innocent victim with you. Further, that driver will probably not turn in and contact you, either. He will have to wait. (Except for a few sad folks who just don't get it, and drive into cars they can see, i.e., “It was my line.” *Was* is the operative word, Ding-Dong. If you can see her without your mirrors, the line is now hers. Does this really need to be said? Don't hit things you can *see*.

Pass like Andy Pilgrim does. Study the car ahead for your advantage. If you cannot discern one, don't try. Period. I don't care if it is the National Championship Runoffs. If you do determine one, brake late with

commitment. If you take an inside line, you can brake deeper because you have a little more distance before you reach the racing line. But when you do, you must be slower because you are on a tighter radius. Andy *commits*. And it works, because he has already figured it out by studying his opponent. This is how you pass and remain friends. Pro passing. Pass like a pro. Like when Andy took the lead from me at Long Beach this year (see www.world-challengeTV.com).

Have you ever been taken out of the lead of what is to you an important and meaningful race by irresponsible, foolish driving from behind? How did that feel? Yeah, I know, you wanted to put itching powder in his underwear. Or worse. Do not be “that guy”!

I was “that guy” in a supercar race at Mazda Raceway Laguna Seca back in 1995. Shane Lewis was leading in a Corvette. I was on him and I'm in a cool BMW M5 oversized Touring Car. The M5 was good on brakes. Me, not so good. I went for the lead in the tight hairpin Turn 11 – but not enough. Wimped out. Broke too early. Didn't get next to him in the braking zone. Only got a nose. Have you been here? He couldn't see me, of course, we're not looking in mirrors when we're turning in – we're looking at apexes. He cocked it in, and I tinked him on the rear wheel. Turned him. Crap. I could have had him, but I did not go deep enough on the brakes. I did not commit. ●

Whether racing in large professional fields or in small local races, it's important that you commit to the pass rather than just testing the waters.



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Pacesetter

BY ROB KRIDER PHOTOS COURTESY JON OLSCHESWSKI
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Whether Local or Abroad, Jon Olschewski Likes to Play in the Dirt

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

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

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

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

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

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

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

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

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

Olschewski earned his nickname

Fast Facts

JON OLSCHESWSKI

SCCA REGION: Utah

MEMBER SINCE: 2005

LAST BOOK READ: *The Book of Mormon*

FAVORITE ENTERTAINER: Demetri Martin

FAVORITE MOVIE: *Sleepless in Seattle*

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

FAVORITE FOOD: Free Food

FAVORITE NON-SCCA ACTIVITY: Canyoneering

FIRST CAR OWNED: 1986 Pontiac Fiero GT

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

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

FAVORITE RACE DRIVER: Ken Block

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



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

Besides receiving the Most Dedicated RallyCROSSer Award, in

(ABOVE) This might be why Jon Olschewski’s nickname is “Tigger.” Olschewski has yet to miss a RallyCross National Championship (TOP RIGHT).



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

2009 Olschewski earned the Hard Luck Award at the RallyCross National Championships. Olschewski has been to every single RallyCross National Championship to date, and has a heartbreaking story for almost every year. His rookie year he came in second place in Rally Prepared Front Wheel Drive (second out of two cars, which means he also came in last place). The second year at Nebraska, the course rutted up so badly he nearly put his Nissan Sentra SE-R Spec V onto its roof. Year three, electrical gremlins from a trailer wiring harness confused the ECU and threw his car into perpetual limp mode. Year four, his roommate over-revved the engine right before the event and the car wouldn't run right. Year five, a 1991 Nissan SE-R project car didn't get completed in time, so he bought the aforementioned \$300 car from a truck stop, which lost its exhaust during the first run, then split the transaxle case during the fifth run – luckily, someone offered up a spare car for him to drive. Year six, his orange and black “Tigger mobile” Isuzu lost a wheel (after buying a bag of lug nuts from AutoZone which somehow had a mixture of standard and metric lugs) leaving him stuck on course.



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



event. He still dedicates his limited vacation time to competing at the RallyCross National Championship.

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

In Afghanistan (ABOVE), Olschewski keeps Apache helicopters in the air by repairing any damage to the wiring (ABOVE LEFT).

Houston Region's Jack Newman Southwest Division Worker of the Year

Jack Newman is a classic example of that old saw: old corner workers never die; they just mosey over to sound control. It was about 30 years ago when Jack noticed that his neighbor in Cypress, Texas, was working on “a strange car” in the next-door driveway. It was a Mazda RX-2 that was destined to go GT-3 racing. “He asked me to go along to a race, and I did that, just for grins. I sort of crewed for him. I liked what I saw.”

Jack was used to working with his hands. He put in a fair amount of time in a plastics plant and in a company that produced oil field-related industrial fixtures. In a few years the inevitable happened, and Jack had his own racecar – an ITA Chevy Monza – with which he came in second and then first in Regional championships. “I drove that car in ’87 and ’88 and I only missed one race in that two-year period.” He moved on to a GT-3 Pinto and also scored well with that until a job layoff brought his driving days to a halt. For almost 10 years he stayed away from the racing scene.

A word from the neighbor again brought him back into the fold, however, this time as a corner worker. “They needed workers to run a race over at Texas World Speedway, about 60 miles from my house. Of course, in Texas that’s just next door.” Jack again liked what he saw and he remained an active corner worker until three years ago. “I just liked the whole thing. It is the second best seat in the house.”

It certainly kept him on his toes. He was working a station at Texas World Speedway when a Porsche lost control and slammed into his bunker broadside. “My partner that day was actually our region’s radio man. He’d never before worked a corner. But he hit the deck, which tuned out to be the right thing to do. I tried to run but I got tangled up in my feet, so I fell flat as well. The car bounced off the tires protecting the bunker and showered us with glass from its windows, and



“ I JUST LIKED THE WHOLE THING. IT IS THE SECOND BEST SEAT IN THE HOUSE ” Jack Newman


Jack Newman has done everything from working corners to competing behind the wheel. In 2011, Newman's work in sound control was recognized at the National Championship Runoffs when he received the BFGoodrich Tires Southwest Division Worker of the Year Award.

[the car] landed upside down. The driver got out and I offered him a seat at the corner station, but I had to wipe glass off the chair first.”

When Jack felt he was not as well suited for running after, or from, cars he again answered a call. The region needed more folks to run sound control. Wayne Hill, the divisional administrator, asked Jack to fill in and, in only a few years, Wayne felt Jack merited the BFGoodrich Tires Worker of the Year Award, so he nominated him for the award.

“Jack is an all around good guy who answered our call for help,” says Wayne. “And he has shown great interest in doing what is often a thankless task. Jack is very dedicated

and easy going; he doesn’t let anything get to him. Our job at sound control is to work the equipment and give the stewards this information. We like him and he likes the job. We have fun kibitzing and lying to one another. Jack has been a great addition to our crew.”

Regardless of where Jack finds himself, it’s obvious that he puts the same level of dedication into the job. From driving to working corners to running sound, Jack does nothing but the best. If history repeats itself and Jack moves to yet another position within the Club, we figure it’s only a matter of time before his name shows up once more for the Worker of the Year Award. 

40+ DAYS

NAME | REGION

Ian E Cook | San Francisco
Carol Deborde | Reno
Dave Deborde | Reno

30-39 DAYS

NAME | REGION

Clyde Bales | Atlanta
Richard Bittmann | Central Florida
Kevin Carter | Colorado
Allen Davis | San Francisco
Charles M Dobbs | Glen
Steve Dunkmann | Milwaukee
Jim Eckert | Atlanta
Dorothy Harrington | Neohio
Duane L Harrington | Neohio
Robert Hudson | Atlanta
Dave Irwin | San Francisco
Dennis E Joyce | Central Florida
Robert Kosky | Great River
Pamella MacGregor | Central Florida
Raymond J Maliszewski | S Jersey
Walter G Michael | South Jersey
Timothy R Norstrom | Cent Florida
Jack Ragaglia | Central Florida
Jim Rogaski | San Francisco
Linda Rogaski | San Francisco
Cecilia Smith | Cal Club
Bob Stone | Chicago

20-29 DAYS

NAME | REGION

Scott Anger | Milwaukee
Erik Avendutti | Neohio
Randy Bennett | Washington DC
John Boltik | Central Florida
Kathleen Bradley | Colorado
Ron Branam | San Francisco
Leon Burcum | Atlanta
Melina Burgess | Buccaneer
Karen Cantu | San Francisco
Todd A Cholmondeley | Cincinnati
Karen R Cook | San Francisco
Kevin Coulter | Chicago
Christine Cwiklinski | Milwaukee
Krystyn M Dean | Buccaneer
Diane S Eckert | Atlanta
Paul H. Einhorn | San Francisco
Donald R Elston | Chicago
William Forman | Washington DC
Rachel Forman | Washington DC
Connie Garito | Buccaneer
J Ron Gentry | North Carolina
Louis J Giallanella | N New Jersey
Wilma Giesy | Finger Lakes
Lewis Giesy | Finger Lakes
Paul E Gilbert | San Francisco
Dale Lee Gogel | Philadelphia
Lon G Hake | Blackhawk Valley
Frederick J Hawley | W Michigan
Rick Hayden | Chicago
Carla M Heath | Washington DC
James Herbst | San Francisco
Valerie Heun | South Jersey
Mark Hillier | Washington DC
James R Hooker | Central Florida
Douglas R James | Oregon
Dennis J Kay | Milwaukee
Suzanne J King | South Jersey

Chuck Knox | Cal Club
Barbara G Knox | Cal Club
Debbie A LaFond | Neohio
Karen O Lamm | San Francisco
Edward Locke | Chicago
Charles J Lonsdale | Florida
Lizabeth K Lowy | Des Moines Vly
David M MacGregor | Cent Florida
J Keith Manning | Steel Cities
Karen S McCoy | Oregon
Vikki Michailoff | Oregon
Phil Munoz | San Francisco
Richard A Nester | Ohio Valley
Jane Newbury | San Francisco
Bernie Novak | San Francisco
Tracy O'Connor | Washington DC
Michael Mo Overstreet | N Carolina
E (Sam) P Overstreet | N Carolina
Robin Ragaglia | Oregon
Arthur G Robbins | Washington DC
Bruce Arthur Saunders | Cal Club
Jamie Scholl | Neohio
Donald M Seefeldt | Milwaukee
Judi Sievers | Arizona
Angela Slocum | Susquehanna
Mark R Smith | Cal Club
John M Stewart | Cal Club
Michael A Stiller | Washington DC
Dean J Stoker | San Francisco
Michael D Stringfellow | Washington DC
Kenneth L Swift | Cal Club
Ronald R Tanton | Chicago
C David Teal | South Jersey
Douglas Tillman | Chicago
Lindy T Toland | Washington DC
Janet V Toland | Washington DC
Mark Troemel | Milwaukee
Peter Villaume | New England
Maryanne Welchert | San Fran
Tammy Williams | Buccaneer
Craig Zane | South Jersey
Thomas A. Zink | Washington DC

12-19 DAYS

NAME | REGION

Gregory Adams | Ohio Valley
Robert Anderson | New England
William R Banner | Milwaukee
Collins Barber | Central Florida
Gary Bargerstock | Steel Cities
Cathy C Barnard | S Texas Border
Dennis J Bednar | Chicago
Kathleen M Beigel | Blackhawk Vly
Harold D Belizaire | Neohio
Cornelia M Bell | San Francisco
Robert Charles Benzin | N Carolina
Jennifer Bicket | San Francisco
Lynn A Blackmore | Atlanta
Richard Blanton | San Francisco
Joseph A. Boruch III | N New Jersey
Al Bourdet | Chattanooga
John F Brotbeck | South Carolina
Tom Brown | Texas
Martin P Burk | Washington DC
Daniel Cain | Cal Club
Tracy Cain | Cal Club
Richard A. Callaway | San Fran
Michael Cantu | San Francisco
Michael Ryan Cantu | San Fran
Arline Chrt | Chicago

Kenneth W Chrt | Chicago
Heather Clark | North Carolina
Virginia E Condrey | North Carolina
Gary Corsiglia | San Francisco
Nick Corsiglia | San Francisco
Wayne A Coturri | San Francisco
Eddie Danecki | Chicago
Debbie Danecki | Chicago
Eric Danielsen | North Carolina
Garrett Davis | San Francisco
Jennifer L DeHart | Susquehanna
Peggy S Dietz | Neohio
Robin Dunwoody | San Francisco
Erin K Ebelmesser | Oregon
Frank Eckert | Atlanta
Dixie Eckert | Atlanta
Stewart Edwards | Chicago
Russell Ferling | Blackhawk Valley
John E Fine | Atlanta
Lee Fipps | Ohio Valley
Dudley Foster | New England
John Fred Frank | Continental Divide
Patrick Frank | Continental Divide
Dave Franks | Oregon
Casey Jo Geier | Cal Club
Matthew Geier | Cal Club
Candace R Gerber | Nebraska
David Gernert | Susquehanna
Mona Gilbert | San Francisco
Henry W Giles | Central Florida
John H Ginther | Blue Mountain
Mary E Ginther | Blue Mountain
Dean D Gray | San Francisco
Deborah M Gray | San Francisco
Joseph C Hennies | Cincinnati
Roger A Heyl | San Francisco
Michael High | Washington DC
Jim Hileman | San Francisco
Alfred R Hill Jr | North Carolina
Robert V Holcomb | Central NY
Michael Holz | Milwaukee
Don Howson | Northeast Oklahoma
Stephen Hughes | San Francisco
Art Jaso | Washington DC

Susan J Joyce | Central Florida
Herbert Malcom Kanady Jr. | Central Florida
Barry W Kashar | San Francisco
Tony Kasper | Ohio Valley
Christopher J Keith | Kansas City
Phil Kelley | Glen
John Robert Kielb | Cal Club
Kenneth Robert Killam | Oregon
Nathan Kosak | Milwaukee
Maurice R LaFond | Neohio
Randall Langer | Milwaukee
Sally P Larson | Central Florida
Shek Fai Edgar Lau | San Francisco
Jeff Lengel | North Carolina
Edwin W Maklenburg | W Michigan
Teresa M Massey | Colorado
Michelle L McCol | Colorado
Suzi Munoz | San Francisco
Michael R Murphy | Philadelphia
Owen L Murray | San Francisco
Robert Newberg | Blackhawk Valley
Sean Norman | Central Florida
John S Palanchar | Chicago
Kevin Patterson | Des Moines Vly
Morris Aldridge Pendleton | North Carolina
Steven P. Pendleton | Ohio Valley
Keith Pfautz | Wichita
Judi Pfautz | Wichita
Peggy Phillips | Cal Club
Chuck Phillips | Cal Club
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Kyle Maitland Ray-Smith | South Carolina
Benjamin Reynolds | Buccaneer
Lauren Robison | Washington DC
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Jodi Schanaman | San Francisco
Peter Sedlak | Neohio

Bob Shafer | Central Florida
James R Shanks | North Carolina
Christopher M Sigmon Sr. | Central Carolina
Andrew E Smith | New England
Lance R Snyder | Atlanta
Mark E Sobol | New England
Gary E Soiney | Milwaukee
Jane Soiney | Milwaukee
Betsy Speed | Central Carolinas
James A Spurling | Cal Club
Lee Stanley | Buccaneer
Thomas E Starkweather | Colorado
Louis M Stavoli | South Jersey
Donna Stevens | New England
Karen J Stewart | Cal Club
Danny Stewart | Buccaneer
Laura Stich | San Francisco
Samantha J Stoker | San Francisco
Beth Stone | Florida
Roger K Sund | Atlanta
Joseph A Szostak | Mid South
Pam Thompson | South Carolina
Michael L Toombs | Finger Lakes
Thomas F Turner | San Francisco
Linda Turner | San Francisco
Benjamin Tyler | Cincinnati
Charleyne B Uznanski | Cent Florida
Peter T Uznanski | Central Florida
Laura Villaume | New England
Duck Waddle | Wichita
Janet Sue Waddle | Wichita
Shannon Wadsworth | Florida
Thomas James Ward | Washington DC
Judith L Warren | Washington DC
Lyn H Watts | Central Florida
William C Wells | Las Vegas
Anthony Williamson | Atlanta
Julie Williamson-McMahon | Atlanta
Matt Wojtkowiak Sr | South Jersey
Everett J. Zane | South Jersey
Shirley R. Zane | South Jersey
Dorothy Zientara | Milwaukee
James E Zientara | Milwaukee

THE VOLUNTEER INCENTIVE PROGRAM

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

Austin Cripe Makes the Most of Any Opportunity

When it comes to father and son racing teams, 18-year-old Austin Cripe of Central Florida Region and his dad, Jeff, have really got it figured out. Last year they took the same 1997 BMW 328 to two different regional championships, with Austin driving in the STU class and Jeff competing in ITR. SCCA allows IT cars to compete in the new ST class, which put Austin at a slight disadvantage against more powerful cars prepared to ST rules, but the disparity proved no problem for this hotshoe to overcome.

There's a lot of déjà vu at work in the Cripe family. Father and son prep the BMW, as well as other IT cars, in Jeff's part-time business, TFC Motorsports, much the same as Jeff began working as a 12-year-old in his father Tom's Porsche repair shop back in the 1980s. Jeff ultimately became a full-time firefighter in the Venice fire department. Come next May, Austin will complete his firefighter training at the Sarasota County Technical Institute. This while simultaneously enrolled in the State College of Florida, working to get a BA in Emergency Management and Fire Science.

While a soon-to-be second-generation firefighter, Austin is, in fact, a third-generation race driver. Grandpa Tom Cripe drove a variety of Porsches at the 12 Hours of Sebring and 24 Hours of Daytona throughout the 1980s. Jeff did some crewing in IMSA, then in 1990 sold his beloved daily driver, a 1969 Plymouth Road Runner, to finance the acquisition of an ITB VW Rabbit and go SCCA racing, where he has since competed in everything the limited budget for a father of five could afford, from Mazda RX-7s in ITS to the current BMW.

As a racer, Austin has picked up the family flag without missing a beat. Atypically, he never did any karting as a youngster, but with expert tutelage from his father, he took his first SCCA Drivers School at 16 and did so well the second school was waived. In a 10-race stretch from last September to this March, he recorded six wins, two



“IT PUT ME IN THE ABSOLUTE BEST SHAPE OF MY LIFE” Austin Cripe



From racing (ABOVE) to his duties at the Sarasota Military Academy (TOP) and training to be a firefighter, Austin Cripe likes to keep busy. For being this month's First Gear member of the month, Cripe will receive a \$200 gift certificate to SafeRacer.

seconds, one third and one where a flat tire required a pit stop which left him out of the running. At Sebring this past June, he started two laps down because of mechanical problems and wound up setting a new track record in STU trying to catch up.

While Austin's prowess on the racetrack is impressive, it is his accomplishments in four years at the Sarasota Military Academy that set him apart in terms of discipline, drive, and leadership. Entering his senior year, he was selected as the Command Sergeant Major in charge of Second Battalion, directly responsible for the military training of the 238 cadets making up the sophomore class.

"I had nine officers and nine non-commissioned officers reporting to me," explains Austin, "and I was in charge of the sophomore curriculum that the officers and non-commissioned officers had to teach. [This was]

everything from cadence marching, rules, school policies, and leadership training in the curriculum I developed."


In addition to his military administration responsibilities, Austin was the commander of the school's rifle exhibition team and captain of the Academy's state championship Raider decathlon team. Austin explains what the competition is about.

"It's basically an Army decathlon with an eight-person team," he says. "You start by doing a PT test. This is two minutes of straight push-ups, two minutes of straight sit-ups, and a two-mile run, all back to back. Then we do a run with the team carrying a 145lb litter, which is what the medics in the Army use to carry people. We run with that for a mile, as well as with two backpacks that have 45lbs each in them. Then we do a three-mile team run without weights."

"After we get back from that, we immediately take a timed knowledge test on first aid and land navigation to see how we cope with stress. After this, we build a rope bridge, which involves running a zip line from one tree to another and getting six people across it in the fastest time. This is a really physically demanding sport and our school has won the state championship four years in a row. It put me in the absolute best shape of my life."

"Austin has impressed me by holding himself to a higher standard," says Jeff Cripe. "He has never considered peer pressure in his actions and he will seek advice and then make up his own mind. I have been surprised by how he excels when he is given an opportunity in something he is interested in."

In 2013, Austin will be moving up to compete in National Club Racing, as father and son convert their ITR BMW to EP specs. Quite naturally considering his genes, Austin would love some day to be paid for racing. He especially likes the fact a firefighter can be flexible about his work hours, as it will make pursuing the pro racing dream more of a possibility.

"I know if I get the opportunity I won't lack for discipline and motivation," he says quietly. Given his achievements, there's no doubt he will make the most of any opportunities that come his way. 

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WHO WILL WIN?

Our Annual
Attempt at
Guessing the
Winners of the
2012 Tire Rack
Solo National
Championships

BY PAUL BROWN WITH KRISTI BROWN, JEFF CASHMORE, KAREN KRAUS,
KEN MOTONISHI, MATT MURRAY, AND ERIK STRELNIEKS

Lincoln Airpark,
Lincoln, Neb.,
Sept. 4-7, 2012

The 2012 Tire Rack Solo National Championships is here. Well, almost. What that means is it's time for us to embarrassingly print our list of projected winners for the Sept. 4-7, 2012 event, which takes place at Lincoln Airpark in Lincoln, Neb. Truth be known, it seems like just a few weeks since we did this for 2011, and no doubt 2013 will be the same – that is, unless the Mayan calendar is correct. But while we're not always optimists, we bet we'll be doing this again in a year. Given our track record with predictions, however, being incorrect about the end of the world would be par for the course.

As always, our predictions for who will win this year's Solo Nationals are just the musings of several delusional, often clueless, but always good-intentioned Soloists. We are also making our guesses well before a good portion of those we're picking even know what they'll be driving in Lincoln. We do know of a few retirees from the sport, though it seems that for every contender who leaves, we get at least three new ones, so this gets harder every year. And, to add another level of difficulty to the mix, this year there will no doubt be some

class shopping among competitors in classes with fewer than three entrants, as those classes will no longer be awarding National Championships.

We've got some tire wars brewing – and not just in the ST classes, now also in the DOT tire classes. And speaking of classes, we've got a batch of “new” ones to try to guess this year – SSP has been added (though the “new” class is really BSP) and ST has been reorganized and expanded (with STF being the “new” class there) – and then there are the RT classes, but those are supplemental classes. And various classes that used to be rock solid reliable seem to be having mechanical adventures this year – given the number of classes where mechanical adventures are the norm, we will be happy to claim this as one of our many excuses.

As always, if we didn't pick you to win and you think we should have, please don't take it personally. Likewise, if we did pick you, and you would rather we hadn't; well, we apologize if we jinxed you. We also made the last-minute decision not to predict supplemental classes, so we apologize once again for that. As for the the rest of the classes, all we can say is we guessed our best.

For the first time in recent memory, **Super Stock** wasn't the largest class at the Solo National Championships last year – though it was still pretty big. No telling how that will shake out this year, but we have a rather short list of contenders for such a large class. We're looking for **Matthew Braun** to take yet another win, repeating his 2011 victory over Sam Strano. In the unlikely event both of our top two picks slip up, we'd expect Gary Thomason (in either a Viper or a Porsche), and G.J. Dixon (if he can find a GT3 to drive) to step up. But Corvette drivers Chris Shay, Grant Reeve, Jason Burns, Scott McHugh, and Mark Wortham are all capable drivers, as are Lotus drivers Pat Salerno and Brian Connors. Did we say it was a short list? Oops.

Super Stock Ladies is a whole lot easier than picking SS. **Shelly Monfort**

has been busy traveling and soaking up wisdom from both Matthew Braun and Sam Strano this year. She has a long history of winning, and the additional effort and training won't slow her down a bit. Stephanie Zadrozny, Holly Schwedler, Bea Regganie, and Heather Burns should all be close.

We're going against convention picking Goodyear driver **Lane Borg** to take the **A Stock** win, despite the multitude of championships held by Paul Kozlak and his wife Lynne, as well as titles held by Tony Savini, and Matt Murray. Paul Brown might finally figure out the Corvette, and Steve Lau and Carl Vanderschuit have proven to be very quick in Caymans.

Meredith Brown has coned away two titles in a row in. We don't think that streak will extend to three this year in

A Stock Ladies, though **Heather Everett** is learning fast, and will be ready if the dirty streak continues in ASL.

B Stock will be among the largest classes, and we had a tough time picking since so many of these guys seem to bounce back and forth between STR and BS. After much consideration, **James Yom** gets the nod – he's fast, and he's due. Justin Lau, Nick Barbato, Jeff Janzen, and reigning Champ Jadrice Toussaint will all be there, doing their best to make sure our prediction is wrong.

Jocelin Huang has been traveling a lot this year and the car is even better than it was, so we really expect her to make a successful defense of her **B Stock Ladies** championship. Roberta Wetzel will be there to make her earn it.

SUPER STOCK LADIES

Shelly Monfort
Chevy Corvette
San Francisco
Region

“IF WE DID PICK YOU, AND YOU WOULD RATHER WE HADN'T; WELL, WE APOLOGIZE IF WE JINXED YOU”





B STOCK
JAMES YOM
 Honda S2000
 Guam Region

“AFTER MUCH CONSIDERATION, JAMES YOM GETS THE NOD – HE’S FAST, AND HE’S DUE”

One of our few unanimous picks comes in **C Stock**, where **Ryan Buetzer** should be a shoe-in to add to his collection of jackets. Chris Fenter and Daniel McCelvey will fill out the trophy positions.

Lynn Collins looks like a good bet for **C Stock Ladies**, though if Learic Cramer gets to make the trip this should be fun to watch.

D Stock seems like the most diverse class in Solo these days, with all-, rear-, and front-wheel drive all seeming to be capable of winning. That said, **Craig Wilcox** was the name that came up the most. He’s got a collection of championships, and his BFGoodrich Tires experiment seems to be going very well for him. Mark Allen Smith seems more likely to run in DSP, so we can’t pick him to repeat. James Wilson in a new Subaru, and John Ma and Alex Muresan in vintage Type Rs, won’t make it easy for Wilcox.

There hasn’t been a whole lot of activity in **D Stock Ladies** this year.

There’s a good chance that Connie Smith will bring her Audi, meanwhile Sarah West was quick at the Texas events earlier this year, but we look for **Pam Eames** to be the one to beat.

Based on his ongoing domination of the class, **Bartek Borowski** is an easy pick for **E Stock**. Though Eric Chiang, Jerry Jenkins, Billy Davis, and Chris Bailey will all be trying, the best bet to unseat the champ seems to be his brother Hubert.

Kyra Jenkins appears to be the only name to mention in **E Stock Ladies**.

F Stock has our second unanimous pick, as **Mark Daddio** trounced a very competitive class last year. Brian Peters and Kevin Youngers are working hard to be closer this year, and Robert Gosda, Casey Weiss, Jim Zeisler, Mike Potocki, and Don Slevin will be in the hunt for trophies in this growing class.

F Stock Ladies has been pretty sparse. The only Tire Rack Solo

National Tour this year that had any entries was the Spring Nationals in Lincoln, Neb., and **Mary Lou Holmes** had over nine seconds on her competitor there. Given that we haven’t even heard rumors of anyone else running here, she earns the nod even if her plans for September are nowhere near solid.

G Stock is another sparse class. We hear **Bill Loring** hopes to make the trip to defend his 2011 win, and if he makes it he’d be hard to beat. If he doesn’t make it, maybe Andy Thomas, Kevin Royce or Jeff Schaadt will take a turn at the front.

G Stock Ladies is easier to pick, as **Julie Heaton** has been doing quite well competing in the Open class – our best chance of being wrong here is if she decides to do that in September.

H Stock is likely to be a two-driver battle once again. James Feinberg is fast wherever he runs, but we think it might be **Greg Reno**’s turn, if for no other reason than he seems to hit a

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WHO WILL WIN? 



D STOCK
CRAIG WILCOX
Mini Cooper S
Kansas City
Region

“D STOCK SEEMS LIKE THE MOST DIVERSE CLASS IN SOLO THESE DAYS”

few less cones. G.J. Dixon and Joe Austin will be there in case they both have an off year.

Barbara Leroy-Boehme will win **H Stock Ladies**. She has found a groove in the Mini, so we might as well engrave the trophy now.

Street Touring FWD is one of our new classes, but we've got one serious competitor who we'd probably be picking in any class he runs. **Andy Hollis** has been frantically developing a Mazda 2. It isn't yet clear what the car for the class is, though we're pretty sure any car that gets that much attention is going to be fast. David Hedderick has been working on a Mini and we hear that Chris Shenefield might bring his RSX, but Hollis has too much of a head start on this one for us to pick anyone else.

Street Touring FWD Ladies has been very quiet so far. If there are three entries, expect **Ann Hollis** to be one of them, and she'll add to her closet full of jackets. Jan Rowe should

be driving the Hedderick car, and could make some noise.

Street Touring Compact is the old ST class, and before that STS. Whatever you call it, the winner is going to be driving a Civic of the 1989-'91 variety. Several of the top competitors have migrated elsewhere, but the class will still be one of the toughest. We expect David O'Maley, Adam Kopack, Sebastian Rios, and Kinch Reindl to be in the high trophies, but this should come down to Jeff Wong and **Will Kalman**. It's almost a coin flip, but Kalman has been awfully fast this year in the Ekstrand Civic.

Street Touring Compact Ladies is another two-driver contest, this time with Leslie Cohen versus Wong's co-driver **Nicole Nagler**. Cohen hasn't slowed down any, but Nagler has stepped up her game to the point where we have to pick her. Hilary Anderson plans to drive the Ingram car and can't be counted out. Mary Medicus has been a giant killer before,

and she's expecting to drive the Reindl car this year; she won't surprise anyone should she prove us wrong.

Street Touring Sport is another two-car class, though with a different meaning. It's all Miatas and CRXs. Our top contenders here look to be Andrews – defending Champ Andrew Canak in a Miata versus newcomer **Andrew Hahn**. We will call for the upset this time, as Hahn has been impressive, outrunning car owner and another potential winner David Whitener all year.

Kim Whitener dominated last year and has given us no reason to think that's going to change this year in **Street Touring Sport Ladies**. Laura Harbour and Michelle Seelig will likely be fighting over that second-place trophy.

Street Touring Xtreme isn't a new class, though it might as well be with the Civics no longer being eligible; they took five of the top six trophies last year. We'll see Mark Sipe, Steve

DAVID COSSEBOOM / GOTCONE.COM

O'Blenes, and Jason Ruggles in RX-8s, but we expect the winner to be driving a BMW this year. Of those, Ivan Austin, Chris Cline and Jeff Stuart are all quick. But quick won't be enough. **Neal Tovsen** (driving his own car for a change) and Brian Heitkotter (in a borrowed car, as usual – this time the Davis BMW) have each looked unbeatable. We'd give Heitkotter the edge if we were confident he'd be able to make room in his busy pro racing schedule.

Street Touring Xtreme Ladies seems a lot easier to pick, as **Katie Lacey** is liking the BMW just as much as Tovsen. Gretchen Austin and Debbie Kerswill will be there if she happens to slip up.

Street Touring Roadster might be our toughest pick. Two drivers we'd like to pick but who aren't likely to even make the trip are Jeff Cawthorne and Jonathan Lugod. Ken Motonishi is back in the Bjoin MX-5, and is working on getting back into Nationals form. Max

Hayter and Chris Harvey will join him with their own MX-5s. Darren DiSimo and Michael Heinitz have earlier Miatas and will be looking for courses that don't favor power too much. The Honda S2000 field will be deep, led by Marc Pfannenschmidt, Jake Dawson, Jason Collett (if he doesn't run in XP), and **Robert Thorne**, who benefits from a flip of the eight-sided coin.

We have not seen a lot of activity in **Street Touring Roadster Ladies** this season, but we do hear that **Julie Fiedler** has plans to be here, so she has to be our pick. There is a chance that Kyung Wootton will end up in an STR car if the SSM machine doesn't come together, which would make this very interesting.

In **Street Touring Ultra**, we expect **Doug Mikko** to take the win in his own car. It's been down for much of the year with clutch issues, but should be primed and ready by September. Rob Irish should be close if he doesn't win it.

Last year's champ won a close one in **Street Touring Ultra Ladies** despite coming away almost two seconds. We expect the same outcome without the dramatics, though Tasha Mikko and Kristi Gaus will be doing their best to change things against **Christy Carlson**.

Super Street Prepared is a new name for the old ASP class, so we have a bunch of familiar names to look at, all in various C5 and C6 Corvettes. Mike Johnson has won three of the last six years and he's always a serious threat. His co-driver Courtney Cormier beat him last year. We'll be watching Alek Tziortzis, Robert Carpenter, and David Smart, too, but our pick is **Joe Tharpe**, who might have just enough to outrun Johnson.

Super Street Prepared Ladies is likely to be a small class, but **Laurie Hyman** in the family GT-R and Kandy Johnson should make it interesting nonetheless. Johnson is learning fast, but Hyman is already fast.

STREET TOURING ROADSTER
ROBERT THORNE
Honda S2000
Colorado Region

“STREET TOURING ROADSTER MIGHT BE OUR TOUGHEST PICK”

PERRY BENNETT



WHO WILL WIN? 



**SUPER STREET
PREPARED**

JOE THARPE

Chevy Corvette
Des Moines Valley
Region

“OUR PICK IS JOE THARPE, WHO MIGHT HAVE JUST ENOUGH TO OUTRUN [MIKE] JOHNSON”

A Street Prepared is the faster cars from last year's BSP – mostly a bunch of rally cars with the occasional Solstice and Sky thrown in for spice. It has been a couple of years since **Tom Berry** took a win, and we fully expect him to return to that form this year, closely followed by new family member Marshall Grice. If he can stay clean, Aaron Miller is capable of mixing it up with those two, as can Jeremy Foley.

Lorien Feighner proved that the Solstice is a contender last year, but for a cone she would have proven that something other than an Evo really could win A Street Prepared Ladies. Mindi Cross has finally retired the Mindi Cooper and is adapting very quickly to the Miller Evo, but **Christine Grice** takes full advantage of the ever-faster family Evo, so we're not really expecting any surprises this year.

B Street Prepared is the new class, made up mostly of cars that weren't considered competitive with what is now ASP. We aren't sure that the

Honda S2000 of **Jason Uyeda** fits that mold (it was pretty fast before) and he's been busy improving it, thus earning the nod this year. If BMW M3 pilot Lee Piccione makes the trip, he's capable of running with anyone. Marshall and Brad Moore are campaigning what was the Chadwick C4 Corvette, and Jason Huepenbecker is always a threat.

Tara Buck hopes to drive the Piccione BMW in B Street Prepared Ladies, and if she does, she'll win.

C Street Prepared is made up of a whole bunch of Miatas. Usually that implies reliability, but for some reason this year the top cars have been anything but reliable. We're confident that those issues will be worked out before September, so we expect a close battle between Matt McCabe, Scott Frasier, Tim Aro, Tom Kubo, and Chris Robbins, but this might finally be **Bill Schenker's** year.

Jodi Fordahl has never won C Street Prepared Ladies

before, but that should change this year, though Sue Eckles will do her best to defend her championship.

Doug Rowse seems likely to successfully repeat over Alex Shchipkov, Eric Campbell, Gilbert De Los Reyes, Nathan Whipple, and John Vitamvas in D Street Prepared. But we do expect Mark Allen-Smith to break up the BMW-fest with his R32 VW, which is finally showing signs of being worth all the trouble.

Olga Bogdanova won D Street Prepared Ladies uncontested last year. This year the outcome should be the same even if Melanie Pora and Deanne Carballo are available. If we were sure Connie Smith would be driving her son's R32, we might be tempted to change our pick.

E Street Prepared is another of our rare unanimous picks, as **Mark Madarash** has shown no signs of easing his domination of the class. We fully expect him to make it six wins in a row in the venerable Pontiac Trans-Am.

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“WHAT OTHERS MIGHT SEE AS A HOPELESS CHALLENGE, ANDY MCKEE SEES AS AN OPPORTUNITY”

Jason Kolk, Sam Krauss, Greg McCance, Pat Griffith, Dave Ogburn, and James Darden will be fighting for that runner-up spot for another year.

Amy Fair should have no trouble putting the new Mustang into the winner's circle in **E Street Prepared Ladies**.

Assuming the green BMW is running, **Kevin Wentzel** is likely to put several seconds on **F Street Prepared**, as most of his close competition has opted to compete elsewhere.

That goes double for **F Street Prepared Ladies** – if it's running, **Jamie Vost** will be tough to beat, though we hear Nikki Edwards in the Barbry Protégé might be ready to give her a run.

The departure of Andy McKee to a different class hasn't made the task of winning **Super Street Modified** any easier for **Erik Strelnieks**, as Carter Thompson has worked hard to get his car to the required level, and Dan

Chadwick, Brian Johns, Eric Stemler, and David DeRegt are all not far behind.

Tara Johns has been getting some time in the Chadwick Mazda RX-7, and looks to be ready to unseat Tonya Langley in **Super Street Modified Ladies**, with Jessica Feldpusch ready to pounce if they let her. Kyung Wootton may be here in a newly built car; she can't ever be counted out even in a car that's not fully developed.

P.J. Corrales, David White, Chris Mayfield, Andrew Lieber, Jarold Hopps will all be chasing **Mike Simanyi** as he returns to the top of the very diverse **Street Modified** heap.

We did see **Mari Clements** in the Simanyi BMW competing in **Street Modified Ladies** earlier this year, and it seemed to be to her liking.

Fred Zust has won **X Prepared** the past four years. What others might see as a hopeless challenge, **Andy McKee** sees as an opportunity, so he

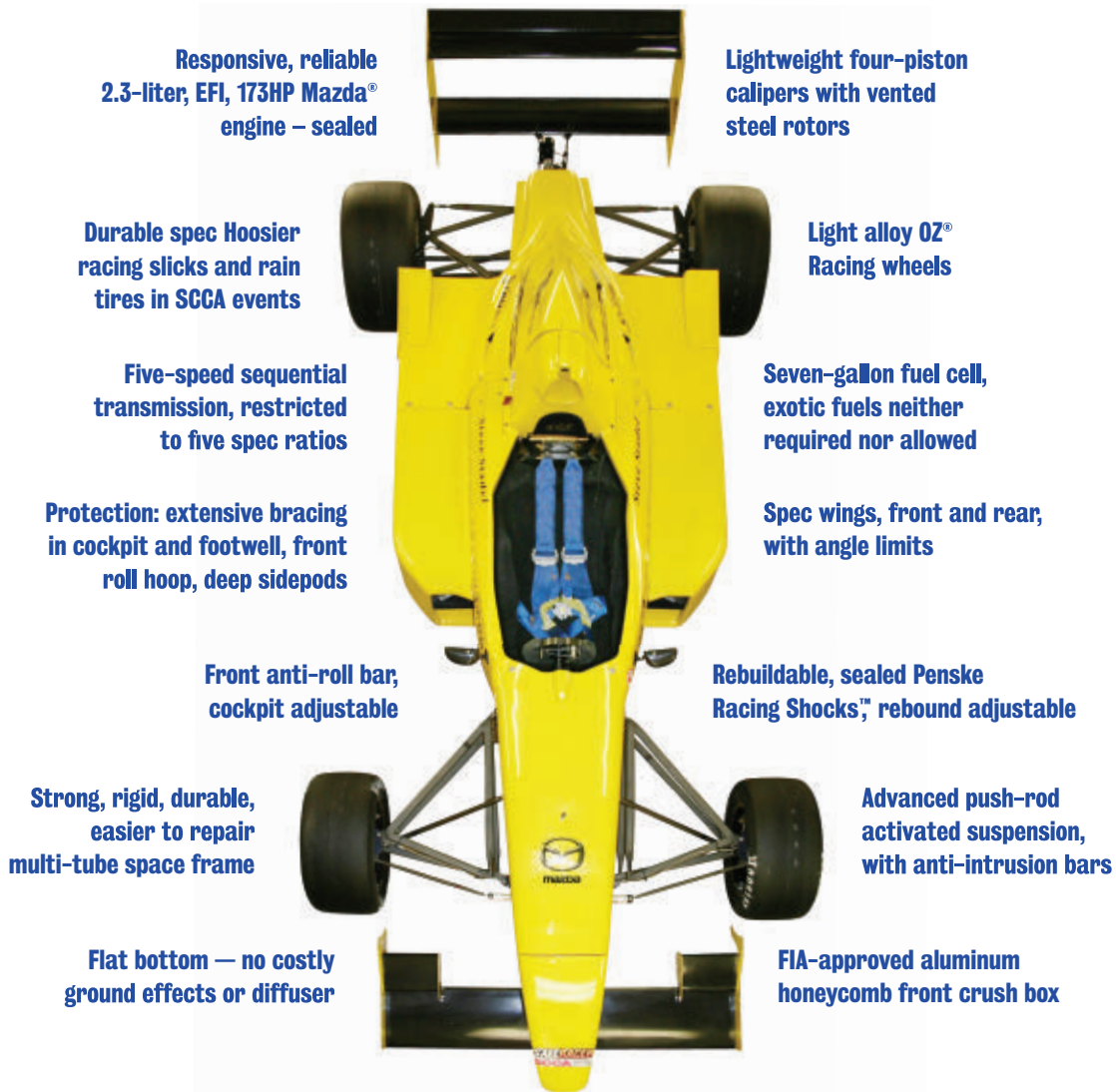
converted his potent third-generation Mazda RX-7 and has already convinced us that he's the one to beat this year. Mark Mauro, Jason Collett (should he decide on XP), David Newman, Tom Ellam, Kevin Lewis, and Randal Wilcox could surprise us.

Alexandra Zust was the only name mentioned by our league of prognosticators for **X Prepared Ladies**, as she has adapted very well to the Lotus. The only flaw we can see in our prediction is if she opts to run in the Open class.

C Prepared drivers must have the most fun of all at the event, but they are still serious about the competition. Turbo Todd Farris finally got his championship last year, but we expect **Mike Maier** to return this year to end that streak at one. Robert Lewis, Jesus Villarreal, Kurt Janish, Darrell Padberg, and Frank Stagnaro have a collection of jackets they'd like to add to as well.

In **C Prepared Ladies**, Donna Bartling, Tracy Lewis, and Desiree

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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**

WHO WILL WIN? 



F PREPARED
JOHN THOMAS
Datsun 240Z
Mississippi Region

“WE AREN'T ENTIRELY SURE WHO WILL BE THERE TO TRY TO PREVENT IT”

Padberg should end up chasing **Brianne Maier**, if she returns.

Jim Daniels, defending Champ Drew Vanderploeg, Steve Hoelscher, and Karl Coleman are not likely to keep up with **Ron Bauer** as he takes **D Prepared** this year.

Tami Daniels should top a surprisingly large **D Prepared Ladies** class that will include Alyson Bauer, Amy Coleman, and Vickie Livengood.

Chris Dorsey has been chasing electrical gremlins in his **E Prepared** Toyota this year. We don't expect that challenge to be beyond him, so this was one of the picks we thought was pretty easy. Call Tim Smith a good dark horse in this race.

Charina Hansen won in 2010 and took a year off from **E Prepared Ladies**, but should be back this year and will make a successful return. Hilary Anderson has been awfully quick when she's been driving the Dorsey-mobile, but our sources say she's determined to make the effort in STCL.

We aren't entirely sure who will be there to try to prevent it, and we aren't sure who would even have a chance if they did, so **John Thomas** is our pick to return to his winning ways in **F Prepared** after a one-year stint as runner up. Beth McClure-Strelneiks will give it another try in the Boxster, while Jerry Centanni, Tom Holt, and Garrett Molzer will join her in chasing Thomas.

F Prepared Ladies has been pretty quiet so far this season. Maybe the Strelneiks' Boxster will recruit a driver or two? So, in this case, we're going to pick the car to win, we just don't know who will be driving.

We normally don't see a lot of **G Prepared** cars during the year, but they do have a tendency to show up in September. Fred Robertson surprised us all last year, but we think **Allen Kugler** will be ready this time. Scott Hearne, Steve Bollinger, Bill Cutrer, Randy Kerrick, and Bo Rader will all be pedaling as hard as they can.

We aren't expecting **Denise Kugler** to have any trouble making

this a four-peat in **G Prepared Ladies**.

Our sources say that Team Canada will be staying home this year, which makes things easier for the rest of **A Modified**. **Dan Wasdahl** struggled last year, but should return to form this year and leave K.J. Christopher in the second spot for another year, ahead of Ricardo Quinonez, Bill Goodale, and Bill Gendron.

Chances are **A Modified Ladies** will be uncontested.

B Modified has been one of the most fun classes to watch the past few years. This may be the first time a woman has been picked to win an Open class, but we're doing just that – **Brianne Corn** earned her win last year, and she'll do it again this year. It won't be easy, however, as car owner Tommy Saunders is always tough, and Clemens Burger will do everything he can to return to the top of this heap while he works to stay ahead of his co-driver Dan Stone.

PERRY BENNETT



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KART MODIFIED
PAUL RUSSELL
Tony Kart
San Diego Region

“KART MODIFIED HAS BELONGED TO PAUL RUSSELL FOR THREE YEARS, AND WE EXPECT HIM TO HOLD ON”

Rachel Saunders has shown she can compete in the Open class, but there are already two drivers in the car so she'll just have to take her first championship in **B Modified Ladies** against Heather Howe and Mary Bahr, if they show.

The list of contenders in **C Modified** isn't short: Nick Myers, Mark Lamm, Yarko Petrew, Brandon Lavender, Wendell Karr Ake, Jim Garry, Mike Woods, Pete Calhoun, Joey Schilling, Mike Marich, Brandon Lavender, and Kenneth Hurd – but the fast guy looks to be **Don Elzinga**.

Carol Wong took AML last year, and should take **C Modified Ladies** this year.

D Modified was a very close two-car contest last year, with **Mark Huffman** edging Jeff Cashmore by a few hundredths each day on his way to a 0.1sec margin of victory. We aren't confident with this pick, and it may very well end up just as close this time around, which means we've got a good chance of being wrong. Peter

Raymond, Jeff and Jeremy Ellerby, Bryan Packingham, and Thomas Austin will be vying for trophies.

D Modified Ladies belonged to **Diane Austin** last year, and we expect a repeat of the performance. However, if she shows, Daisy Huffman will give her a challenge.

Bob Tunnell, Scott Minehart, Scott Brueck, Sean Ford, and Jeff Christianson will all be chasing **Jeff Kiesel** in **E Modified**. We're pretty sure they aren't going to catch him, however, as he seems to find ways to improve the Sprite every year – and not in incremental steps. At some point those steps have to end, don't they?


Shawn-Marie Kiesel will keep **E Modified Ladies** in the family, though Patty Tunnell may be able to give her a run if this is where she chooses to run.

Every few years there is a repeat champion in **F Modified**, and it seems to be time for that again, so **Jeff Colegrove** gets our pick over Glen

Barnhouse, Stefan Colegrove, Paul Magee, Gary Kramer, Keith Beumer, Greg Piper, Chris Mosley, Jeff Blumenthal, Scott Nardin, and Alex Lowe.

Michelle Quinn put the hurt on **F Modified Ladies** last year to the tune of six seconds. If she runs here, we have to pick her.

Kart Modified has belonged to **Paul Russell** for three years, and we expect him to hold on for at least another year. Jeremiah McClintock, Brian Garfield, Alan Sheidler, Anthony Montelo, Michael Kline, and Salvatore DiPompo will make a valiant effort, but Russell has the karts pretty well figured out.

Kart Modified Ladies should be another good battle between defending Champ Lisa Garfield and multi-time Champ **Suzanne Segal**. We've seen Segal at events this year, so we're expecting her to return to form, but Garfield won't make it easy. 

PROJECT MOTORHEAD CONTINUES

IN 2011, THE TEAM from Gumout launched the “Use Your Motorhead” project Volkswagen Golf to show how easy it is to get into Solo competition, and as a way to display how Gumout products, the official fuel additives of the SCCA, benefit a car’s performance. Project leader Rusty Waples, R&D Manager at ITW Global Brands, picked the Golf as the basis for the project based on its consumer ratings, performance potential, and great aftermarket support. The VW Golf was quickly modified to fit into the Street Touring class with direction from Brian Harmer, SCCA Rally and Solo Competition Manager, and ace Solo competitor Jinx Jordan.

During the 2011 season, Gumout’s VW Golf made appearances at a number of Tire Rack Solo National Tour and ProSolo events, as well as the Tire Rack Solo National Championships where it was utilized for the All-Star Shootout (in which select competitors who qualified were invited to compete head to head in the VW Golf to find who was the best of the best). Of the Tuesday/Wednesday competitors

at the 2011 championship event, Bartek Barowski proved the quickest, collecting the \$500 cash award and bragging rights. Competitors running in the second half of the week also got a crack at the VW Golf, and James Fineberg came out on top on Friday.

For the 2012 season, the Golf is back, with more speed and a new purpose. A new exhaust system has unlocked additional power, and given the VW Golf a more sporty tone, while a set of the new BFGoodrich Tires g-Force R1-S tires has increased grip and corner speed.

“We have taken the car beyond the ST class with new modifications,” explains Waples. “The reason for the change was twofold. First, the feedback we received from the drivers after the inaugural Gumout All-Star Shootout at the Solo Nationals. Second, we have become involved with the SCCA/SAE collegiate challenge that has Formula SAE participating college students competing against other area schools in an autocross event by driving the Gumout/Black Magic VW

Golf, and experiencing what the Solo National Tour is all about. Since we were no longer participating in a set class, we made modifications [to the Golf] that mainly made the driving experience more enjoyable.”

As the Gumout VW Golf travels around the country, following the Solo National Tour events, FSAE teams are invited to compete against one another for top time in the VW Golf. In addition to supplying the car and covering all of the costs related to it, Gumout also covers the entry fee and puts up \$100 to help participating schools cover any expenses associated with getting to the event. The winner at each event is crowned the Gumout Collegiate Champion, and, for their efforts, take home the trophy, a one-year SCCA membership, and bragging rights for their school.

Also returning for 2012 will be the All-Star Shootout at the Solo National Championships. The top competitor from each heat, based on PAX index, will advance to the All-Star Shootout, where they will do their best to set top time in this VW Golf.





BRAGGING RIGHTS

Oregon Region Rose Cup
Portland Int'l Raceway | Portland, Ore. | June 15-17, 2012

BY JEFF ZURSCHMEIDE
PHOTOS WAYNE FLYNN

Four years ago, Oregon Region and the Portland Rose Festival decided to freshen up the region's signature Rose Cup event. It was not that the venerable late-Spring race was in trouble as it was, but rather that the organizers had a desire to broaden the base to include more of the region's competition venues, and bring more of the surrounding community to Portland Int'l Raceway to enjoy the show.

For over a decade, Oregon Region has shared the event with the Porsche Club of America, and the Festival Trophy race was added to the headline Rose Cup race as a second SCCA

feature race in the 1990s. In contrast to the stable Rose Cup format of GT-1, GT-2, GT-3, and Super Production, the Festival Trophy rotates among all the SCCA race groups, giving every driver a shot at the spotlight.

To further enhance the event for 2009, the region noted that it was precisely 100 years since the first U.S. national championship road race had been held in Portland. That race was billed as the Wemme Cup Race in honor of a local tycoon with a passion for automobiles. For the centennial, the region and the Rose Festival revived both the trophy and the name, making the Rose Cup SCCA Vintage grid a third feature race. In keeping with the spirit of Vintage, the Wemme

Trophy is awarded to a driver who best represents the sportsmanship and skill of SCCA Vintage Racing.

At the same time, changes were made to fully utilize the entire 240 acres of Portland Int'l Raceway. An annual hot rod cruise-in was established, and rotating guest groups were invited to participate in the event weekend, including motorcycle racing, evening drag racing, SCCA Solo and RallyCross, and now drifting.

The experiment has yielded results, expanding the gate each year as hot rodders and others come for their own events and learn more about the variety of competition opportunities afforded by SCCA. With the inclusion of drifting in the entire 2012 Oregon

The Rose Cup title race saw four classes battle for the win.

At the checker, Matt Crandall (3 and ABOVE RIGHT) beat the 18-car field to the checker. (RIGHT) Farther back in the Rose Cup race, Greg Pierson (50) took the win for the Orange category, and Ken Muth (14) won the Green class.



Region schedule, an entirely new group of spectators is coming to Oregon Region events on a monthly basis.

That all set the stage for this year's Rose Cup weekend, featuring RallyCross and Drift Crown drifting in addition to a full Club Racing Double Regional weekend.

The Wemme Cup Race was the first of the highlighted feature groups, hitting the course late on Saturday. Sam Moses was fastest of the VP3 class, winning the class in his venerable Oldsmobile from the 1983



“IT WAS GREAT TO WIN AGAIN”

Matt Crandall

IMSA Kelly American Challenge series. The car, and Moses' year in pro racing, was the subject of his successful book, *Fast Guys, Rich Guys, and Idiots*. Moses located the car several years ago, repurchased it, and now races it in its original 1983 livery. Ron Emmerson won VFSR, Jim Schnell took VP2, and Mike Zubko claimed the VP1 win. However, the Wemme Trophy was awarded posthumously to John Zupan, a major figure in northwest vintage racing who was tragically killed by a drunk driver in 2011.

Spec Racer Ford took its turn as the Festival Trophy race, drawing entries from surrounding regions as part of another innovative program called the West Coast SRF Bragging Rights series. To make the race more interesting, the drivers elected to invert the top eight positions on the qualifying grid, placing polesitter and past Rose Cup winner Todd Harris in eighth place for the start.

“It was three to four wide at the beginning, and we had a little rubbing,” Harris said after the race.

Even with a rush of the faster drivers to the front of the pack, there was surprisingly little contact after the first corners. As the race drew on, Steve Fogg traded the lead with Harris several times.

“It seemed like all eight of us headed into Turn 1 at the same time. I led two or three different times, and for me it's always a good notch to say I passed Todd Harris,” Fogg said.

Running third to Fogg and Harris is a spot that Johnny Tipton knows well. The three are consistent top finishers at Oregon Region events. Tipton was pushed off track during the first corner hustle, but worked his way back to within sight of the leaders before the end.

“When you get to a certain level like Todd and Steve, you run really consistent laps, and I was out in no man's land,” Tipton said. “I hoped they would dog each other a little bit more so I could get back in the game, but it didn't happen that way.”

By the time the checkered flag brought the race to a close, Harris was leading with Fogg close behind, and Tipton in third. The podium ceremonies for Harris marked the first time in Rose Cup history that a driver has collected both a Rose Cup and a Festival Trophy victory.

There's little surprise that Harris won the race – his business is racing Spec Racer Fords as the owner and lead





instructor at Portland's ProDrive Racing School. ProDrive was the presenting sponsor of this year's Festival Trophy race. "It's a pleasure to sponsor the Festival Trophy Race. We think we're a pretty damn good opening act," Harris said from the podium.

After the Festival Trophy race at midday on Sunday, there was just one big race left to run. This year's Rose Cup promised to be a thrilling fight between six-time winner Steve Hodge and 2010 winner Matt Crandall, but a broken differential sidelined Hodge after the Sunday morning warm up. The mechanical failure was ironic because a similar failure took Crandall out of contention in 2011.

"It was terrible. He found my differential from last year," Crandall said.

With Hodge gone from the front row, it was up to last year's runner-up Loren Beggs to give Crandall some competition in a custom-built Porsche Cayman. But the surprisingly fast Porsche made only a handful of laps before losing its water-pump belt and retiring in a cloud of smoke.

With the competition all gone from his mirrors, Crandall led the race from flag to flag, driving flawlessly and lapping the field.

"It's great to win again, and be out with this group of guys. I want to thank SCCA and [the] Rose Festival for putting on a great race; my wife;



“IT WAS THREE
TO FOUR
WIDE AT THE
BEGINNING”

Todd Harris

The Rose Cup weekend didn't just involve Club Racing – RallyCross (ABOVE) and drifting were also part of the action. (LEFT) In GT-3, Gary Bockman claimed the win. (BELOW) The Spec Racer Ford battle was tight, with Todd Harris (24) taking the win over Steve Fogg (21) on Saturday and during Sunday's Festival Trophy race.





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Finishing second overall in the Rose Cup race, and first in the Yellow category, was Jim Walsh.

and Nick Fluge for sponsoring the event,” Crandall said after the race. A fantastic battle in this year’s Rose Cup was between National Championship Runoffs veteran Jim Walsh and two-time Pirelli Driver’s Cup champion Doug Baron for second place in a pair of Porsche 997 GT-3 Cup cars. The two traded places several times during the race, but at the end it was Walsh who claimed the second step on the podium, with Baron a close third. Former SCCA Pro Racing World Challenge GT driver Cindi Lux claimed the fourth spot in her SRT Viper ACR-X.

“I’m very surprised to be here! I love competing against Jim,” Baron said from the podium.

Walsh took his podium finish with his trademark understatement and dry wit. “I just wish I had a rear-facing camera so I could see what happened at the start,” he said.

With the Rose Cup over and done with, drivers turned their attention to Oregon’s next big event, the BFGoodrich Tires Super Tour and Double National scheduled for July 13-15, 2012, followed by the long haul to the Runoffs at Road America in September. 📍

NPDIV DOUBLE REGIONAL

OREGON REGION / PORTLAND INT’L RACEWAY / JUNE 15-17, 2012

SATURDAY

GT2: (2 starters) 1. Steven Streimer (Porsche) 1:19.96; 2. Dennis Thoney (Nissan);
GT3: (1 starter) 1. Gary Bockman (Mazda) 1:21.390; **GTL:** (1 starter) 1. Rick Gough (Nissan) 1:32.228;
AS: (1 starter) 1. Todd Cook (Ford) 1:28.94; **EP:** (2 starters) 1. Stephen Epperly (Datsun) 1:25.552; 2. Karen Stimson (Mazda);
STO: (2 starters) 1. Will Hunholz (Ford) 1:26.805; no other finishers; **STU:** (1 starter) 1. Kyle Keenan (Mazda) 1:33.278; **STL:** (1 starter) 1. Stacey Stone (Mazda) 1:38.208;
SM: (20 starters) 1. Robert Linse 1:32.260; 2. Eric Jones; 3. Jordan Wand; **CSM:** (2 starters) 1. Randall Thieme 1:36.255; 2. Richard Hindman;
SPD: (1 starter) 1. Greg Pierson (Panoz) 1:20.663; **SPU:** (1 starter) 1. Darren Dilly (Mazda) 1:29.876; **ITS:** (1 starter) 1. John H. Yocom (Datsun) 1:33.640; **ITE:** (1 starter) 1. Val Korry (Porsche) 1:28.891; **ITI:** (2 starters) 1. Ed Pavone (Mazda) 1:48.914; 2. Brad Green (Mazda); **CP1:** Frank McKinnon (Ford) 1:33.062; **E30:** (2 starters) 1. Joseph Gilmore 1:33.150; 2. Naom Ben-Hamou; **BS:** (1 starter) 1. Derrick Ambrose (Mazda) 1:40.333;
PCA2: (3 starters) 1. Steve Laughlin (Porsche) 1:24.816; 2. Randy Blaylock (Porsche); 3. Val Korry (Porsche); **PCA3:** 1 starter 1. Peter Juvet (Porsche) 1:29.849;
SP911: (7 starters) 1. Steve Thayer (Porsche) 1:27.820; 2. Bob Murillo (Porsche); 3. Don Snyder (Porsche);
CSR: (1 starter) 1. Phil Fogg Jr. (Norma) 1:14.335; **DSR:** (1 starter) 1. Daniel Frost (Cheetah) 1:20.796; **S2000:** (2 starters) 1. Wade Carter (Swift) 1:18.585; no other finishers; **SRF:** (23 starters) 1. Todd Harris 1:29.678; 2. Steve Fogg; 3. John Tipton;
SS2: (1 starter) 1. Robert Ames (Lola) 1:25.542.

WEMME CUP RACE

VFSR: (4 starters) 1. Ron Emmerson (Ralt) 1:18.449; 2. Tom Hendrickson (Crossle); 3. Darrell LeBlanc (Winkelmann); **VPI:** (7 starters) 1. Mike Zubko (Porsche) 1:33.034; 2. Robert Beauchemin (Austin); 3. Jim Norlin (Triumph); **VP2:** (8 starters) 1. Jim Schnell (Porsche) 1:30.131; 2. Robert Gordon (Volvo); 3. Hans Gutmann (Volvo); **VP3:** (13 starters) 1. Sam Moses (Oldsmobile) 1:26.257; 2. Ken Sutherland (Ford); 3. Norman Daniels (Chevrolet).

SUNDAY

EP: (2 starters) 1. Stephen Epperly (Datsun) 1:26.202;
STO: (2 starters) 1. Greg Pierson (Panoz) 1:20.687; 2. Will Hunholz (Ford); **STU:** (1 starter) 1. Kyle Keenan (Mazda) 1:33.092; **STL:** (1 starter) 1. Stacey Stone (Mazda) 1:38.155;

SM: (21 starters) 1. Robert Linse 1:31.659; 2. Ken Sutherland; 3. Eric Jones; **CSM:** (2 starters) 1. Randall Thieme 1:36.276; 2. Richard Hindman;

ITS: (1 starter) 1. John H. Yocom (Datsun) 1:33.486;
ITI: (2 starters) 1. Brad Green (Mazda) 1:39.720; 2. Ed Pavone (Mazda); **E30:** (2 starters) 1. Joseph Gilmore 1:31.866; 2. Naom Ben-Hamou; **BS:** (1 starter) 1. Derrick Ambrose (Mazda) 1:40.172;

SP911: (5 starters) 1. Behram Soonawala 1:26.555; 2. Bob Murillo; 3. Donn Snyder;

VFSR: (2 starters) 1. Darrell LeBlanc (Winkelmann) 1:27.301; 2. Larry Bothwell (Ford);
VPI: (8 starters) 1. Mike Zubko (Porsche) 1:31.707; 2. Robert Beauchemin (Austin); 3. David Sweet (Austin Healey); **VP2:** (11 starters) 1. Jim Schnell (Porsche) 1:31.225; 2. Hans Gutmann (Volvo); 3. David Nichols (Alfa Romeo); **VP3:** (7 starters) 1. Larry Bothwell (Ford) 1:27.307; 2. Norman Daniels (Chevrolet); 3. Gary Hagstrom (Plymouth);
DSR: (1 starter) 1. Daniel Frost (Cheetah) 1:17.590;
FS: (1 starter) Ron Emmerson (Ralt) 1:17.465; **SS2:** (1 starter) 1. Robert Ames (Lola) 1:27.861.

ROSE CUP RACES

RED: (3 starters) 1. Matt Crandall (Ford) 1:14.035; 2. Nick Fluge (Ford); no other finishers; **YEL:** (6 starters) 1. Jim Walsh (Porsche) 1:17.081; 2. Doug Baron (Porsche); 3. Cindi Lux (Dodge); **ORG:** (3 starters) 1. Greg Pierson (Panoz) 1:20.506; 2. Gary Bockman (Mazda); 3. Steven Streimer (Porsche); **GRN:** (6 starters) 1. Ken Muth (Nissan) 1:20.245; 2. Steve Laughlin (Porsche); 3. Randy Blaylock (Porsche).

FESTIVAL TROPHY

SFR: (22 starters) 1. Todd Harris 1:29.522; 2. Steve Fogg; 3. John Tipton.

WEST COAST SRF BRAGGING RIGHTS SERIES

THE IDEA OF A WEST COAST

championship has been around ever since SCCA arrived on the Pacific seaboard. The latest realization of that dream is the West Coast SRF Bragging Rights Series, arranged this year between Oregon and San Francisco Regions. This year’s informal series was composed of two back-to-back weekends beginning with a tripleheader at Mazda Raceway Laguna Seca with San Francisco Region and the Rose Cup Races with Oregon Region.

“Not everyone who gets involved in racing goes back to the [National Championship] Runoffs. We wanted to inject more fun into the season with another layer of competition between the Regional and the National levels. So we issued a challenge to the guys next door in California,” says series organizer Dan Halloran.

The SRF drivers designated two of the events at Mazda Raceway as points events for the series, and then the Double Regional at Portland Int’l Raceway the following weekend. The series boosted participation substantially at both events.

“Last weekend, San Francisco had a 37-percent increase in SRF participation compared to the same race weekend last year, and all of it was people from Oregon,” says Halloran. “This [year] we have about a 37-percent increase in competition over last year’s Rose Cup – eight cars – and it was all people from out of state.”

With a successful rookie year in the books, plans for a bigger series next year are already in the works. “We plan to talk about how we schedule a weekend in Southern California, a weekend in Northern California, and a weekend in Portland, that aren’t all back to back,” Halloran says.

Todd Harris won the series this year, and he’s already looking forward to raising the stakes next year. “The Bragging Rights series will be expanded to Southern California next year, which houses a former [multi-time] national champion, Mike Miserindino. So he and I have talked a little smack, and we’re ready to do it in 2013,” Harris says.

With the Festival Trophy and the West Coast Bragging Rights championship to his credit, Harris has one more goal this year – a National Championship at the Runoffs. “We’re intending to go and see if we can’t win it for Oregon Region,” Harris says.

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THOROUGHLY THRILLING

Chicago Region SCCA June Sprints
Road America | Elkhart Lake, Wis.
June 15-17, 2012

BY TOM SCHULTZ

Father's Day weekend at Road America saw the 57th running of the famed Chicago Region SCCA June Sprints, sponsored by WeatherTech. The weekend was hot and humid, with periodic rain. Nonetheless, 350 entries vied for the first event in Chicago Region's Triple Crown. That number was down from recent years – indicating, once again, that the economy is far from recovered. But with roughly \$20,000 in contingency cash and prizes up for grabs – the largest in June Sprints history – those who made the drive to Elkhart Lake, Wis., did so to win.

After a day and a half of practice and qualifying, racing kicked off Saturday afternoon with the Carbotech Brake SM, SSB, SSC, and T3 race. Conditions were uncomfortably hot and humid following morning showers. Sixty-two cars started the split-start race. Polesitter Richard Fisher, in his VW GTI, snared the lead, followed by Chad Gilsinger, driving a Honda S2000. Jim Drago led a

close SM group. This segment was a constant battle, with Drago, Patrick Sandlin, Craig Berry, and Tom Long all having a turn at the front.

Fisher led all the way, taking the overall win and the T3 victory. Toby Grahovic held the SSB point for the distance in his BMW, while Tom Daly's VW Rabbit took SSC. In SM, Todd Buras took the lead just before a full course yellow and prevailed over a constantly shuffling group, winning a very hard-fought race.

Group two was the Millenium Technologies CSR, DSR, and S2000 race. Jason Miller (Wynnfirst West-Kohler 6 cyl) was the early leader, followed by DSR point man Lee Alexander (Stohr), Steve Forrer (CSR Ralt RT-41), and Jean-Luc Liverato

MARK WEBER PHOTOS



(CSR Swift 014.a). Bart Wolf (Carbir) was the Sports 2000 leader with Alan Andrea (Lola) just behind.

Liverato was on the move, advancing one spot per lap until he was right behind Miller. Liverato stalked Miller for several laps, never more than a car length behind, until the matter was settled on lap seven when Miller was felled by mechanical difficulties. Almost simultaneously, Alexander also exited the race. Liverato now led Forrer and James French (Swift 014.a). Alexander's departure elevated Tom Bootz (Stohr) to the DSR lead. The curse then became a trifecta, as second-place Andrea passed Wolf for the Sports 2000 lead, only to have a wheel fall off a turn after taking over the class lead.

Jean-Luc Liverato came home first by 13.5sec over Forrer, capping a finely run race. James French was third, with Bootz taking DSR over Lawrence Loshak's Stohr. Bart Wolf never trailed in Sports 2000 after Andrea's departure, prevailing by five seconds over Michael Bautz (Lola).

Saturday's last race, starting under ominously darkening skies with rain imminent, was the Trackside Communications FB, FE, and FF Challenge. Polesitter Brandon Dunn, in a Citation Formula 1000, quickly took the lead, with fellow FB competitor Mike Beauchamp (in a Van Diemen), following. Patrick Gallagher, driving the Jay Motorsports FE, made a quick move on Scott Rettich's FE for the class lead, while Reid Hazelton (Van Diemen) led FF over Tim Kautz (Piper). However, a full course yellow was quickly called at the end of the second lap as the rain came coursing down. A

red flag ensued, allowing for a switch to rain tires – a stop which was prolonged by a significant downpour. The race resumed after a delay of over an hour, during which time five cars were moved to the rear for work done during the red flag period. Of course, the rain, which had stopped, returned at this time, albeit not as strong.

At the restart, the FE cars were out in front. Gallagher took the lead with Rettich a couple of seconds behind. Dixon led FB, while Ethan Shippert, in a Van Diemen, vaulted into an unexpected lead in FF – his prowess in the rain readily apparent, as he easily moved ahead of Hazelton. Wheel-to-wheel competition was minimal, as all tip toed around in the wet conditions, with lap times some 40 seconds slower than qualifying.

Matters played out without drama, as Gallagher led Rettich home by some seven seconds. Dixon took Formula 1000, while an ecstatic Shippert led Kautz and Hazelton to the flag in Formula F.

Sunday morning was bright and sunny for the start of the day's action. The Carl Haas Auto Challenge for FA, FC, and FM got off to a terrible start as FM fast-qualifier Douglas Peterson fell victim to contact between two other cars and ended up barrel rolling within seconds of the green flag flying. Fortunately, Peterson crawled out from underneath his inverted car without injury. Four other cars were involved, and another long delay ensued. Due to time constraints, the restarted race was for seven laps, with all but the GT race shortened to 10 laps from the scheduled 13 (the GT event was for 12 laps).

Jason Byers and Michael Mallinen,

both in Formula Atlantic Swifts, led the first lap overall in Group 4, while Jason Vinkenmulder led the Formula Mazda pack. In Formula Continental, Niki Coello (Firman) held a narrow lead over Gerald Szykalski (Van Diemen). Behind them were the Van Diemens of Brian Belardi and J.R. Smart. Expected challenger Brian Tomasi (Van Diemen) never took the green, following the pace car into the pits when his electronics went haywire.

By lap five of seven, Byers had opened up a five-second lead over teammate Mallinen. Vinkenmulder easily led FM, while Szykalski caught and passed Coello for the FC lead, with Belardi a few lengths behind. The last lap saw no change up front as Byers won over Mallinen. Vinkenmulder took FM. In FC, though, Coello caught up to Szykalski, and they started the last lap side by side. They went at it hard with Szykalski just nipping Coello for the win. Belardi, better known these days as a team owner in Indy Lights and USF2000 (but still a very competent driver), snagged a fine third in a rented car.

The Tro Manufacturing EP, FP, HP, GTL, STL race took the green for 10 laps. A large field of 55 cars took the green, making for a crowded freeway, indeed. Jon Brakke in his Mazda Miata moved smartly into the lead, with James Simaris (Mazda Mazda), and Sam Moore (BMW Z3) following. Ken Kannard, in another Miata, led FP, with Bob Clark, in a Honda CRX, leading Steve Sargis (Triumph Spitfire) in GTL. Clark soon began to drop back, with Sargis and Jim Dentici (Honda CRX), moving into the top two in class. Greg Gauper led the HP segment in his Honda. STL was a tight group, with Rich Walke (Mazda RX-7) leading Jim Drago (Mazda Miata), and Brian Laughlin (Mazda Miata) by a narrow margin. A full course yellow at the halfway point bunched the field for a final three-lap sprint.

Brakke was not snookered on the restart, and leaped out to a 2.4sec lead over Simaris. Kannard continued to hold the FP lead, with Sargis leading GTL. Jim Drago moved into first in STL, with Gauper continuing to lead HP. On the penultimate lap, Moore moved past Simaris for second behind Brakke. Meanwhile, Walke re-passed Drago to lead STL.

Jon Brakke led flag in EP. Kannard took FP, with Sargis winning in GTL. Mike Moser (Honda CRX) made a late charge and took Gauper

(ABOVE) In a wet and wild race, Patrick Gallagher picked up the Formula Enterprises win, as well as first overall in Group 3.

(LEFT TOP) Spec Miata's 47-car battle ended with Todd Buras claiming the checker. (LEFT BOTTOM) In GT-3, Jeff Dernehl took the win, but only by 2.3sec. (RIGHT) Steve Sargis (18) clinched the GT-Lite win over second-place finisher Jim Dentici (77).



DENNIS WOOD

DENNIS WOOD

for the HP win while Walke narrowly held off Drago for STL.

The Absorbers Challenge for the F500 and FV race began without the polesitter, Jason Knuteson, who pulled off at Turn 10 on the pace lap. This opened the door for F500 competitor Michael Mueller (Red Devil), who happily took over first, followed by the F500 Scorpion of James Weida and the Maverick of Justin Gaver. The small, nine-car FV field was headed by Michael Varacins (Speedsport) and Chris Jennerjahn (Vortech), who were running side by side; with Rick Shields just a tick behind. On the third lap, Shields ran off track, ceding third to the Protoform of Ron Whitson.

By the halfway point, Varacins and Jennerjahn had moved a half dozen seconds ahead of Whitson, as they ran nose to tail in typical FV style. In F500, Gaver shadowed Weida for five laps before taking over second, but eight seconds behind first-place Mueller. On lap eight, Weida returned the favor, relegating Gaver to third. In Vee, Varacins opened up a lead of a few seconds over Jennerjahn, with Whitson farther back in third.

Mueller scored a flag-to-flag win,



IRINA BOUZENKOVA

with 8.2sec to spare over Weider, with Gaver following. In Vee, Varacins also led the distance, and had opened up an eight-second margin over early adversary Jennerjahn.

The Fall Line Motorsports Challenge for T1, T2, AS, and STU was next. John Buttermore held the pole in his Corvette and used that position to take the early lead over the only other T1 car in the field, the Corvette piloted by Jason Berkley. Andy McDermid was

(ABOVE) Thirty nine Spec Racer Fords took the green flag, but it was Scott Rettich who finished first. (RIGHT TOP) Despite a tight battle with Niki Coello, Gerald Szykalski took the Formula Continental win. (RIGHT BOTTOM) Toby Grahovec was the first across the finish line in SSB.



DENNIS WOOD



IRINA BOUZENKOVA

THE BEST DAY OF MY LIFE!

"THE BEST DAY OF MY LIFE!" That is what FF winner Ethan Shippert declared after his resounding win at the 2012 Chicago Region SCCA June Sprints. Shippert is from Petaluma, Calif., where he works long hours in a vintage racing prep shop. His own racing takes a decidedly back seat, and he was able to come east only because of the generosity of Erich Joiner, who had enough room in his transporter for Ethan's elderly 1997 Van Diemen.

"I knew that I was not as fast as the front runners in the dry. I was hoping for a podium at best. But when the rain moved in, I knew I had a shot. My car is fantastic in the rain."

And so it was. On the third lap the rain hit. "I saw this wall of water ahead of me entering the Carousel," says Shippert. "I lifted and was passed by several cars. But after the red flag, they all spun off on the restart. Then, going into Turn 3, I had a little room, so I tried it. My Goodyear rain tires really stuck, I had just enough room, and I was by and into the lead. From then on, things

were perfect. The car ran great, and it was my race. On the cool-off lap, I had tears in my eyes."

Shippert says it was unlikely that he could attend the National Championship Runoffs. "I am so busy weekends prepping cars that it is unusual for me to get the time to race myself. If it weren't for Erich, I wouldn't be here. I know that it's unlikely for me to be able to win in the dry, but if you can guarantee that the Runoffs will be wet, well, we will see!"



TOM SCHULTZ

out for the first time this year in a new Mustang, and he assumed his usual position at the head of the AS field. Cooper McNeil, also in a Mustang, led T2, with his competition just a tick of the watch behind. Richard Fisher, in a VW Golf, was ahead rather comfortably in STU.

By half distance, Buttermore had sped away to a 19sec margin over Berkely. Just behind, McDermid ran unchallenged in AS, but directly following was the T2 battle. Musial made his move on McNeil at this time, and took over the T2 class lead.

The 10 laps ran their course with Buttermore, McDermid, and Fisher each winning their classes effortlessly. The contest was in T2, where Martin Musial nipped McNeil by just 0.4sec. A protest later disqualified Musial. At the



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time of this writing, it was unknown if the decision would be appealed.

The Elite Autosport and Goodyear Challenge for Spec Racer Fords gridded 44 cars with Brian Schofield and Scott Rettich on the front row. The large field completed the first lap without incident – an accomplishment considering the carnage in practice – with Schofield narrowly leading Rettich, with Jeff Beck, Lindell, up a place to third over Richie Stanley. On the fourth lap, Derek Schofield caught and passed Stanley for fourth. The rest of the top several places remained static, which was a bit of a surprise for this class. The biggest mover of the day so far was Dwayne Maroszek, who had made his way from 44th to 28th.

At half distance, Rettich made his move and passed Brian Schofield to take over the lead. Beck, Derek Schofield, and Stanley followed. The next lap saw Beck catch up, and the trio of Rettich, Schofield, and Beck crossed the line in the same tick of the watch. At the end of lap seven of 10, the three were separated by 0.7sec, with the outcome subject to change by the moment. With two laps to go, Rettich remained in first, but Beck, in third, was now 1.2sec behind.

As the last lap started, Schofield was glued to Rettich's tail with Beck 1.6sec back. Schofield pulled to the inside for a pass into Turn 1, and made it, sliding through the turn, allowing Rettich to claim the lead again into Turn 3. As the cars ran down the Moraine Sweep into Turn 5, Schofield drafted past Rettich to take the lead again. However, out of Turn 5 and up the hill to Turn 6, Rettich took it back. This battle allowed Beck to catch back up.


Braking into Turn 12, Schofield out-braked Rettich to regain the lead, which he held through the last turn, where he slid ever so slightly. That bobble allowed Rettich to pull out of the draft going up the hill to take the win by a hair, with Beck right behind Schofield. This was a race that seemingly increased its intensity with every lap – and on the final lap with every corner. It was a thoroughly thrilling race.

The final event of the weekend was the R.A. Adams Enterprises/Blackhawk Farms Raceway Challenge for GT-1, GT-2, GT-3, and STO race. Doug Peterson's GT-1 Chevrolet Corvette was on the pole and started the race, showing no apparent ill effects from being on its head earlier in the day. Alas, all was not well, though, as he

pitted on the first lap with engine troubles, thus completing a really rotten day. Meanwhile, Rick Dittman, also in a Corvette, grabbed the GT-1 lead over the Corvette of Simon Gregg. Bryan Long ran in third with David Ruehlw's GT-1 Ford Mustang in fourth. David Pintaric had the STO lead in his Dodge Viper, while Mark Boden was first in GT-2 in his Porsche. The Mazda RX-7 of Jeff Dernehl led in GT-3.

On lap four, Gregg, really feeling his oats after two straight SCCA Pro Racing Trans-Am wins, moved into first ahead of Dittman, who slowed and retired. Long seized the moment to pass Gregg into first, heading him by 0.7sec at the end of the lap. Long now began to seriously motor, upping his lead to four seconds in the next lap. On the 11th of 12 laps, with a lead in excess of 10sec, Long didn't come around. A tough break for Long but a great opportunity for Gregg, who moved into the lead by three seconds over Ruehlw and Denny Lamers.

Gregg duly came home the winner by 4.6secs over Denny Lamers, as Ruehlw also dropped off the chart. David Fehrstad wound up in third place in his GT-1 Oldsmobile Cutlass. Pintaric took STO easily, while Boden was the GT-2 winner. Dernehl held on to his race-long lead to win GT-3.

And with the checker on Group 9, so ended the 2012 June Sprints. For many of these racers, Road America looms big in their plans later this year as they return for the National Championship Runoffs. Who will win that race? Will there be repeat victories from this very telling preview? We shall see. 



(ABOVE) Formula Mazda saw a tight fight for the win. At the stripe, it was Jason Vinkemulder with the victory. (RIGHT TOP) Richard Fisher not only claimed the T3 win, but he also won Group 1 overall. (RIGHT MIDDLE) In CSR, Jean Luc-Liverato beat out a nine car field. (RIGHT BOTTOM) It was a typically close Formula Vee battle, with Michael Varacins taking victory lap honors.

JOHN W. WILMOTH PHOTOS



Rettich 2:40.832; 2. Brian Schofield; 3. Rob Stewart; **FA:** (11 starters) 1. Jason Byers (Swift) 2:03.875; 2. Michael Mallinen (Swift); 3. Bruce Hamilton (Swift); **FC:** (11 starters) 1. Gerald D Szykalski (Van Diemen) 2:18.375; 2. Nicholas Coello (RFR); 3. Brian Belardi (Van Diemen); **FM:** (13 starters) 1. Jason Vinkemulder 2:17.875; 2. George Jackson; 3. Robert Noell; **FE:** (11 starters) 1. Patrick Gallagher 2:22.820; 2. Scott Rettich; 3. Dennis Marklein; **FB:** (3 starters) 1. Brandon Dixon (Citation) 2:18.647; 2. Mike Beauchamp (Van Diemen); 3. Daniel Robinson (Van Diemen); **FF:** (11 starters) 1. Ethan Shippert (Van Diemen) 2:31.833; 2. Tim Kautz (Piper); 3. Reid Hazelton (Van Diemen); **FV:** (9 starters) 1. Michael Varacins (Speed Sport) 2:43.132; 2. Chris Jennerjahn (Vortech); 3. Ron Whitston (Protoform); **F500:** (18 starters) 1. Michael Mueller (Red Devil) 2:25.334; 2. James Weida (Scorpion); 3. Justin Gaver (Maverick).

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GT1: (16 starters) 1. Simon Gregg (Chevrolet) 2:10.968; 2. Denny Lamers (Ford); 3. David Fershtand (Oldsmobile); **GT2:** (4 starters) 1. Mark Boden (Porsche) 2:19.752; 2. Erich W Joiner (Porsche); 3. Tim Gray (Porsche); **GT3:** (4 starters) 1. Jeff Dernehl (Mazda) 2:26.588; 2. Rob Warkooki (Mazda); 3. Ken Nelson (Nissan); **GTL:** (4 starters) 1. Steve Sargis (Triumph) 2:34.048; 2. Jim Dentici (Honda); 3. Bob Clark (Honda); **AS:** (7 starters) 1. Andy Modernid (Ford) 2:29.899; 2. David Venhaus (Ford); 3. Chris Pedersen (Ford); **EP:** (19 starters) 1. Jon Brakke (Mazda) 2:32.141; 2. Sam Moore (BMW); 3. James Simaras (Mazda); **FP:** (9 starters) 1. Ken Kannard (Mazda) 2:35.351; 2. Kevin Ruck (Acura); 3. Chuck Mathis (Volkswagen); **HP:** (6 starters) 1. Mike Moser (Honda) 2:44.099; 2. Greg Gauper (Honda); 3. Chris Albin (Volkswagen); **STO:** (7 starters) 1. David Pintaric (Dodge) 2:20.171; 2. Jerry Onks (Chevrolet); 3. Mark Pauly (BMW); **STU:** (9 starters) 1. Richard Fisher (Volkswagen) 2:32.645; 2. Joseph McClughan (Mazda); 3. Michael Jones (Subaru); **STL:** (14 starters) 1. Rich Walke (Mazda) 2:42.471; 2. Jim Drago (Mazda); 3. Brian Laughlin (Mazda); **TI:** (2 starters) 1. John M Buttermore (Chevrolet) 2:23.927; 2. Jason Berkeley (Chevrolet); **T2:** (14 starters) 1. Cooper MacNeil (Ford) 2:29.769; 2. Steve Jenkins (Porsche); 3. John Kachadurian (BMW); **T3:** (4 starters) 1. Richard Fisher (Volkswagen) 2:36.057; 2. Chad Gillsinger (Honda); 3. Cheyenne Daggett (Ford); **SSB:** (4 starters) 1. Toby Grahovec (BMW) 2:44.719; 2. Luke Wilwert (Honda); 3. Ralph Porter (BMW); **SSC:** (7 starters) 1. Tom Daly (Volkswagen) 2:51.228; 2. Jim Ebben (Ford); 3. Jonathan Start (Mazda); **SM:** (47 starters) 1. Todd Buras 2:44.129; 2. Jim Drago; 3. Tom Long; **CSR:** (9 starters) 1. Jean-Luc Liverato (Swift) 2:03.649; 2. Steve Forrer (Ralt); 3. James French (Swift); **DSR:** (13 starters) 1. Tom Bootz (Stohr) 2:06.158; 2. Lawrence Lowshak (Stohr); 3. David Locke (Stohr); **S2000:** (4 starters) 1. M Bart Wolf (Carbir) 2:19.760; 2. Michael Bautz (Lola); 3. Charles Duncan (Lola); **SRF:** (40 starters) 1. Scott

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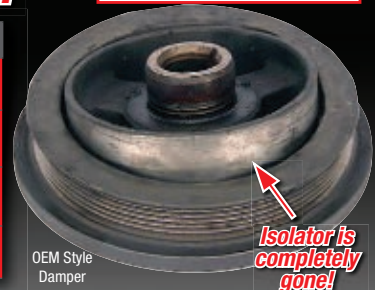


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Round 6 of the 2012 BFGoodrich Tires SCCA Super Tour concluded with great racing at picturesque Mid-Ohio Sports Car Course as part of the Ohio Valley Region/Cincinnati Region Race of Champions weekend. Race one featured a tight battle at the front, as Super Touring Under polesitter and Saturday race winner Rob Huffmaster took the early lead in his www.VirSecServices.com Pontiac Solstice GXP, with second-starting Eric Heinrich in tow with his BFGoodrich/Elephantmotorsports.com/AST BMW E30 M3. The pair traded fast laps during the race until lap 11, when Huffmaster's car slowed due to a brake issue, allowing Heinrich to speed away to victory, resetting the STU track record at 1:37.076.

Steve Jenkins took the Touring 2 class win for the second straight day in his Trim-Tex/BRM/HRE Wheels/Fall-Line Porsche 911. Bill Baten was 2.5sec behind in his Billy Graham Camaro/Hoosier/Marks ADR Chevrolet Camaro. Chad Gilsinger went flag to flag for the Touring 3 win in his HPD/BFG/Alpinestars/H&R/OS Giken Honda S2000, as did the Huffmaster Security/Hoosier Mazda RX-8 of Ray Huffmaster in STL.

In SSB, polesitter and Saturday race winner Andrew Charbonneau led early in his Ford Mustang, setting a new track record of 1:43.302 and building up a big lead before reporting to the pits with a mechanical issue on lap 16. That promoted Luke Wilwert to the lead in his HPD/BFG Tires/Alpinestars/Traqmate Honda Civic Si with Kristian Smith right on his bumper in a Ford Mustang. The pair finished in that order, just 0.336sec between them. Saturday's SSC winner Steve Christopher led early, driving the Parental Control/BFG/Hawk Mazda 3, but was passed by two-time defending National Champion Mark McCaughey for the lead and the eventual win in his Hosier Tire/Carbotech Brakes/Toyota Celica GT.

Group 2 for SRF was a runaway win for polesitter Scott Rettich, his second BFGoodrich Tires Super Tour win in the class this season. Rettich drove his Alliance Autosport/Springboro Car Wash/PDI Communications entry to an 18.214sec victory over second starting Jason Wolfe's Jay Motorsports entry. Hal Briand took the final podium position in his BEC Racing/KME entry, holding off DG Lex's D-Tek Enterprises entry by 0.283sec.

Group 3, which was small formula cars, got off to an inauspicious start. Second starting Lewis Cooper III got the jump in his Martini/Voss Water Van Diemen over polesitter Tim Kautz's Braeburn/Two Dogg/Hoosier Piper to lead Formula F, but chaos ensued behind. David Lapham's F500 car sputtered from seventh on the grid (second in class), causing a stack up that saw cars make contact and spin before they even reached Turn 1. Andrew Genkinger and Chris Jennerjahn got the worst of it and were unable to continue, although neither was injured.

Also involved was Formula Vee polesitter Michael Varacins (Speed Sport/Veetech/Hoosier Speed Sport AM-5), who came to a stop and was dead last in the field after getting going again. The race was stopped to clean up the carnage, and the field was put back into original grid order, meaning Bautz was back up front, and Varacins was able to return to the front of the FV pack. One car not taking its original grid spot was Lapham's QRE/Hoosier Invader QRE,

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as it needed new spark plugs to cure its running problem.

On the restart, Cooper again jumped to the front, but that was short lived as Kautz made a bold move around the outside of the Carousel to retake the lead. From there, he built a two-second lead, with the pair then trading fastest race laps before Kautz finally set a new track record of 1:30.937 en route to victory.

After starting shotgun on the grid, Lapham sliced through the field and passed James Weida's Weida Apartments Scorpion W1 for the F500 lead on lap 14. That didn't last long, however, as Lapham spun in Turn 9 several laps later, handing the lead and the win back to polesitter Weida.

Varacins led every lap after the restart, except for the last one. Jeff Loughhead started second in the

BY **ERIC PRILL**
PHOTOS **KENNETH HAWKING**

Hoosier Tire/LL Loughhead DDS Vortech and ran right on the gearbox of Varacins the entire way, getting side by side on the final lap in Turn 4 initially and then finally taking the lead in the Carousel as the pair ran to the checkered flag.

While he finished second, Varacins did leave with a new track record of 1:40.139, breaking the previous record of Bill Wallschlaeger, which stood for 18 years.

Group 4 was all Spec Miatas, and second-starting David Bednarz got the jump and put his Dynomax Exhaust Mazda Miata into the lead. Bednarz led the opening three laps, before polesitter Alex Bolanos made his way back to the point in Turn 6, at the exit

(TOP) Corey Fergus destroyed the Sports 2000 competition with an 11.8sec margin of victory.





of the Esses. From there, Bolanos gradually pulled away to a 5.725sec victory over Bednarz. Andrew Charbonneau, who won Spec Miata on Saturday, made his way by Bruce Andersen on the final lap to take the final position on the podium.

Group 5 consisted of Production and GT-Lite and featured lead changes in all four classes. Saturday's overall and E Production winner John Schmitt started from the pole and jumped to the lead at the start in his Red Line Oil/Hoosier Tire Honda Prelude, but the power of the Catawba Island Marina Triumph TR6 piloted by Sam Halkias put him into the lead on the back straightaway. Schmitt remained second for a lap before slowing with mechanical trouble, allowing 2009 National Champion Halkias to cruise to the overall and class victory.

F Production looked to be a Kevin Ruck runaway, as the 2010 National Champion had his Hoosier/Honda/Cobalt Acura Integra out front with a reasonably comfortable lead, running third overall behind the E Production Kryderacing Mazda RX-7 of Gary Martz. On lap five, the pair came together in Turn 9 (entering Thunder Valley), with Martz sustaining too much damage to continue and Ruck falling behind David Strittmatter's Hoosier Tire Lancia Scorpion. Over the next several laps, Ruck reeled Strittmatter back in, and the two had a spirited battle for the lead over the last six laps, often running side by side through the beginning portion of the Esses. With just a lap and a half to go, Ruck finally made his outside move in Turn 4 at the end of the back straight stick, retaking the lead. That only

(LEFT) Tom Patton claimed the GT-2 win handily. **(ABOVE)** The battle for the Formula 500 win was tight, but James Weida pulled it off. **(RIGHT)** In a 19-car Spec Miata field, it was Alex Bolanos finishing on the top step of the podium.

lasted three corners, though, as he spun in Turn 9, giving Strittmatter the lead and the win.

H Production again featured a great fight for the win, with four-time class National Champion Tom Feller taking the victory in his DJ Race/West MI Imports/Brinks Triumph Spitfire over Matt Brannon's Midwest-Bayless Italian Auto Fiat X 1/9. Defending National Champion Greg Gauper also spent time up front early, and finished third in his Rana Mort Racing/Goodyear Honda Civic.

Bryan Floyd started his Kelly Chrysler Nissan 200SX from the pole and battled Saturday's winner, Bill Pintaric, in the race's opening moments. Pintaric's early exit due to a mechanical problem meant clear sailing for Floyd to the victory over Joel Hipp's Austin Mini Cooper.



Group 6 had the largest variety of classes, and up front it was the Swift of three-time SCCA National Champion Hans Peter that ran away with the FA victory. Peter battled Saturday winner Sedat Yelkin's Everclear Swift early, but gradually pulled out a healthy lead before Yelkin retired with a few laps to go. As his son did earlier in FF, Lewis Cooper Jr. scored a runner-up finish in his Martini/Voss Water/St Charles Wine Swift.

Michael Crowe battled with Jeremy Hill before Hill's Hoosier Tire Photon slowed exiting the last corner just past halfway, allowing Crowe's Crowe Motorsports/Applied Oxidation/PFC Van Diemen to speed away to the win. Matt Machiko put his Hoosier Tire/Machiko Motorsports Van Diemen in Formula Continental Victory Lane, topping Saturday winner Robert Allaar.

After his pair of wins on Saturday, and dominating Spec Racer Ford victory earlier in the day, Scott Rettich hoped to go four for four with another win in Formula Enterprises. But 2010 Formula 500 National Champion Pat Gallagher had other ideas, coming out on top of the battle in his Jay Motorsports/CTL Engineering entry. Rettich, who led early and charged late, had the fastest lap, but could not close the gap enough at the end of the race.

Doug Peterson cruised to the FM win in his 3Dimensional.com racecar

(ABOVE) STU competitor Eric Heinrich claimed the class and group win. (ABOVE) H Production saw eight competitors, with Tom Feller taking the victory lap.

after polesitter Steve Jenks pitted his High Impact Company entry early in the race. Jacek Mucha sped away to the C Sports Racing victory in his Phoenix-Innotech Swift JMS Mazda, and David Locke won D Sports Racing in his Stohr WF1.

After battling Michael Bautz's Hoosier/Matt & Dave show/Artera Lola early, Corey Fergus drove his Hoosier Tires/Carbotech Brakes Carbir CS2 to the Sports 2000 victory.

Peterson didn't have much time to catch his breath after winning Formula Mazda, as he was scheduled to start on the outside of the front row for the final race of the weekend, featuring the big bore field of GT-1, GT-2, GT-3, Super Touring Over, Touring 1, and American Sedan. Saturday's GT-1 race winner Amy Ruman put her McNichols/Goodyear/Cenweld Chevrolet Corvette on the pole with a blistering lap Sunday morning, and got the jump at the start. Peterson waited for his opportunity, which came on lap six, and moved around Ruman in the Esses.


One lap later, Ruman slowed after contact with another car, allowing Peterson to pilot his 3Dimensional.com Chevrolet Corvette to a 16sec victory over the McManus Agency Ford Mustang of Ryan McManus.

David Pintaric recorded his third Super Tour win of the year in his Kryderacing/Hoosier/Carbotech Dodge Viper, handily winning in STO.

Tom Patton led all the way to take GT-2 in his Tire Discounters/Red Line Oil/Goodyear Sunbeam Tiger, beating Barry Schonberger.

Defending National Champion John Buttermore led flag to flag to take Touring 1 in his Hoosier/Carbotech/Stoptech Chevrolet Corvette, and Paul Young won GT-3 in his Young Racing/Hoosier Tire Ford Probe.

American Sedan looked to be a runaway for polesitter Tom Sloe's Hitter Racing Eng/Hoosier/Russell Ford Mustang until mechanical difficulties, handing the lead and eventual victory to Michael Lavigne's Auto Re-Nu-It Auto Body/Hoosier Tire Ford Mustang.

As is customary with the Super Tour, five volunteer workers and one driver took home cash prizes in drawing at the Saturday night party, sponsored by BFGoodrich Tires. Event workers Jim Henson, Nancy Shillace, Joyce Jones, Louie Beal, and Doug Gall each took home \$100 cash, while Sports 2000's Glenn Jividen Jr. nabbed \$500. 

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GT1: (6 starters) 1. Doug Peterson (Chevrolet) 1:27.695; 2. Ryan McManus (Ford); 3. Jim Bradley (Chevrolet);
GT2: (5 starters) 1. Tom Patton (Sunbeam) 1:33.964; 2. Barry Schonberger (Sunbeam); 3. David Finch (Porsche); **GT3:** (5 starters) 1. Paul Young (Ford) 1:36.814; 2. John Mills (Mazda); no other finishers;
GTL: (4 starters) 1. Bryan Floyd (Nissan) 1:42.952; 2. Joel Hipp (Austin); 3. Don Kadunc (Nissan);

AS: (10 starters) 1. Michael Lavigne (Ford) 1:40.076; 2. Edward Hosni (Ford); 3. Thomas West (Chevrolet);
EP: (4 starters) 1. Sam Halkias (Triumph) 1:39.714; 2. Sam Moore (BMW); no other finishers; **FP:** (7 starters) 1. David Strittmatter (Lancia) 1:41.404; 2. Kevin Ruck (Acura); 3. Mason Workman (Mazda); **HP:** (8 starters) 1. Tom Feller (Triumph) 1:43.268; 2. Matt Brannon (Fiat); 3. Greg Gauper (Honda);

STO: (6 starters) 1. David Pintaric (Dodge) 1:33.693; 2. Craig Anderson (Chevrolet); 3. Steve Jenkins (BMW); **STU:** (7 starters) 1. Eric Heinrich (BMW) 1:37.076; 2. Rob Huffmaster (Pontiac); 3. Charles Tobel (Pontiac); **STL:** (4 starters) 1. Raymond Huffmaster (Mazda) 1:40.889; 2. Bruce Anderson II (Mazda); 3. Bruce Anderson (Mazda); **TL:** (4 starters) 1. John M. Buttermore (Chevrolet) 1:34.92; 2. Greg Vandersluis (Chevrolet); 3. Norman Betts (Chevrolet);

T2: (8 starters) 1. Steve Jenkins (Porsche) 1:39.424; 2. Bill A. Baten (Chevrolet); 3. William Moore (Pontiac); **T3:** (3 starters) 1. Chad Gillsinger (Honda) 1:40.624; 2. Frank Levinson (Honda); 3. Justin Norline (Honda); **SSB:** (5 starters) 1. Luke Wilwert (Honda) 1:45.572; 2. Kristian Smith (Ford); 3. Ralph Porter; **SSC:** (3 starter) 1. Mark McCaughey (Toyota); 2. Steven Christopher (Mazda); 3. Brian Bogert (Dodge);

SM: (19 starters) 1. Alex Bolanos 1:45.073; 2. David Bedharz; 3. Andrew von Charbonneau;

CSR: (2 starters) 1. Jacek Mucha (Swift) 1:25.702; 2. Doug Schumacher (Star Mazda); **DSR:** (5 starters) 1. David Locke (Stohr) 1:27.325; 2. Matt Graham (Crittter); 3. Richard Colburn (Nostrendo); **S2000:** (5 starters) 1. Corey Fergus (Carbir) 1:30.680; 2. Michael Bautz (Lola); 3. David Doran (Doran); **SRF:** (22 starters) 1. Scott Rettich 1:40.085; 2. Jason Wolffe; 3. Hal Briand;

FA: (5 starters) 1. Hans Peter (Swift) 1:21.283; 2. Lewis Cooper Jr. (Swift); 3. Ahsen Yelkin (Swift); **FC:** (7 starters) 1. Matt Machiko (Van Diemen) 1:29.250; 2. Robert Allaar (Van Diemen); 3. Bill Jordan (Van Diemen); **FM:** (4 starters) 1. Douglas Peterson 1:18.249; 2. Steve Johncock; 3. Thomas Peet; **FE:** (9 starters) 1. Patrick Gallagher 1:28.200; 2. Scott Rettich; 3. Denny Marklein; **FB:** (2 starters) 1. Michael Crowe (Van Diemen) 1:25.938; 2. Jeremy Hill (Photon); **FF:** (8 starters) 1. Tim Kautz (Piper) 1:30.937; 2. Lewis Cooper III (Van Diemen); 3. Jacob Carpenter (Van Diemen); **FV:** (17 starters) 1. Jeff Loughhead (Vortech) 1:40.199; 2. Michael Varacins (Speed Sport); 3. Gary Blamarik (Silver Bullet); **F500:** (8 starters) 1. James Weida (Scorpion) 1:33.748; 2. David Lapham (Invader); 3. T.J. Shaughnessy (Invader).

(BELOW) GT-3 racer Paul Young got to spray champagne from the top step of the podium.



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High weekend temperatures didn't dampen the spirits of the 104 racers competing in Sunday's BFGoodrich Tires Rocky Mountain Super Tour and Majors at High Plains Raceway in Deer Trail, Colo., over the June 30-July 1, 2012 weekend. The close racing began before lunchtime with an overall battle for Group 1 supremacy. Despite racing in different classes, neither Jim Valdez or Scott Bove were willing to concede the overall victory, making the race for the group win come down to the final corner for the pair of BMWs.

Bove's Super Touring Over class-winning No. 22 Motul/StopTech BMW M3 started on the overall pole and pulled away on the opening lap, but Valdez's GT-2-prepped No. 2 Valdez Motorsports BMW E46 took over the lead on lap two of the 18-lap race.

Valdez was the rabbit for Bove to chase, closing up down the long straightaway in the higher horsepower machine but falling behind through the track's twisty corners. The scene repeated itself as the pair worked through traffic; the similar BMW's attacking the 15-turn, 2.55-mile circuit.

Flawless driving left Valdez just 0.412sec ahead of Bove for the overall win, reversing the finishing order from Saturday's SafeRacer National Series race.

Spec Racer Ford looked like it could be a runaway in Group 2, but Saturday's race winner Keith Verges

displayed an impressive bit of resiliency in the No. 69 Apex Driving Academy machine to make the finish exciting. Third-starting Mark Hutchins took the green flag like a rocket to put his No. 95 YourCancerCare.com SRF between Verges and polesitter Denny Stripling for second place.

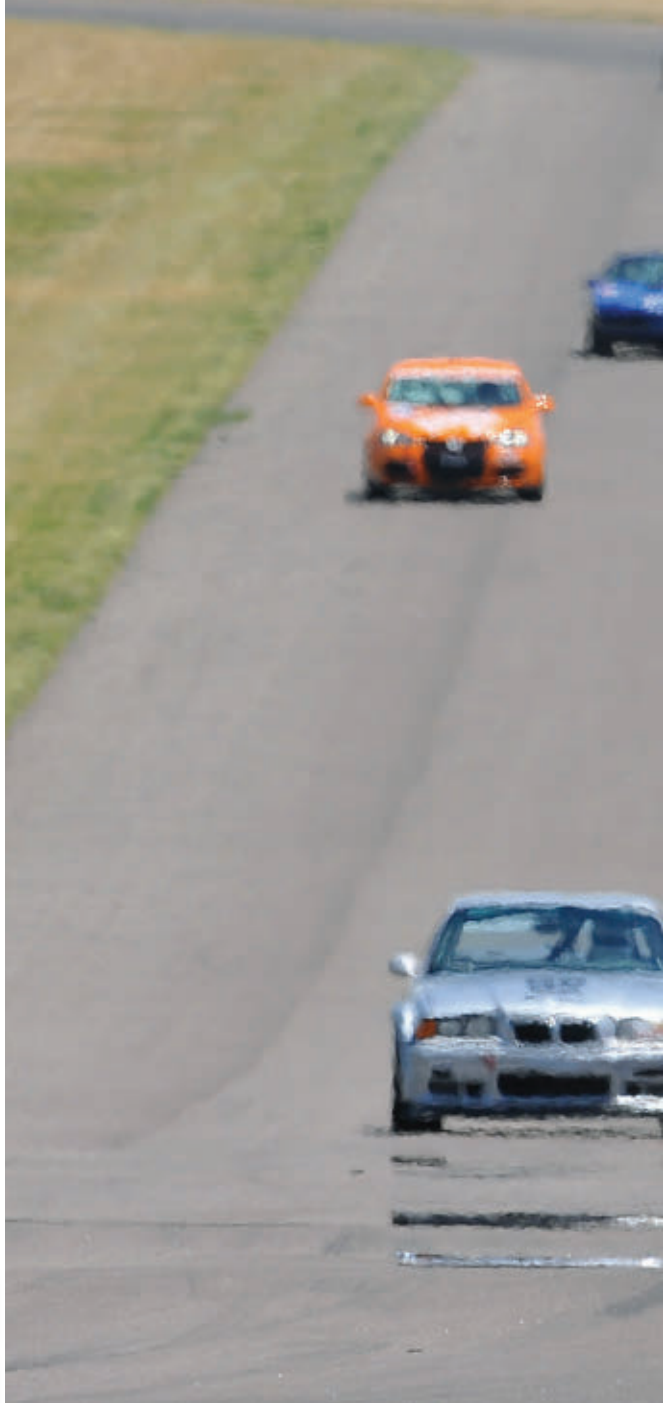
Stripling was able to work his No. 4 Lightspeed Motorsports racecar away from the field while Verges battled with Hutchins for second. Verges had the second position in a couple of laps, but had a tremendous gap to make up in the spec series.

The polesitter had a 2.413sec advantage on lap 11 of the 18-lap race but, with four to go, that gap had fallen to just over one second. With two to go, the gap was a half second, and Stripling had Verges on his tail with one lap to the checker.

Verges was unable to take advantage of a draft up the long back straight that often happens at High Plains, and attempted to pull side by side through Turn 8. Stripling kept the pursuit in his mirrors, however, and took the Super Tour victory.

The wind picked up considerably and gray clouds rolled in during the Group 3 race while Matt Reynolds was running away with the Spec Miata class win in the No. 74 Reynolds Bros. Racing Mazda Miata. Despite the ominous sky, only a few drops of rain fell and everything continued on schedule.

Group 3 saw Michael Pettiford pick



High Plains Raceway
Deer Trail, Colo.
June 29-July 1, 2012

BY REECE WHITE PHOTOS RUPERT BERRINGTON



THE ROCKY MOUNTAIN SUPER TOUR



(ABOVE) The race for the Group 1 win saw GT-2 winner Jim Valdez (2) and STO winner Scott Bove battling for the top honor. (FAR LEFT) David Loken finished first in FF, well ahead of his competition. (LEFT) The Spec Miata race was spectacular, with Matthew Reynolds finishing on top. (RIGHT) Russ Lindemann beat out three other FM competitors.



up his second win for the day. Pettiford drove the No. 41 Go 4 It Racing School Pontiac Solstice to the Super Touring Under win in the morning, then repeated with a Showroom Stock B victory in Solstice in Group 3.

Spec Miata winner Reynolds showed up again in Group 5 where he gave chase to eventual E Production winner Jesse Prather's No. 34 Jesse Prather Motorsports Mazda MX-5. In that race, Reynolds fell behind in the No. 71 Reynolds Bros. Racing Mazda Miata, then pitted with mechanical issues while Prather cruised to a 23.136sec victory.

Joining Jesse Prather as a race winner in that group was his father, Kent Prather. The defending GT-Lite National Champion was locked in a race-long battle with Jonathan Goodale's No. 04 Mazdaspeed/Hoosier Mazda MX-5. The two showed strength on different parts of the circuit with the gap hovering essentially at less than a second for the entire race before Kent Prather hung on for the win in his No. 26 Prather Racing/Mazdaspeed Mazda Miata.

In Group 6, CSR competitor Gary Stevens was the man to beat in his AGS Construction Speads RS11, lapping the three other CSR competitors while chasing down FB winner Jake Latham's SCR Performance/GDRE/RockySoft/StickyVinylGraphics.com Stohr and DSR and overall group winner Kirk Kindsfater in the Ortho Center Rockies/K&N/ArmsUp Speads RS11. Mark Mercer was the one to beat in Sports 2000 in the Ferenco/Hoosier Tires Lola 90/91, gapping the three other FV competitors and taking the win.

Earlier in the day during the Group 3 race, FF competitor David Loken (Swift) and F500 driver C.J. McAbee (AJ's Import Garage/Hoosier AJ's 2012) both made short work of their competition – and the rest of the field – claiming easy wins. And, while the Formula Vee race in that same group wasn't a complete walk-away, Phillip Holcomb did claim a 13.1sec win in his Peak Performance Citation 88V.

Round eight of the nine-race BFGoodrich Tires Super Tour moves to Portland Int'l Raceway in the Northern Pacific Division on July 13-15, coverage of which will appear in the October issue of *SportsCar* as well as on www.scca.com. For more information on the SafeRacer National Series or the BFGoodrich Tires Super Tour, head to www.scca.com. 



(ABOVE) Eric Prill claimed the FP victory. This also marked his seventh Majors win, locking in the FP Majors title. (RIGHT) a four-car Sports 2000 field battled for the win, with Mark Mercer finishing on top.



(BELOW) The CSR podium included Gary Stevens (center) in first, with Michael Keith Scharf (left) in second and Chris Funk in third.



RMDIV NATIONAL

COLORADO REGION / HIGH PLAINS RACEWAY / JUNE 30-JULY 1, 2012



GT2: (1 starter) 1. Jim Valdez (BMW) 1:57.932; **GT3:** (3 starters) 1. Robert Herman (Mazda) 2:05.484; no other finishers; **GTL:** (2 starters) 1. Kent Prather (Mazda) 2:05.062; 2. Jonathan Goodale (Mazda); **AS:** (1 starter) 1. Kim McDonald (Pontiac) 2:09.013; **EP:** (8 starters) 1. Jesse Prather (Mazda) 2:00.126; 2. John Longwell (BMW); 3. Richard Kosdrosky (Caterham); **FP:** (5 starters) 1. Eric Prill (Mazda) 2:02.375; 2. Rick Harris (Mazda); 3. William Hingston (Mazda); **HP:** (1 starter) 1. Robert Horrell Jr. (Austin) 2:18.778;

STO: (3 starters) 1. Scott Bove (BMW) 1:57.913; 2. Dan Goodman (BMW); 3. Chris Waterman (Ford); **STU:** (6 starters) 1. Michael Pettiford (Volkswagen) 2:03.114; 2. Anthony Simmers (Volkswagen); 3. Denise Longwell (BMW); **TI:** (1 starter) 1. Natha Waldbaum (Chevrolet) 2:05.694; **T2:** (3 starters) 1. James Leithausen (BMW) 2:05.827; 2. Dan Spirek (BMW); 3. David Muramoto (Nissan); **SSB:** (2 starters) 1. Michael Pettiford (Pontiac) 2:13.371; 2. Rick Shively (BMW); **SSC:** (2 starters) 1. James Place (Acura) 2:19.147; 2. Robert Schader (Mazda); **SM:** (17 starters) 1. Matthew Reynolds 2:10.394; 2. Mark Franklin; 3. Chrils Haldeman; **CSR:** (4 starters) 1. Gary Stevens (Speads) 1:45.368; 2. Michael Keith Scharf (SCCA Enterprises); 3. Chris Funk (SCCA Enterprises); **DSR:** (1 starter) 1. Kirk Kindsfater (Speads); **S2000:** (4 starters) 1. Mark Mercer (Lola) 1:51.543; 2. Rob Sherwood (Carbir); 3. Steve Meyer (Lola); **SRF:** (1 starter) 1. Denny Stripling 2:07.228; 2. Keith Verges; 3. Steve Stansfield; **FC:** (3 starters) 1. Gerald D. Szykulski (Van Diemen) 1:45.195; 2. Jim Victor (Firman); 3. Pete Ingwersen (Van Diemen); **FM:** (4 starters) 1. Russ Lindemann 1:49.192; 2. Stuart Rettle; 3. Gary Homyak; **FE:** (1 starter) 1. Henry Donohoo 2:09.152; **FB:** (4 starters) 1. Jake Latham (Stohr) 1:44.297; 2. Christopher Ash (Speads); 3. Terry Bliner (Firman); **FF:** (2 starters) 1. David Loken (Swift) 1:56.819; 2. Meagan Sauce (Swift); **FV:** (9 starters) 1. Phillip Holcomb (Citation) 2:07.430; 2. Lisa Noble (Vortech); 3. Charles Hearn (Vortech); **F500:** (3 starters) 1. Charles McAbee (AJ's) 1:53.873; 2. Timothy Friest (KBS); 3. David Vincent (KBS).

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

ON RALLYING

ROADRALLY BY RICK BEATTIE

EIGHT IS ENOUGH

Steel Cites Region has presented the Steel Haul National Course Rally since the 1960s. For the last decade or two, **Chuck Larouere** has been rallymaster for this region's classic. The number of SCCA RoadRallies the past few years has waned and, in many cases, the attendance at the remaining events has suffered. However, a dedicated group of 16 contestants in eight rally cars would not allow this event – The C is for Crossroad Regional Course Rally – to fade from sight.

With much administrative assistance from chairman **Jeff Hutzelman**, Larouere purposely wrote this year's rally a bit simpler than last year's Gervais Award-winning event. There were still lettered instructions mixed in with the numbered instructions, changing main road determinants (MRDs) and a

restricted list of signs. The restricted list acted like an “ignore list” of the signs, including everything else on the post that could not be used to follow the instructions.

“I can tell you that Jim and I always enjoy Chuck's [Larouere] rally,” comments **Mark Haas**, who navigated with **Jim Wakemen Sr.** driving, to a first in Class S and second overall finish. “The traps are usually very clear and easy to understand. There is always a generous use of free zones which we really appreciate as Stock competitors.”

Not needing to be “on time all the time” is a big plus in this type of event where multiple concepts need to be checked at each intersection on the route.

“Of course, I think the event [difficulty] was just right. I like challenging events,” confesses **Steve Gaddy**. Gaddy, with navigator **Chris Bean**, formed the Cracked Claw rally team; symbolized by the fading lobster Gaddy has had on his dashboard since the 2000 Lighthouse

Depot V National Rally. They took first in Class E and first overall with 35 points.

Haas, who finished the day with 432 points, explains the challenge. “Scores tend to be high because [Larouere] keeps people very busy with lettered instructions activating and deactivating, and also the changing of the MRD list. I'm challenged to keep posting and pulling sticky labels while trying to maintain the calcs on the calculator.” With the navigator being busy, “Jim [Wakemen Sr.] has to do a lot of the course following.”

The result for Haas and Wakemen was, “We missed a couple of signs or our score would have been a few hundred points lower.”

The difficulty and the challenge have made the SCCA National events what they now are, but the waning size of the fields can't be ignored. The organizers barely broke even on the event.

“Yes, attendance is down on Nationals and it's down on Regionals

Chris Bean, navigator (left) and Steve Gaddy, driver, (right) at this year's Steel Haul National Course Rally, which attracted 16 competitors.



RICK BEATTIE

as well,” responded Haas. Haas is very involved with the South Jersey Region Regional RoadRally program. “I have heard the discussion of attendance at rallies since the oil embargo in 1973. So far no one has come up with a solution.”

Bean’s take on the difficulty of these events is: “I think it is a major learning curve to overcome. The main way people overcome it is by having mentors who are nearby help you to learn the skills.... Without writing events or playing a major role in checking and other learning activities, I don’t know that you can run enough events to be competitive, especially with the small number of events these days.”

“I do think the dwindling National attendance is a byproduct of the difficulty, but I think the problem is that we don’t have entry level course rallies at the local level,” answers Gaddy. Haas agrees that, “National rallies are too difficult for newbies, but I think that anyone with some rally experience on the Regional level should be able to complete the course.” He goes on to add, “They probably aren’t going to be competitive with the seven or eight cars that run Nationals regularly.”

Gaddy observes that “It’s a tremendous effort to develop course rallyists over the years and, frankly, with all the other mind-bending things to do these days, why spend the effort trying to develop these folks? It’s just not something enough people find interesting enough to put in the time and effort for.”

The C is for Crossroad SCCA Regional event the next day again drew only eight cars. Rallymaster **Doug Philips** provided contestants with a like number of legs to test their abilities.

The format was much simpler than the day before with the route being the same and only the proper execution of pauses used to determine the correct score. A controversy in the last leg surrounded the location of an apparently usable sign that faced the rally route but was located on a road that didn’t exist for rally purposes. Another sign was deemed by the rallymaster to be too faded to be read.

Wakemen and Haas again finished first in Class S but this time also enjoyed first overall with a score of 86 points. **Bob Morseburg** and **John Emmons** finished first in Class E with 93 points, while **Bruce Gezon** and **Jim Crittenden** repeated their first in Class L finish the day before, this time with a score of 122.

Are small fields the “new normal?” Gaddy thinks, “Course rally is dying, but I will continue to enjoy events while they exist. But don’t expect that this will be around much longer.”

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TRANS-AM STORMS THROUGH MID-OHIO AND NEW JERSEY

SCCA Pro Racing Trans-Am fans at the June 8-10, race at Mid-Ohio Sports Car Course were in for a treat as they witnessed **Simon Gregg** drive his No. 59 Gregg Motorsports Corvette to win his 100th start in Trans-Am. It was Simon's second win in the series, his other just two weeks earlier at Lime Rock Park.

"This is fantastic," said Gregg. "It's just an amazing feeling. I'm so happy for our team and the crew. Those guys deserve all the credit. They work so hard."

Gregg was chased most of the race by **Amy Ruman** in the No. 23 McNichols Corvette. Ruman made a valiant effort in front of her hometown crowd, but as the race wore on, the car's handling slowly got away from her.

In third place, making his first appearance of 2012, was Denny Lamers in the No. 66 McMahon Group Ford Mustang.

Defending Trans-Am Champion **Tony Ave** in the No. 4 Lamers Motor Racing Corvette started the race from the pole, but once again suffered a mechanical issue early in the race.

This is the third race in a row Ave has failed to finish.

In Trans-Am 2, **Bob Stretch** enjoyed a repeat victory driving the No. 98 Fix Rim Mobile Wheel Repair Camaro. Following his win at Lime Rock, Stretch was pleased but disappointed in not having the opportunity to win against No.12 CTEK Chargers Camaro driver, **Pete Halsmer**. Halsmer withdrew his entry the day before the race due to back problems resulting from a preexisting condition.

"As much as I enjoy winning," said Stretch, "I really missed racing against Pete. He's such a great competitor and it would have been nice having him back there pushing me. You always want to race and win against the best, and I hope Pete's back in the car soon. I was glad to see Pete's teammate, Mike Miller, finish second and have that team enjoy a strong showing. They're good competitors and great for the series."

Mike Miller, driving the No. 11 CTEK Chargers Camaro, finished second and Gregg Rodgers in the No. 33 Pinnacle Autosports.com Camaro finished third. It was the first outing this season for Rodgers.

For the first time this season, GGT saw a couple of entries. The class is open to cars approved by the series to determine the potential for technical development within the series rules. Winning the GGT class was **Jan**



KENNETH HAWKING

Heylen, driving the No. 7 3Dimensional.com Dodge Challenger. Heylen was followed by **Chuck Cassaro** in the No. 76 Cassaro Enterprises Panoz GT.

ROUND 4: NEW JERSEY

Over the June 29-July 1 weekend, The Trans-Am series stopped off at New Jersey Motorsports Park, where Ruman notched her second career Trans-Am victory.

It was a lively race for Ruman, who battled for most of the race with **Doug Peterson** and his No. 87 3Dmensional.com Chevrolet Corvette. Those two were the only drivers to lead during the race, and while Peterson led for the duration he was unable to hold off a determined Ruman.

(ABOVE) At Mid-Ohio, Jan Heylen took the GGT win in a Dodge Challenger. (BELOW) Simon Gregg (59) claimed the Trans-Am win at Mid Ohio, while Amy Ruman (23) finished second. At the following round in New Jersey, the finishing order was reversed.



DENNIS WOOD

“YOU ALWAYS WANT TO RACE AND WIN AGAINST THE BEST” Bob Stretch

Ruman's day appeared to be in jeopardy after a collision with defending series champion Ave. However, afterward the track went under a full course caution and Ruman was able to pit, replace a tire and get back on the track before the green flag. Those few minutes under caution left Ruman with a fresh tire and a very determined attitude.

"[Tony Ave and I] had contact, which popped my right rear tire, so I pitted, then the race went under caution," said Ruman. "We changed the tire and luckily that was all the damage we sustained. We went back in, and I knew we were going to be fast, and I was mad, so I just went for it."

This victory marked the completion of a three-race podium climb that

Ruman began at Lime Rock Park with a third-place finish.

The day went much differently for Tony Ave, as he failed to finish the race for the fourth time this year. Ave may be seeing his chances at a third championship slipping away.

Peterson lost momentum after being overtaken by Ruman and was also passed by Gregg. Peterson would eventually finish third as Gregg claimed second place.

The Trans-Am 2 class featured a battle at the top as well, as Stretch and Halsmer, both worked to establish a consistent lead. While Stretch led for most of the race, he lost control of the car and spun after Halsmer went in for a pass and the cars made contact during the 39th lap of the race. Halsmer was able to maintain the lead through the checkered flag, marking his second victory of the year.

Finishing in second for TA2 was **Michael Wilson** in his No. 08 Wilson's Carpet Chevrolet Monte Carlo. Wilson had suffered a broken driveshaft during practice but had been impressive in his showings following the incident. After starting third he was able to capitalize on Stretch's troubles and move into second, a position that he held until the race's conclusion. Halsmer's teammate, Miller, came in third.

Earlier in the weekend the Trans-Am series suffered damage to the paddock and surrounding area as the region was ravaged by a storm that left many teams, and the track, without power. While the track was able to restore power by midday Saturday, June 30, many teams were left hustling to recover from the storm.

Next up for the series, the Trans-Am series heads to historic Watkins Glen Int'l, coverage of which will appear next month in *SportsCar*. 📍

TRANS-AM SERIES / ROUND 3 MID-OHIO SPORTS CAR COURSE LEXINGTON, OHIO / JUNE 8-10, 2012

TRANS-AM

1. Simon Gregg (Chevrolet) 1:25.600; 2. Amy Ruman (Chevrolet); 3. Denny Lamers (Ford); 4. Jonathan Brett (Chevrolet); 5. Doug Peterson (Chevrolet); 6. Tony Ave (Chevrolet).

TRANS-AM 2

1. Bob Stretch (Chevrolet) 1:29.080; 2. Mike Miller (Chevrolet); 3. Gregg Rodgers (Chevrolet); 4. John Atwell (Chevrolet); 5. Mel Shaw (Chevrolet); 6. Michael Wilson (Chevrolet); 7. Joe Sturm (Chevrolet); 8. Tom Sheehan (Chevrolet); 9. Kurt Roerhig (Chevrolet).

GGT

1. Jan Heylen (Dodge) 1:37.086; 2. Chuck Cassaro (Panoz).

TRANS-AM SERIES / ROUND 4 NEW JERSEY MOTORSPORTS PARK MILLVILLE, N.J. / JUNE 29-JULY 1, 2012

TRANS-AM

1. Amy Ruman (Chevrolet) 1:19.187; 2. Simon Gregg (Chevrolet); 3. Doug Peterson (Chevrolet); 4. Tony Ave (Chevrolet); 5. John Baucom (Ford).

TRANS-AM 2

1. Pete Halsmer (Chevrolet) 1:26.119; 2. Michael Wilson (Chevrolet); 3. Mike Miller (Chevrolet); 4. Kurt Roerhig (Chevrolet); 5. Bob Stretch (Chevrolet); 6. Chris Liesfeld (Chevrolet); 7. Tom Sheehan (Chevrolet); 8. Mel Shaw (Chevrolet); 9. Geoff Fane (Chevrolet); 6. Rick Sanders (Chevrolet).



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Divisional Reports

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

KNEE DEEP IN NEDIV

NORTHEAST DIVISION BY G.W. HENDERSON

NESCCA, LIKE BATMAN, RETURNS.

This season marked the return of the NESCCA National Racing Championship Series. NESCCA is a Club Racing series that, when created a number of years ago – in the mid 1990s by SCCA stalwart and promoter extraordinaire **Oscar Koveleski** and a few others – provided a spotlight on drivers here in the northeast who not only did exceptionally well, but also exemplified what the sport of motor racing is all about. The series was originally designed to promote primarily Nationally licensed drivers at a certain number of National race venues with pomp and circumstance rivaling that of any of the pro drivers at the time. The series faded toward the end of the 20th century due to clerical and monetary issues, but now it has been reenergized into a fresh, new northeast point series with the purpose of “providing a National level competition and championship for the majority of NEDiv national drivers who do not attend the [National Championship] Runoffs.”

The eight-event series runs at NHMS, Summit Point, Nelson Ledges, NJMP, Lime Rock Park, Watkins Glen, Pittsburgh Int'l Race Complex, and Pocono Raceway; and includes Rationals, Super Tours, Doubles, and Bonuses. No out-of-division races are included or allowed, although out-of-division participants are peppered in a number of classes indicating the attractiveness of the format. Also, drivers must start at least four series races to qualify for championship points.

At the time of this writing, there are “just a few” class leaders (there are 33 pages of competitors), but here are some of the ones to watch... American Sedan finds **Tom Sloe** with his Neohio Region Mustang leading **Joseph Balbi**'s New York Region Camaro and **John Heinricy**'s Philly Region Pontiac Firebird. In CSR, it's no surprise that **Jacek Mucha**'s Swift, out of Indy Region leads Atlanta Region's **Jean-Luc Liverato**, also in a Swift. Milwaukee Region's **Steve Forrer** muscles his Ralt into third. DSR is a dogfight with **David W. O'Leary** in his West from Steel Cities Region dominating over the West of **Garrett Kletjian**.

David Gomberg breaks up the West domination with his Cheetah out of Washington DC Region, and **David O'Leary** with another Steel Cities West makes it interesting. In F500, **Keith Joslyn** and **F.R. Strate Jr.**, both out of Western New York Region with a QRE and Rocketech, respectively, are forcing Neohio Region's **William Hornack Jr.** and Runoff's silver medalist and New York Region member **Jeremy Morales** to work hard all the while keeping champion emeritus and New England Region member **Mike Brent** at bay.

And there are the Showroom Stock and Touring competitors who are making a run for the gold, including **Jerry Wanarka** in a T3 Honda S2000 out of Washington DC Region, and SSC competitors **Brian Bogert** (Northeastern Pennsylvania Region) in a Neon and **Barry Brown** (Washington DC Region) in a Civic. It would

be nice to entice some of those B-Spec cars we keep hearing about to come out and play, too. In any event, NESCCA is back. Be sure to watch for a NESCCA National Racing Championship Series event near you.

DATES TO NOTE

There are a number of dates to take note of in September. On Sept. 1-3, which is Labor Day weekend, if you are *not* going to the Fall Vintage Festival to work or play, Washington DC Region is holding a MARRS Regional at Summit Point. On Sept. 8-9, New England Region is presenting a Double Regional, which is also part of the aforementioned NERRC series, at the NHMS. And, on Sept. 15-16, the Finger Lakes region is hosting a Double Regional at Watkins Glen.

For all those *not* heading to the National Championship Runoffs at Road America in Elkhart Lake, Wis., on Sept 17-23, New York Region will again be hosting the NARRC Runoffs at Lime Rock Park on Sept. 22-23. New York Region would love to have you during the height of fall colors, and can offer some great racing. If you do go to Wisconsin, hit the MVR double weekend at Nelson on the way home on Sept. 29-30.

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REVVIN' IN SEDIV

SOUTHEAST DIVISION
BY SUSAN H. YOUNG

FUNDRAISING WITH ART AND QUILTS

A number of SCCA members do their part to help raise funds for their SCCA region, or any number of charities. Much like rebuilding an engine, **Sammi Marlis-Ronshausen**'s quilting is time consuming. And it's personal, too, sewn from the much-loved old SCCA T-shirts from Club members. “It takes 12 to 15 shirts to make a regular-sized quilt,” she explains. “I’m working on my fifth T-shirt quilt.”

“The first SCCA quilt I made was from my old racing shirts, going back to 1987,” Marlis-Ronshausen continues. “It was auctioned off and

‘sold’ for \$450! The next one was for [the late] **Berta Sager** using shirts that she gave me. Then I made another one two years ago, from T-shirts that were [the late] **Gail Kasson**'s. Her son bought that one. I also have donated several sets of pillowcases for door prizes for our annual meeting, using racecar fabric. In my spare time, I also make and donate pillowcases for the ConKerr Cancer foundation, which donates pillowcases to children's hospitals and Ronald McDonald houses. I have been doing that for over a year.”

Jim White's automotive art is realistic, gritty, no-nonsense, drawn by a man who has spent many hours trackside. “I take lots of photos of the cars myself,” he says, “then I interpret and draw them. I’m posting my drawings now in stages as I create them. People can watch them come to life at www.twitter.com/jwhite_auto_art. **Randy Pobst** has bought several of my drawings. I’m very pleased that he likes my work.”

CHECKERED FLAG: TOM NEHL

During the 2013 Tom Nehl Classic, the ashes of longtime SCCA and Buccaneer Region member **Tom Nehl** will be scattered at the racetrack at Roebing Road. Nehl acquired the track in the early 1970s when it was being used for police training. He turned it into a racetrack, renamed it, and eventually gave it to the SCCA.

Nehl also owned the Tom Nehl Truck Co., until he sold it for his retirement in 1989. **Steve Bacalis**, who began buying the business in 1980, marks Nehl as a smart businessman whose “biggest strong point was his intelligence.”

One of Nehl's great passions was racing cars, which he pursued from the mid 1960s through the mid 1980s. **Jose Sabatier**, who worked for him as a mechanic and crew chief, notes that Nehl “was an excellent driver.”

Bill Warner, a driver who is the force behind the annual Amelia Island Concours d'Elegance, drove with Nehl for 41 hours in the 1975 Cannonball Run. “He was kind of a renaissance man, an actor, a driver, a businessman,” Warner says. “We always had fun. Tom was a lot of fun.”



OWHEEDUPHOTO

With the reinvigoration of NESCCA National Racing Championship Series in the Northeast, could we see some B-Spec cars competing for a championship?

Nehl is survived by his wife, Jean Nehl, his stepdaughter, and two grandchildren.

CHECKERED FLAG: AL CAPUANO

Of Florida Region's **Al Capuano**, driver **John Zuccarelli** says, "Al was one of the finest gentlemen I have ever met – and I have known lots of people. We had a memorial service at Homestead, at the same time as his service in Palm Beach Gardens, and more than 100 people attended. Race Rev **Steve Zoeler** did a great job, and we all sang Al's favorite, *Amazing Grace*. I spoke, and [so did] **Bob Ricker**, **Ellen Lee**, and **Mike Finn**.

"We recorded the service for [Capuano's] wife and family, as well as remembrances from all the corner workers from the turns.... He really was a special person!"

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NORTH COAST NEWS

GREAT LAKES DIVISION
BY NANCY SCHILLACE

THE LONGEST LINE OF CARS

Road racing in June had its ups and downs, but what a huge turnout from the SCCA members who participated in the IT-Spec Miata Shoot Out at the Emco Gears Classic weekend at Mid-Ohio on the June 8-10 weekend. With a

field cap of 66 cars, it didn't take long for a waiting list to form.

SCCA racers got a lot of track time for a great price, and showed the spectators just how competitive and fun Club Racing can be. This race was one of the biggest fields to ever be gridded in recent history at Mid-Ohio, and the competitors kept the corner workers on their toes. Luckily, even with three races, there were no major mishaps, and the amount of track time proved to be well worth the cost of entry.

Despite the large field of Club Racing cars, the mishaps were nothing compared to the black flag downtime from some of the other venues. The weekend also included the Rolex Grand-Am Sports Car series, Continental Tire Sports Car Challenge, SCCA Pro Racing Trans-Am, and the SCCA Pro Racing Playboy Mazda MX-5 Cup.

As is typical of pro events, the "shoot out" group had its own paddock area, which was a fun gathering place on Friday evening as Ohio Valley Region provided pizza dinner for the volunteers and racers. Everyone also got a chance to say goodbye to Ohio Valley Region member **Willy Church**, as he's relocating to North Carolina. We'll miss seeing his No. 95 Nissan S14 racecar and seeing him on the MR-10 for medical responses to those in need. Church participates in many aspects of the Club, included bringing his racecar for display at the Nationwide Columbus

Children's Hospital for photo opportunities with the kids. Thank you, Willy, for your service to the Club, the region, and others.

REMEMBERING

On Oct. 6, during the Ohio Valley Region Autumn Classic at Mid-Ohio at the Saturday night party at 7:15 p.m., there will be a Checkered Flag Remembrance Celebration. A list is being compiled now to mention the names of people in our lives, whether they were in the Club or not, who've passed on. To include someone on this list, please e-mail their name and, if applicable, their region, to **Kathy Gall** at rallye@ameritec.net, or to me at nhschillace@wowway.com, by Oct. 3. Let's have our friends and loved ones live on and celebrate knowing them.

BRING ON THE CHAMPIONSHIPS!

September is near, and that means the race for the championship for Solo, Club Racing, and RallyCross will be here soon. Check www.scca.com for updates. For those who aren't participating, on the SCCA Website you'll also find links to things like live timing and scoring, which is almost as good as being there.

To get a jump on the excitement, compliments of Ohio Valley Region member and SRF and FE racer **Scott Rettich**, there is a video online from the SRF race at the 2012 June Sprints – just head to www.youtube.com and search for "best Spec Racer Ford final lap in the history of the June Sprints." As you might guess from the title of the video, it's impressive.

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THE FISH WRAP

CENTRAL DIVISION
BY SAM KARP

TRY SOMETHING ELSE – TRY PDX

Those who frequent this column will know that Solo has been my main focus for more than 10 years. Club Racing has always been on my radar, though, and has come to mind recently. That got me to thinking about how to get on the racetrack without having a race-prepped car. I am aware of our local PDX (Performance Driving Experience) events, but did not

realize how far the program has come since I last checked.

In the last few years, the PDX program has greatly expanded, and these events are now a great asset to the Club. These events serve as a great way for any SCCA member to hit the open track, and they are also a great way to introduce people to the SCCA.

Unlike Solo, RallyCross, and the like, the primary focus of a PDX is driver education. Seat time and instruction are the key elements of the program. Solo drivers are used to driving hours to events to get six minutes of seat time – PDX offers an opportunity for drivers to get more track time at an event than it took for them to drive there and back home.

You should also realize that, as a CENDiv member, you live in what some consider the hot spot for PDX events in the nation – our division has more active PDX regions than any other division. There is a great diversity of tracks as well as a schedule that allows you to attend more than one event per month. Plus, a majority of the PDX events are at tracks within an hour's drive of the division's major metropolitan hubs. If you add our friendly neighbors to the south in St. Louis, that opens up even more opportunities.

Chicago Region has a few different event formats. At the time of this writing, the region has completed two PDX events, both of which were held in the evening. Typical schedules for evening events see drivers show up to the track around 2:30 p.m., with the track being enjoyed until sunset. This is a great format for those who are not early birds, and it's also a great asset for regions looking for extra revenue on a Friday before a Club race. Chicago Region's next event is an evening format at Autobahn Country Club's South Course on Aug. 31.

Milwaukee Region has been involved in PDX for many years. This region is known for its March of Dimes PDX that takes place at Road America, typically in September or October. This daylong event won SCCA's 2010 PDX of the Year Award and has been a mainstay on the region's calendar for years. This year's Drive for Babies event is planned for Oct. 19.

But there are plenty of opportunities to get on track before these dates. Much like Chicago Region, Milwaukee Region uses late afternoons and evenings for its PDX events and has events planned for

Aug. 16 and Aug. 30, as well as Sept. 13, at Milwaukee Mile.

Not only are these great events for new SCCA members, they are also great for Solo drivers who live in the metro Milwaukee area. With the geographic location of Milwaukee Mile and the fact that this year's events do not conflict with any Solo event, there is no reason not to go.

PDXs are not just limited to the big regions within the division, either. Check your local region's Website – you might be surprised as to what's offered in your area. There are many tracks and event formats that do not require a Club Racing track, making PDX events possible in a multitude of areas. Since open passing is not allowed in PDX – these are competitive events – some regions with smaller tracks can get involved. For example, Land O' Lakes Region hosted a PDX event earlier this year at the track behind the Dakota County Tech Center outside of Minneapolis, Minn.

PDX events fill the gap between everything else the SCCA offers and Club Racing, and the program has become a booming success. For more information regarding Chicago events, go to www.scca-chicago.com and look for the "PDX/Track Days" heading. Milwaukee Region has its own dedicated site for PDX, which is found at www.milwaukee-trackdays.com. A lot of information on event rules and a complete schedule can also be found on www.scca.com under "Club Racing" and "Performance Driving Experience."

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GATEWAY TO MIDIV

MIDWEST DIVISION
BY EILEEN WATERS

MIDIV REGIONAL CLUB RACING

MiDiv points keeper **Rocky Entri**ken and racers at the top of the IT series share some of their thoughts on Club Racing. "In ITA, **Don Wiseman** [Ozark Mountain Region] leads with 54 points, **Scott Bettinger** [Wichita Region] is second with 33, **Vonn Brockman** [Northeast Oklahoma Region] is third with 29," says Entri. "The interesting thing is that Scott, in the Mid-Am series, shares the car with his father, **Bruce Bettinger**, who runs the IT Tour, so while



Quilter Sammi Marlis-Ronshausen (left) and artist Jim White (right) have both donated their creations to Central Florida Region banquets to help raise funds.

Wiseman has five races in and Brockman has four, Bettinger at this point has only three."

Brockman is thrilled with his season so far. "This is my second season racing with SCCA and I'm happy just to be keeping up with guys who have much more experience than me."

"Racing has been good from the standpoint of being able to enter more events because of Rationals and doubles but, unfortunately, turnout overall has been low, which I understand accounts for the cancellation of the St. Louis race [in July]," says Wiseman.

"In ITB, the surprise is that **Chris Albin** [Southern Illinois Region] isn't running every race as he usually does," says Rocky. "**Ralf Lindow** [Nebraska Region] has four Mid-Am wins, three Tour wins in five starts and, at 57 [Mid-Am] and 54 [Tour] points, has the highest points total in each series. Albin has raced three times, winning all three for 36 points."

Over in IT7, high school student **Ben Wolf** [Kansas City Region] is chasing a second championship and has already won four races. **Curt Faigle** [St. Louis Region] has three wins. "So far, neither has raced the other," Entri points out.

Wolf expects to run the final two tracks at Hastings and Iowa Speedway. "If all goes well, [we'll] bring more IT7 cars so that my dad, **Steve Wolf**, and my brother, **Will Wolf**, can throw their hats into the points race," says Ben Wolf.

"The division is too big to allow guys to race against each other much," Faigle says. "Most IT guys either run the western or eastern tracks in the division." Despite that, Faigle is delighted with the performance of his

Johnny O'Connell's

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car this season, claiming the overall win over Chris Albin, who Faigle had never beaten before.

“In ITS, **Trevor Janke** [Nebraska Region] has won four times,” reports Entriiken. “He has no real competition in Mid-Am, but has had competition in the Tour and has beaten them all back.”

Finally, Entriiken adds, “In other classes, in the Mid-Am, the only one really showing any kind of battle is SRF where **Mark Morhaus** [St. Louis Region] is 20 points up on **Matt Strathman** [Kansas City Region]. Each has two wins, but to Faigle’s point, neither has raced the other this season.

Strathman needs the Hastings weekend to qualify for the Bonus, and if he does, Iowa Speedway could be a showdown. “I am glad to be back racing in the Midwest Division this year, and it was good to see Memphis and Gateway open up again” says Morhaus. His plans? “With the cancellation of the July Gateway race, I am going to take the next few weeks off to repair some frame damage.”

As one would expect, there’s some great racing, close competition, and opportunities to tweak a few cars and possibly the format of Club Racing within the division.

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PONY EXPRESS

ROCKY MOUNTAIN DIVISION
BY DAVID MURAMOTO

MONTANA TALES

Early season SCCA competition can be a tricky affair, particularly for starting off the season in the northern climes of RMDiv. Yellowstone Region kicked off its 2012 Solo schedule the first weekend in May at the parking lot of the Rimrock Auto and Truck Center. As reported in the Yellowstone Region newsletter *Fast Times*, the weather cooperated by offering bright sunshine for the season opener, although temperatures were brisk and “a persistent wind kept the tires cool and areas of recently patched asphalt kept the drivers on their toes,” reports Yellowstone Region RE **Chris Brewer**. According to Brewer, the region uses a “50/50 rule” to determine whether an event can be held. If the temperature for the day is less than 50 degrees F, or the chance for rain is greater than 50 percent, the event may be scrubbed.



The June 8-10 race weekend saw a number of professional races at Mid-Ohio during the Emco Gears Classic. Also making an appearance that weekend was SCCA Regional action with the IT-Spec Miata Shoot Out.

As is common with many of the smaller regions throughout the country, the entry for this event was rather modest, with only 14 competitors signing up to shake-off the cobwebs from a long winter. Despite the lack of quantity, there were some interesting stories to illustrate the colorful nature of the event. Case in point, a competitor brought out a shifter kart and, as you would expect, turned fast time of the day on the Rimrock course. **Doug Hills** and his CRG Road Rebel blew away the rest of the field by an astounding 6.557sec. Hills has been busy over the winter, and his kart featured a new black paint job and a fresh 125cc engine to aid him in the never-ending search for more speed.

On the car side of the ledger, **Max Dangerfield** used his 1991 Honda Civic Si to set fast time of the day for a production-based car. RE Brewer was his usual consistent self, driving his 2004 Mini Cooper S to take the top PAX score. Meanwhile, in a unique effort, Mazda driver **Dean Johnson** experimented with using varying lengths of swimming pool “noodles” (or floats) as spring rubbers to tune the handling of his MX-5.

Al Merkel brought his Nissan 300ZX back to the Yellowstone Region series after sorting out some steering wheel issues, while the chilly temperatures kept the top up on **Steve Gruver's** C4

Vette. Gruver took a narrow victory over **James Reuss** and his Honda, while **Joel Gruver** clinched the “cone crusher” award of the day, nosing out the Subaru STI of **Jim Coons**.

There were also some new faces that came to Rimrock to begin their motorsports adventures. **Wesley Dews** did well in a 2004 Subaru, while **Jesse Hardy** traveled all the way from Gillette, Wyo., to let his 2011 Mustang GT gallop on course. **Luke Atwell**, another cone newcomer, made good progress in lowering his times throughout the day. As with most SCCA events, the combination of rookies and veteran racers is always a heady mix.

Yellowstone Region will be back at Rimrock for the Sept. 23 finale of its nine-event Solo season. In between, Yellowstone Region will race at its old standby, the Skyline High School lot, as well as the Yellowstone (Montana) Drag strip and the Food Service of America lot in Billings. For more details on the season, go to www.yellowstonescca.com.

EASTERN IDAHO REGION

It's constantly amazing to consider how broad the geographic area is that Rocky Mountain Division covers. Just west of Yellowstone Region is the Eastern Idaho Region, and while we rarely hear much from this mini region, they do have an active Solo program that runs events in the



DENNIS WOOD

neighboring towns of Pocatello and Idaho Springs.

For 2012, the region's schedule includes six Solo events, which run from May through the Aug. 18-19 season finale. The "Summerfast" event will be held at the primary Solo site for the region, the Bonneville High School parking lot. The region is also building a new Website with more details about how to register for

its event, and you can find that Website at www.eirsgca.com.

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BLOWING SMOKE

NORTHERN PACIFIC DIVISION
BY SHERRI MASTERSON

A LITTLE RAIN NEVER STOPPED US

There are some events that have such extraordinary things occur, you just have to share. The Northwest Region Summer Solstice Time Trials event on June 21 was one of those. The Time Trials was held at Bremerton Motorsports Park. The entry list was small but the driving was stupendous. The morning started dry but conditions changed drastically as the morning progressed with monsoon weather, creating havoc throughout the middle of the day. While drivers honed their driving skills and workers were drenched with torrential downpours and winds too strong for canopies, there were a few highlights to the day.

Darren Glaser, with a beautifully prepared black and yellow 1966 Ford Mustang, turned onto the straightaway and that thoroughbred showed its rear-wheel-drive authority as it appeared to rear up and power through the water. **Vladimir Stoyanov's** Mazda Miata got a bit tail happy on the moist track, but he did a great job

controlling it up until a deer decided to say "hello." Stoyanov did a great job handling the car in what wasn't the first event red flagged due to a deer.

The four PDX participants really got a taste of car control in all weather conditions throughout the day. With no Track Trials cars at the event, it gave lots of track time to the Club Trial drivers, and even with all the rain, drivers stayed on track to the bitter end. Umbrella awards must go to **Jeremy Villalva** in a Mazda RX-7, **Thomas Slipp** in a Mazda Miata, **Rick Johnson** in a Mazda Miata, and Darren Glaser and his Ford Mustang. Diehards to the end!

And why does it always seem that when you finally throw in the towel and end an event on a rainy weekend, the sun comes out and the clouds disappear? This is normal weather in the Pacific Northwest, especially in June, and you would think we would be use to it. Maybe the event should have been called the "Pre-Summer Solstice," because around here summer doesn't start until after July 4 – but at least our grass is still green!

NORPAC DIVISIONAL TRAINING CONFERENCE

The NorPac Divisional Training Conference is for *everyone* and will be Saturday, Oct. 27, at the Atlantis Casino Resort Hotel in Reno, Nev. Anyone who may be interested in amateur motorsports is encouraged to participate. Sessions are all based on

Central Division has a number of PDX events, including several larger ones, like the Milwaukee Region Drive for Babies PDX at Road America, which is scheduled for Oct. 19 this year.



JOHN WIEDEMANN

conducting the best Solo, Time Trials, and Club Racing events. This conference offers access to the movers and shakers in the Club – the ones who have been there and done that. Representatives of Club Racing, Solo, and Time Trials will be there.

There will be a discussion on the Critical Incident Stress Program and how important this can be to your region. Wouldn't a real Divisional championship be great? It will be discussed and planned. There will also be Solo and Time Trial safety steward seminars on customer service and best practices. And that's not to mention the town hall where Area 13 Director Todd Butler and Area 9 Director Brian McCarthy will answer questions about what the national Board of Directors is doing.

For \$75 you will participate in an outstanding program plus enjoy a networking lunch and dinner. A silent auction will also take place throughout the day with the winners announced at dinner. To register for the event, go to www.motorsportreg.com and search for the NorPac Training Seminar. See you in Reno!

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SKID MARKS

SOUTHERN PACIFIC DIVISION
BY JASON ISLEY

RALLYCROSS NATIONAL

At the end of May, the RallyCross National Challenge rolled into the Southern California desert as it made a stop at

Glenn Helen Raceway. A number of SPDiv members took home trophies, so a hearty congratulations to everyone who competed. For complete coverage of this event, visit www.scca.com, login, and download the August 2012 issue of *SportsCar*.

NO DIVISIONAL, NO PROBLEM

The lack of a Divisional Solo program in 2012 did not prevent SPDiv from having a monster of an event in June. Cal Club Region, which just happens to own the SCCA award for the 2011 Solo Divisional of the Year, played host to more than 200 competitors at the two-day Super Regional.

A welcome party featuring home cooked Italian delights greeted local and out-of-town travelers back to the ever-popular El Toro site in Irvine, Calif. One of the greatest benefits to utilizing the retired El Toro airbase for Solo events is the size and variety of course design that can be laid out; and the Super Regional would take it to the extreme. **Chris Cox** set up a course that would see even the quickest of cars hard pressed to navigate in under a minute and a half on Saturday – most classes were solidly in the 90-second range – while the course on Sunday was around the 70-second range.

Super Stock was the largest of the stock classes, with 10 drivers fighting for three trophies. A little over 0.5sec covered the top three, with **Jason Munchhof** on top in his Corvette over **Gary Thomason** and **Scott McHugh**.

Never one to disappoint, an astounding 22 drivers took to the course in STR, with four more

competing in STRL. **Jonathan Lugod** drove his Honda S2000 to the win over the Mazda MX-5 of **Nick Bjoin**, sitting in third place a scant 0.040sec back was **Ken Motonishi**. In STRL, **Mandy Owen** took the top spot in her Mazda MX-5 over **Mary Ankeny**.

The recent class re-org in Street Prepared seems to be working, as the newly rejuvenated BSP was eight entries strong. **Jason Uyeda** dusted off his trusty Honda S2000 – and the rest of the class – taking the win by over 14 seconds.

The SM class got a visit from **Doug Rowse**, whose BMW is more typically found wearing DSP class letters on its door, and the move up found him some competition in the form of **Mike Simanyi**. Day one saw Simanyi out front, but it would not be enough to hold off Rowse on day two, as he sped past for the win.

Michael Maier led the band of merry CP drivers from NPDiv, as he took the class win in his Ford Mustang over the Camaro of **Brian Hobaugh**.

In CM, the young guns took out the old guys, as **Jonathan Clements** and **Joey Schilling** claimed first and second, with the elder **Eric Clements** and **George Schilling** bringing up the rear.

The FJ classes were 10 entries deep, with **Kevin Teague** and **Zak Kiesel** winning FJA and FJB, respectively.

By all accounts, the Super Regional was every bit as good as the Divisional event it replaced, showing that a name does not make the event. For complete results visit www.solo2.com.

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The Midwest Division's IT Tour at Mid-America Motorplex saw a healthy field of competitors.



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SATURDAY

GT1: (1 starter) Jason Florito (Ford) 1:29.028; **GT3:** (3 starters) 1. Collin Jackson (Nissan) 1:29.633; 2. Dave Humphrey (Nissan); 3. Gary Bockman (Mazda);

EP: (1 starter) 1. Kenneth W Shreve (Mazda) 1:34.389;

FP: (1 starter) 1. John Taylor (MG) 1:44.606;

STO: (2 starters) 1. Pratt Cole (Ford) 1:33.491;

2. Scotty B White (Ford); **STU:** (1 starter) no finishers; **STL:** (3 starters) 1. Dave Mead (Mazda) 1:41.999; 2. Ed Zabinski (Mazda); 3. Lance Stewart (Honda); **T2:** (3 starters) 1. John H. Baker (Nissan) 1:37.572; 2. Pratt Cole (Ford); 3. Scotty B White (Ford); **T3:** (2 starters) 1. Scotty B White (Ford) 1:37.923; **SSB:** (3 starters) 1. Ed Zabinski (Mazda) 1:41.109; 2. Lance Stewart (Honda); 3. Lynne Griffiths (Ford); **SM:** (5 starters) 1. Will Schrader 1:40.872; 2. Ken Sutherland; 3. Thomas Micich;

CSR: (1 starter) 1. Sam Souvall (Stohr) 1:20.213; **DSR:** (6 starters) 1. Chris Farrell (Stohr) 1:16.624; 2. Jeff Lederman (Stohr); 3. Thomas Hamilton (Aerospeed); **SRF:** (4 starters) 1. Scott Mosier 1:38.269; 2. John Black; 3. Tom Burt;

FA: (2 starters) 1. James Blackwell (Reynard) 1:18.860; 2. Snake Livernash (Swift); **FM:** (2 starters) 1. David Gaylord 1:24.856; 2. Mel Kemper; **FB:** (4 starters) 1. Lucian Pancea (Stohr) 1:20.544; 2. Larry Vollum (Stohr); 3. John LaBrie (Phoenix); **FF:** (2 starters) 1. Mark Keller (Piper) 1:32.686; 2. R Lawrence Bangert (Swift); **FV:** (4 starters) 1. Dennis Andrade (Vortech) 1:39.326; 2. Stephen Saslow (Vortech); 3. Mike Thomas (Mysterian).

SUNDAY

GT1: (1 starter) 1. Jason Florito (Ford) 1:27.799; **GT3:** (3 starters) 1. Gary Bockman (Mazda) 1:28.958; 2. Collin Jackson (Nissan); 3. Dave Humphrey (Nissan);

EP: (1 starter) 1. Kenneth W Shreve (Mazda) 1:33.637;

FP: (1 starter) 1. John Taylor (MG) 1:45.929;

STO: (3 starters) 1. Pratt Cole (Ford) 1:30.653; 2. Scotty B White (Ford); 3. Lance Stewart (Mazda); **STU:** (1 starter) 1. David Mead (Mazda) 1:41.328; **STL:** (3 starters) 1. Lance Stewart (Mazda) 1:42.018; 2. Ed Zabinski (Mazda); no other finishers; **T2:** (3 starters) 1. John H Baker (Nissan) 1:36.319; 2. Pratt Cole (Ford); 3. Scotty B White (Ford); **T3:** (3 starters) 1. Scotty B White (Ford) 1:38.451; 2. Pratt Cole (Ford); 3. David Mead (Mazda); **SSB:** (3 starters) 1. Ed Zabinski (Mazda) 1:41.387; 2. Lance Stewart (Mazda); 3. Lynne Griffiths (Ford); **SM:** (5 starters) 1. Ken Sutherland 1:40.486; 2. Thomas Micich; 3. Matt Schultz;

CSR: (1 starter) 1. Sam Souvall (Stohr) 1:18.282;

DSR: (5 starters) 1. Chris Farrell (Stohr) 1:15.907; 2. Jeff Lederman (Stohr); 3. Kevin Roggenbuck (West); **SRF:** (4 starters) 1. John Black 1:37.632; 2. Scott Mosier; 3. Tom Burt;

FA: (2 starters) 1. James Blackwell (Reynard) 1:18.437; 2. Snake Livernash (unknown); **FM:** (2 starters) 1. Mel Kemper 1:24.371; 2. David Gaylord; **FB:** (4 starters) 1. Larry Vollum (Stohr) 1:19.453; 2. Lucia Pancea (Stohr); 3. Denis Costin (RFR); **FF:** (2 starters) 1. Mark Keller (unknown) 1:31.854; 2. R Lawrence Bangert (unknown); **FV:** (4 starters) 1. Dennis Andrade (unknown) 1:38.925; 2. Stephen Saslow (unknown); 3. Brett Hope (unknown).

SWDIV DOUBLE RAT'L

LONE STAR REGION TEXAS WORLD SPEEDWAY / MAY 26-27, 2012

SATURDAY

GT1: (7 starters) 1. Kevin Rich (Ford) 1:45.509; 2. Scott Walten (Qvale); 3. Leonard Gilmore (Chevrolet); **GT2:** (2

starters) 1. Jeff Gainsborough (Porsche) 1:50.132; 2. Charles Barnes (Porsche);

AS: (1 starter) 1. Tom Himes (Ford) 1:59.542; **EP:** (7 starters) 1. Matt Reynolds (Mazda) 1:52.924; 2. Andrew Robertson (Caterham); 3. Sydney Davis (Mazda);

STO: (2 starters) 1. Eric Galerne (Dodge) 1:51.591; 2. Steven Zink (Ford); **STU:** (7 starters) 1. Joseph McClugghan (Mazda) 1:57.588; 2. Tony Rivera (Mazda); 3. Matt Blehm (Nissan); **STL:** (1 starter) 1. Nadja Pollard (Mazda) 2:13.289; **T2:** (2 starters) 1. Tony Rivera (BMW) 1:58.519; 2. Steve Coleman (Ford); **SSB:** (2 starters) 1. Nikki Etherington (Ford) 2:05.796; 2. Lowell Huston (Ford); **SM:** (16 starters) 1. Matt Reynolds 2:01.613; 2. Christopher Haldeman; 3. Alec Udell;

DSR: (1 starter) 1. Jim Rawson (Stohr) 1:46.291; **S2:** (1 starter) 1. Marvin Hodges (Lola) 1:45.682; **SRF:** (12 starters) 1. Denny Stripling 1:58.342; 2. Keith Verges; 3. Johnny Meriggi;

FA: (2 starters) 1. Emmit Murphy (Mazda) 1:40.216; 2. Charles David Walker (Mazda); **FC:** (1 starter) 1. Bill Johnson (Van Diemen) 1:41.279; **FM:** (2 starters) 1. Davis Parr 1:43.992; 2. Timothy Reger; **FE:** (3 starters) 1. Robert Hill 1:44.052; 2. Jim Kelleher; 3. Jordan White; **FB:** (1 starter) 1. David Burkett (RFR) 1:41.408; **FF:** (3 starters) 1. Wesley Cunningham (Swift) 1:50.257; 2. Bruce Cerveney (Piper); 3. Randy Acock (Van Diemen); **FV:** (4 starters) 1. Dwight Calkins (Protoform) 2:02.402; 2. Michael Schirato (Vortech); 3. Greg Smith (Protoform).

SUNDAY

GT1: (6 starters) 1. Scott Walten (Qvale) 1:44.933; 2. Kevin Rich (Ford); 3. Don Noe (Oldsmobile); **GT2:** (2 starters) 1. Charles Barnes (Porsche) 1:51.758; 2. Jeff Gainsborough (Porsche);

AS: (1 starter) 1. Tom Himes (Ford) 2:13.083; **EP:** (6 starters) 1. Matt Reynolds (Mazda) 1:52.785; 2. Andrew Robertson (Caterham); 3. Austin Snader (Mazda);

STO: (2 starters) 1. Eric Galerne (Dodge) 1:51.789; 2. Steven Zink (Ford); **STU:** (5 starters) 1. Joseph McClugghan (Mazda) 1:56.139; 2. Tony Rivera (Mazda); 3. Matt Blehm (Nissan); **STL:** (1 starter) 1. Nadja Pollard (Mazda) 2:12.377; **T2:** (2 starters) 1. Tony Rivera (BMW) 1:56.837; 2. Steve Coleman (Ford); **SSB:** (2 starters) 1. Nikki Etherington (Ford) 2:05.336; 2. Lowell Huston (Ford); **SM:** (14 starters) 1. Matt Reynolds 2:00.766; 2. Christopher Haldeman; 3. Trevor McCallon;

DSR: (1 starter) no finisher; **S2:** (1 starter) 1. Marvin Hodges (Lola) 1:46.509; **SRF:** (11 starters) 1. Keith Verges 1:58.385; 2. Kevin Bosien; 3. Brian Grigsby;

FA: (2 starters) 1. Emmit Murphy (Mazda) 1:39.849; 2. Charles David Walker (Mazda); **FC:** (1 starter) 1. Bill Johnson (Van Diemen) 1:42.220; **FM:** (1 starter) 1. Timothy Reger 1:44.042; **FE:** (3 starters) 1. Robert Hill 1:46.956; 2. Jordan White; 3. Davis Parr; **FB:** (1 starter) 1. David Burkett (RFR) 1:43.375; **FF:** (3 starters) 1. Randy Acock (Van Diemen) 1:51.035; 2. Bruce Cerveney (Piper); 3. Wesley Cunningham (Swift); **FV:** (3 starters) 1. Dwight Calkins (Protoform) 2:04.059; 2. Greg Smith (Protoform); 3. Mike Rogers (Adams).

GENDIV RATIONAL

LAND O' LAKES REGION BRAINERD INT'L RACEWAY / MAY 27, 2012

GT2: (1 starter) 1. Tim Gray (Porsche) 1:45.010; **GT1:** (1 starter) 1. Jimmy Griggs (Volkswagen) 1:57.888;

AS: (1 starter) 1. Matt Regan (Ford) 2:02.708; **EP:** (4 starters) 1. Jon Brakke (Mazda) 1:42.955; 2. Rob Coffey (Honda); 3. Mark Brakke (Mazda); **FP:** (1 starter) 1. Bill Wessel (Nissan) 1:48.491;

T3: (2 starters) 1. Cheyne Daggett (Ford) 1:52.899; 2. Gerald Wannarka (Honda); **SSC:** (2 starters) 1. Steve Hendricks (Volkswagen) 1:58.983; 2. Tom Daly (Volkswagen); **SM:** (1 starter) 1. Justin Elder 1:53.081;

CSR: (1 starter) 1. Jason Miller (WynnFurst) 1:29.983; **SRF:** (10 starters) 1. Scott Goolsbey 1:49.119; 2. Jeff Beck; 3. Adam Gottlieb;

FE: (2 starters) 1. Jed Copham 1:35.336; 2. Matthew Cutter; **FB:** (1 starter) 1. Daniel Robinson (Van Diemen) 1:35.983; **FF:** (5 starters) 1. Jeff Bartz (Van Diemen) 1:40.592; 2. Scott Rubenzer (Citation); 3. Anthony Foster (Swift); **F5:** (3 starters) 1. Michael Mueller (Red Devil) 1:38.948; 2. Aaron Ellis (Ellis); 3. Steven A Jondal (Red Devil).

NEDIV NATIONAL

SOUTH JERSEY REGION NEW JERSEY MOTORSPORTS PARK / JUNE 3, 2012

GT1: (3 starters) 1. Kyle Disque (Toyota) 1:31.718; 2. Robert Lentz II (Nissan); 3. Bob Dowie (Nissan);

EP: (3 starters) 1. William Smith (Mazda) 1:34.470; 2. Greg Kasprzyk (Mazda); 3. Miner Wilcox (Caterham); **FP:** (3 starters) 1. Walter Handly (Porsche) 1:35.659; 2. Serge Lentz (Mazda); no other finishers; **HP:** (2 starters) 1. Tom Broring (Triumph) 1:38.478; 2. Kevin Brydebell (Nissan);

Mike Amy (27) took the SRF win in the 37-car field at the South Jersey Region National.

Jon Brakke (89) held off the Honda of Rob Coffey to claim the EP win at Brainerd Int'l Raceway.



RICK CORWINE



KEN BROWN

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

T1-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

FS00 = 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

STU: (7 starters) 1. Phil Parlato (BMW) 1:35.303; 2. John Harrison (BMW); 3. Frank Capobianco (BMW); **STL:** (5 starters) 1. Bob Beede (Honda) 1:35.604; 2. Yiannis Tsiounis (Mazda); 3. Greg Peluso (Mazda); **T2:** (6 starters) 1. Randy Taurio (Nissan) 1:33.420; 2. Chip Williams (Nissan); 3. Chris Outzen (Nissan); **SSB:** (4 starters) 1. Chris Dryden (Mazda) 1:36.996; 2. Amy Aquilante (Chevrolet); 3. Beth Aquilante (Pontiac); **SSC:** (1 starter) 1. Michael Crawford (Acura) 1:40.472; **SM:** (13 starters) 1. Yiannis Tsiounis 1:35.456; 2. Nick Leverone; 3. Dylan Murcott; **CSR:** (2 starters) 1. Lee Brahlin (Ralt) 1:17.410; 2. William Goldkind (Viking); **DSR:** (3 starters) 1. Garrett Kletjian (Stohr) 1:15.890; 2. Sherman Chao (Stohr); 3. Bob Gardner (Stohr); **S2:** (3 starters) 1. Fred Knoll Jr (Lola) 1:30.01; 2. Martin Hulick (Swift); no other finishers; **SRF:** (37 starters) 1. Mike Amy 1:33.963; 2. Rob Stewart; 3. Robert Reed;

FA: (8 starters) 1. Paul LeCain (Ralt) 1:14.191; 2. Connor Burke (Ralt); 3. Chris Fahan (Swift); **FC:** (2 starters) 1. Thomas Smith (Van Diemen) 1:23.348; 2. Kevin Boeckle (Van Diemen); **FM:** (1 starter) 1. Bruce Crockett 1:25.439; **FE:** (5 starters) 1. Justin Huffman 1:21.379; 2. Jonathan Corsico; no other finishers; **FB:** (4 starters) 1. Brandon Dixon (Citation) 1:15.674; 2. Alex Mayer (Elan); 3. Ivin Seabrook (Stohr); **FV:** (10 starters) 1. Roger Siebenaler (Mysterian) 1:34.331; 2. Jonathan Weisheit (JK); 3. Ray Qualls (Protoform); **F5:** (4 starters) 1. Jeremy Morales (Raptor) 1:27.280; 2. Ted Rudolph (Raptor); 3. Jay Beckley (KBS).

GLDIV DOUBLE NAT'L

OVR/CINCINNATI REGIONS
MID-OHIO SPORTS CAR COURSE / JUNE 2-3, 2012

SATURDAY

GT1: (7 starters) 1. Amy Ruman (Chevrolet) 1:27.133; 2. Ryan McManus (Ford); 3. Jim Bradley (Chevrolet); **GT2:** (5 starters) 1. Tom Patton (Sunbeam) 1:34.513; 2. David Finch (Porsche); 3. Stan Crawford (Porsche); **GT3:** (6 starters) 1. Joe Kristensen (Acura) 1:37.185; 2. John Mills (Mazda); 3. Dave Dobry (Eagle); **GTL:** (6 starters) 1. William Pintaric (Nissan) 1:43.021; 2. Bryan Floyd (Nissan); 3. Joel Hipp (Austin); **AS:** (10 starters) 1. Tom Sloe (Ford) 1:38.512; 2. Michael Lavigne (Ford); 3. Brian LaCroix (Chevrolet); **EP:** (5 starters) 1. John Schmitt (Honda) 1:39.073; 2. Sam Halkias (Triumph); 3. Gary Martz (Mazda); **FP:** (11 starters) 1. Kevin Ruck (Acura) 1:40.455; 2. David Strittmatter (Lancia); 3. Mason Workman (Mazda); **HP:** (8 starters) 1. Tom Feller (Triumph) 1:43.506; 2. Ron Bartell (MG); 3. Greg Gauper (Honda); **STO:** (7 starters) 1. Freddy Baker (Porsche) 1:37.886; 2. Steve Jenkins (BMW); 3. Craig Anderson (Chevrolet); **STU:** (7 starters) 1. Rob Huffmaster (Pontiac) 1:38.075; 2. Eric Heinrich (BMW); 3. William B Niemeyer Jr (Acura); **STL:** (4 starters) 1. Raymond Huffmaster (Mazda) 1:41.324; 2. Bruce Andersen II (Mazda); 3. Bruce

Andersen (Mazda); **T1:** (4 starters) 1. John M Buttermore (Chevrolet) 1:35.180; 2. Greg Vandersluis (Chevrolet); 3. Norman Betts (Chevrolet); **T2:** (8 starters) 1. Steve Jenkins (Porsche) 1:39.294; 2. Cooper MacNeil (BMW); 3. Bill A Baten (Chevrolet); **T3:** (4 starters) 1. Chad Gilsinger (Honda) 1:40.935; 2. Frank Levinson (Honda); 3. Justin Nordine (Honda); **SSB:** (5 starters) 1. Andrew Charbonneau (Ford) 1:43.789; 2. Luke Wilwert (Honda); 3. Kristian Smith (Ford); **SSC:** (3 starters) 1. Steven Christopher (Mazda) 1:52.456; 2. Brian Bogert (Dodge); 3. Mark McCaughey (Toyota); **SM:** (20 starters) 1. Andrew Von Charbonneau 1:46.188; 2. Alex Bolanos; 3. Voytek Burdzy;

CSR: (3 starters) 1. David Watson (Stohr) 1:27.151; 2. Jacek Mucha (Swift); 3. Doug Schumacher (Mazda); **DSR:** (8 starters) 1. Greg Bell (Stohr) 1:26.115; 2. Jim Hallman (Stohr); 3. David Locke (Stohr); **S2:** (5 starters) 1. Corey Fergus (Carbin) 1:31.032; 2. Michael Bautz (Lola); 3. David Doran (Doran); **SRF:** (24 starters) 1. Scott Rettich 1:39.323; 2. Jason Wolfe; 3. Lauren Scarpace;

FA: (4 starters) 1. Sedat Yelkin (Swift) 1:22.777; 2. Hans Peter (Swift); 3. Ahsen Yelkin (Swift); **FC:** (6 starters) 1. Robert Allaer (Van Diemen) 1:29.779; 2. Bill Jordan (Van Diemen); 3. Jim Dietz (Van Diemen); **FM:** (4 starters) 1. Steve Jenks 1:29.958; 2. Steve Johncock; 3. Thomas Peet; **FE:** (9 starters) 1. Scott Rettich 1:28.364; 2. Patrick Gallagher; 3. Denny Marklein; **FB:** (2 starters) 1. Jeremy Hill (Photon) 1:28.136; 2. Michael Crowe (Van Diemen); **FF:** (8 starters) 1. Tim Kautz (Piper) 1:31.601; 2. Lewis Cooper III (Van Diemen); 3. Russell Ruedisueli (Van Diemen); **FV:** (16 starters) 1. Michael Varacins (Speed Sport) 1:40.749; 2. Jeff Loughhead (Vortech); 3. Chris Jennerjahn (Vortech); **F5:** (7 starters) 1. Brian Bothers (TRI) 1:34.391; 2. T J Shaughnessy (Invader); 3. Kris Larsen (Scorpion).

SUNDAY

See BFGoodrich Tires Super Tour coverage pg. 58

MIDIV DOUBLE NAT'L

DES MOINES VALLEY REGION
MID-AMERICA MOTORPLEX / JUNE 2-3, 2012

SATURDAY

GT1: (1 starter) 1. Chris Stevens (Shelby) 1:42.479; **GT2:** (2 starters) 1. Tony Giordano (Nissan) 1:48.725; 2. Scott Schmidt (Rover); **GT3:** (1 starter) 1. Robert Herman (Mazda) 1:45.765; **GTL:** (1 starter) 1. Roy Lopshire (Toyota) 1:49.525; **AS:** (4 starters) 1. Jim Wheeler (Pontiac) 1:44.421; 2. Kim McDondal (Pontiac); 3. Dean Palmer (Ford); **EP:** (6 starters) 1. Jon Brakke (Mazda) 1:40.973; 2. Bill Allman (Mazda); 3. Brian Haupt (Mazda); **FP:** (3 starters) 1. Sam Henry (Mazda) 1:44.050; 2. Randy Wagner (Mazda); 3. Frank Fisher (Mazda); **HP:** (2 starters) 1. Aaron Johnson (Triumph) 1:50.989; 2. Jack Schulz (MG); **STO:** (1 starter) 1. John Slinkard, Jr (Honda) 1:40.230; **STU:** (2 starters) 1. Dave Volante (BMW) 1:48.808; 2. Tom

Kraft (Mazda); **STL:** (3 starters) 1. David Palfenier (Mazda) 1:49.695; 2. Tom Kraft (Mazda); 3. Harlan Donaldson (VW); **T1:** (2 starters) 1. Mike McGinley (Chevrolet) 1:40.509; 2. Natha Waldbaum (Chevrolet); **SSC:** (1 starter) 1. Charlie James (Hyundai) 1:53.038; **SM:** (6 starters) 1. Mike Asselta 1:49.002; 2. David Palfenier; 3. Kurtis Goertz; **SFR:** (6 starters) 1. Brian Schafer 1:45.444; 2. Grayson Strathma; 3. Jim Cote Jr; **FC:** (1 starter) 1. Allen Dale (Van Diemen) 1:35.033; **FM:** (1 starter) 1. Ken De Nault 1:37.070; **FF:** (1 starter) 1. Frank Chambers (Swift) 1:44.221; **FV:** (1 starter) 1. Bill Johnson (Vortech) 1:48.735; **F5:** (4 starters) 1. Timothy Friest (KBS) 1:41.424; 2. David Vincent (KBS); no other finishers.

SUNDAY

GT1: (1 starter) 1. Chris Stevens (Shelby) 1:41.728; **GT2:** (2 starters) 1. Scott Schmidt (Rover) 1:46.475; 2. Tony Giordano (Nissan); **GT3:** (1 starter) 1. Robert Herman (Mazda) 1:45.354; **GTL:** (1 starter) no finishers; **AS:** (4 starters) 1. Kim McDonald (Pontiac) 1:46.672; 2. Dean Palmer (Ford); 3. Sean Maloney (Chevrolet); **EP:** (4 starters) 1. Jon Brakke (Mazda) 1:41.050; 2. Mark Brakke (Mazda); 3. Charlie Clark (Mazda); **FP:** (3 starters) 1. Sam Henry (Mazda) 1:45.763; 2. Randy Wagner (Mazda); 3. Frank Fisher (Mazda); **HP:** (2 starters) 1. Jack Schulz (MG) 1:51.840; 2. Aaron Johnson (Triumph); **STO:** (3 starters) 1. Mark Kirby (Dodge) 1:36.929; 2. Matthew Miller (Dodge); no other finishers; **STU:** (2 starters) 1. Dave Volante (BMW) 1:49.580; 2. Tom Kraft (Mazda); **STL:** (3 starters) 1. David Palfenier (Mazda) 1:49.501; 2. Tom Kraft (Mazda); 3. Harlan Donaldson (VW); **T1:** (1 starter) 1. Mike McGinley (Chevrolet) 1:40.325; **SSC:** (1 starter) 1. Charlie James (Hyundai) 1:51.945; **SM:** (6 starters) 1. David Palfenier 1:49.019; 2. Kurtis Goertz; 3. Mike Asselta; **SFR:** (6 starters) 1. Brian Schafer 1:45.443; 2. Jim Cote Jr; 3. Grayson Strathma; **FC:** (1 starter) 1. Allen Dale (Van Diemen) 1:33.694; **FM:** (1 starter) 1. Ken De Nault 1:38.024; **FF:** (1 starter) 1. Frank Chambers (Swift) 1:44.130; **FV:** (2 starters) 1. Bill Johnson (Vortech) 1:47.346; no other finishers; **F5:** (4 starters) 1. Jack Walbran (Scorpion) 1:43.355; 2. David Vincent (KBS); 3. Timothy Friest (KBS).

SPDIV DOUBLE NAT'L

CAL CLUB REGION
AUTO CLUB SPEEDWAY / JUNE 9-10, 2012

SATURDAY

GT1: (1 starter) 1. Kyle Kelley (Chevrolet) no time; **GT2:** (1 starter) 1. Erich Joiner (Porsche) 1:43.749; **GT3:** (3 starters) 1. Wolfgang Maikle (Toyota) 1:46.783; 2. Mike Henderson (Mazda); 3. Scott Graham (Mazda); **GTL:** (1 starters) 1. John Bower (Nissan) 1:58.896; **AS:** (1 starter) 1. Christopher Qualls (Ford) 1:55.478; **EP:** (2 starters) 1. Wayne Graham (Mazda) 1:54.223; 2. Roger Karlson (Elva); **HP:** (2 starters) 1. Jason Isley (Toyota) 2:02.123; 2. Gary Whitman (Austin Healey); **STU:** (2 starters) 1. Marc Hoover (Mazda) 1:51.215; 2. Colin Rosenberg (Mazda); **STL:** (6 starters) 1. Grant Westmorland (Mazda) 2:02.455; 2. Clement Lee (Mazda); 3. Mark Lange (Mazda); **T1:** (6 starters) 1. Oli Thordarson (Chevrolet) 1:47.616; 2. Robert Kahn (Chevrolet); 3. Roy Benedetti (Chevrolet); **T2:** (1 starter) 1. Tom Brecht (BMW) 1:56.837; **T3:** (1 starter) 1. Tim Brecht (BMW) 2:00.301; **SSB:** (1 starter) 1. Richard Crites (Honda) 2:05.235; **SSC:** (2 starters) 1. Brian Husting (Chevrolet) 2:05.747; 2. Rudy Ludeke (Ford); **SM:** (13 starters) 1. Rob Burgoon 2:03.541; 2. Dean Busk; 3. Clement Lee; **CSR:** (4 starters) 1. Chuck Bona III (Stohr) 1:36.992; 2. Michael Alfred (Beasley); 3. Rene Lohr (Radical); **DSR:** (1 starter) 1. Henry Botkin (Stohr) 1:37.432; **S2:** (4 starters) 1. Joe Moran (Carbin) 1:44.284; 2. Edward Guenther (Swift); 3. Gary Holcomb (Swift); **SFR:** (8 starters) 1. Paul Marino 1:59.488; 2. Lee Fleming; 3. Kyle Eggleton; **FA:** (2 starters) 1. Vince Gaddini (Mazda) 1:40.410; 2. Chris Emanuel (Mazda); **FM:** (3 starters) 1. Tom Hope 1:43.261; 2. Dutch Schultz; 3. Brad Drew; **FF:** (3 starters)

1. Ethan Shippert (Van Diemen) 1:48.453; 2. John DiGiovanni (Swift); 3. Mike Milner (Van Diemen); **FV:** (3 starters) 1. Ron Wake (Mysterian) 2:03.903; 2. Charlie Turner (Protoform); 3. Mark Edwards (Glamdring); **F5:** (1 starter) 1. Joe Rozelle (Novakar) 1:54.453.

SUNDAY

GTL: (1 starter) 1. Kyle Kelley (Chevrolet) 1:36.559; **GT2:** (1 starter) 1. Erich Joiner (Porsche) 1:48.116; **GT3:** (4 starters) 1. Wolfgang Maie (Toyota) 1:46.449; 2. Mike Henderson (Mazda); 3. Mark Weimer (Nissan); **GTL:** (1 starter) 1. John Bower (Nissan) 1:58.480;

AS: (1 starter) 1. Christopher Qualls (Ford) 1:54.084; **EP:** (2 starters) 1. Wayne Graham (Mazda) 1:55.839; 2. Roger Karlson (Elva); **HP:** (2 starters) 1. Jason Isley (Toyota) 2:00.789; 2. Gary Wittman (Austin Healey); **STU:** (2 starters) 1. Marc Hoover (Mazda) 1:52.155; 2. Colin Rosenberg (Mazda); **STL:** (5 starters) 1. Clement Lee (Mazda) 2:02.630; 2. Mark Lange (Mazda); 3. Bill Nelson (Mazda); **TI:** (5 starters) 1. Oil Thordarson (Chevrolet) 1:46.442; 2. Chuck Matthews (Chevrolet); 3. Robert Kahn (Chevrolet); **T2:** (1 starter) 1. Tom Brecht (BMW) 1:56.402; **T3:** (1 starter) 1. Tim Brecht (BMW) 2:00.392; **SSB:** (1 starter) 1. Richard Crites (Honda) 2:06.031; **SSC:** (2 starters) 1. Brian Husting (Chevrolet) 2:05.049; 2. Rudy Ludeke (Ford); **SM:** (12 starters) 1. Dean Busk 2:03.346; 2. Rob Burgoon; 3. Clement Lee;

CSR: (3 starters) 1. Chuck Bona III (Stohr) 1:38.983; 2. Rene Lohr (Radical); 3. Joseph Schilfni (Radical); **DSR:** (1 starter) 1. Henry Botkin (Stohr) 1:36.058; **S2:** (5 starters) 1. David Ferguson (Van Diemen) 1:43.689; 2. Joe Moran (Carbir); 3. Edward Guenther (Swift); **SRF:** (8 starters) 1. Paul Marino 1:59.169; 2. Mike Miserendino; 3. TJ Acker;

FA: (1 starter) 1. Vince Gaddini (Mazda) 1:39.493; **FM:** (3 starters) 1. Tom Hope 1:43.038; 2. Dutch Schultz; 3. Brad Drew; **FF:** (3 starters) 1. Ed Erlanson (Swift) 1:49.172; 2. John DiGiovanni (Swift); 3. Mike Milner (Van Diemen); **FV:** (2 starters) 1. Ron Wake (Mysterian) 2:03.869; 2. Charlie Turner (Protoform); **F5:** (1 starter) 1. Joe Rozelle (Novakar) 1:56.243.

RMDIV INVITATIONAL

CONTINENTAL DIVIDE REGION
PUEBLO MOTORSPORTS PARK / JUNE 16-17, 2012

SATURDAY

EP: (4 starters) 1. John Longwell (BMW) 1:46.421; 2. Mike Halbrook (Caterham); 3. Rick Kosdrosky (Caterham); **FP:** (5 starters) 1. Eric Prill (Mazda) 1:43.141; 2. Rick Harris (Mazda); 3. R. Inness Eisele (BMW); **HP:** (2 starters) 1. Jerry Oleson (Austin) 1:55.578; 2. Alex Burnett (Datsun);

STU: (4 starters) 1. Michael Pettiford (Pontiac) 1:43.703; 2. Anthony Simmers (Volkswagen); 3. Dan Goodman (BMW); **SM:** (10 starters) 1. Bill Tolley 1:47.802; 2. Steven Powers; 3. Matthew Wolfe;

SRF: (3 starters) 1. Steve Stansfield 1:51.070;

2. Michael Cameron; 3. Rand Donohoo;

FM: (2 starters) 1. Russell Lindemann 1:41.213; 2. Gary Homyak; **FF:** (4 starters) 1. Doug Stout (Van Diemen) 1:49.101; 2. Bill Kephart (Vestal); 3. William Brown (Swift); **FV:** (7 starters) 1. Tyler Hunter (Vortech) 1:44.408; 2. Lisa Noble (Vortech); 3. Mark Felsen (Vortech); **F5:** (2 starters) 1. David Vincent (KBS) 1:48.666; 2. Timothy Friest (KBS).

SUNDAY

EP: (5 starters) 1. John Longwell (BMW) 1:43.099; 2. Mike Halbrook (Caterham); 3. Rick Kosdrosky (Caterham); **FP:** (4 starters) 1. Eric Prill (Mazda) 1:42.654; 2. Rick Harris (Mazda); 3. R. Inness Eisele (BMW); **HP:** (1 starter) 1. Alex Burnett (Datsun) 1:53.740;

STU: (4 starters) 1. Michael Pettiford (Pontiac)

1:44.777; 2. Anthony Simmers (Volkswagen); 3. Dan Goodman (BMW); **SM:** (10 starters) 1. Mark Franklin 1:48.393; 2. Bill Tolley; 3. Steven Powers;

SRF: (4 starters) 1. Michael Cameron 1:48.557;

2. Steve Stansfield; 3. Jerry Oleson;

FM: (2 starters) 1. Russell Lindemann 1:31.990;

2. Gary Homyak; **FF:** (5 starters) 1. William Brown (Swift)

1:36.192; 2. Bill Kephart (Vestal); 3. Steve Meyer (Swift);

FV: (7 starters) 1. Paul Eric Taylor (Mysterian) 1:45.958;

2. Mark Felsen (Vortech); 3. Robert Neumeister (Womer);

F5: (2 starters) 1. David Vincent (KBS) 1:45.900;

2. Timothy Friest (KBS).

RMDIV DOUBLE NAT'L

COLORADO REGION

HIGH PLAINS RACEWAY / JUNE 30-JULY 1, 2012

SATURDAY

GT2: (1 starter) 1. Jim Valdez (BMW) 1:56.953; **GT3:** (3 starters) 1. Robert Herman (Mazda) 2:06.143; 2. Jim Speights (Mazda); 3. Jim Stinehelfer (Mazda); **GTL:** (2 starters) 1. Kent Prather (Mazda) 2:05.739; no other finishers;

AS: (1 starter) 1. Kim McDonald (Pontiac) 2:12.388;

EP: (10 starters) 1. Matt Reynolds (Mazda) 2:03.119;

2. William Lamkin (Mazda); 3. Mike Halbrook (Caterham);

FP: (5 starters) 1. Eric Prill (Mazda) 2:03.222; 2. Rick Harris (Mazda); 3. William Hingston (Mazda); **HP:** (2 starters) 1. Alex Burnett (unknown) 2:18.259; no other finishers;

STO: (3 starters) 1. Scott Bove (BMW) 1:57.658;

2. Dan Goodman (BMW); 3. Chris Waterman (Ford);

STU: (6 starters) 1. Anthony Simmers (Volkswagen)

2:05.113; 2. Paul McLeod (Mazda); 3. Denise Longwell (BMW); **TI:** (1 starter) 1. Natha Waldbaum (Chevrolet)

2:02.680; **T2:** (3 starters) 1. James Leithauser (BMW)

2:06.017; 2. David Muramoto (Nissan); 3. Dan Spirek (BMW); **SSB:** (2 starters) 1. Michael Pettiford (Pontiac)

2:13.504; 2. Rick Shively (BMW); **SSC:** (2 starters)



At the GLDiv Double National, Greg Bell (33) won D Sports Racing on Saturday.

1. James Place (Acura) 2:19.037; 2. Robert Schader (Mazda); **SM:** (11 starters) 1. Matt Reynolds 2:11.419; 2. Mark Franklin; 3. Chrils Haldeman;

CSR: (4 starters) 1. Michael Keith Scharl (SCCA) 1:51.126; 2. Jay Messenger (SCCA); 3. Chris Funk (SCCA); **DSR:** (1 starter) 1. Kirk Kindsfater (Speads) 1:43.540; **S2:** (5 starters) 1. Mark Mercer (Lola) 1:51.712; 2. Rob Sherwood (Carbir); 3. Steve Meyer (Lola); **SRF:** (11 starters) 1. Keith Verges 2:08.013; 2. Denny Stripling; 3. Mark Hutchins;

FC: (4 starters) 1. Gerald D Szykulski (Van Diemen) 1:47.334; 2. Jim Victor (RFR); 3. Pete Ingwersen (Van Diemen); **FM:** (4 starters) 1. Russ Lindemann 1:49.705; 2. Darryl Willis; 3. Stuart Rettie; **FE:** (1 starter) 1. Henry Donohoo 2:08.501; **FB:** (5 starters) 1. J.R Osbourne (Stohr) 1:44.617; 2. Terry Bliner (RFR); 3. Christopher Ash (Speads); **FF:** (3 starters) 1. David Loken (Swift) 1:57.049; 2. Fletcher Brown (Swift); 3. Meagan Sauce (Swift); **FV:** (8 starters) 1. Mark Felsen (Vortech) 2:09.442; 2. Lisa Noble (Vortech); 3. Charles Hearn (Vortech); **F5:** (3 starters) 1. Timothy Friest (KBS) 2:02.429; 2. David Vincent (KBS); 3. Charles McAbee Jr (AJ's).

SUNDAY

See BFGoodrich Tires Super Tour coverage pg. 62

SCCA PROSOLO C'SHIP

ROUND 5
BLYTHEVILLE, ARK / JUNE 7-9, 2012

SS: 1. Sam Strano (Chevrolet) 82.979; 2. David Lehman (Porsche); 3. Gregory Lloyd (Chevrolet); **HS:** 1. Greg Reno (Mini) 89.074; 2. James Feinberg (Mini); 3. David Spratte (Mini);

STF: 1. Andy Hollis (Mazda) 90.153; 2. David Hedderick (Mini); 3. Ann Hollis (Mazda); **STS:** 1. Tom OGorman (Honda) 85.635; 2. John Brown (Mazda); 3. David Whitener (Honda); **STX:** 1. Chris Cline (BMW) 87.178; 2. Dennis Sparks (Mazda); 3. Barry Booker (Volkswagen); **STU:** 1. Josh Luster (Subaru) 85.617; 2. Jon Pomrenke (Subaru); 3. Robert Irish (Subaru); **STR:** 1. David Marcus (Mazda) 85.187; 2. Jason Collett (Honda); 3. Matthew Glagola (Honda); **SSM:** 1. Carter Thompson (Mazda) 80.772; 2. Erik Strelnieks (Mazda); 3. Brian Johns (Mazda);

BSP: 1. Chris Edens (Mazda) 85.624; 2. Frank Likert (Mazda); 3. Luke Oxner (Porsche);

Race Tire Index 1: 1. Clemens Burger (LeGrand) 69.711; 2. Mark Lamm (Van Diemen); 3. Nick Myers (Van Diemen); **Race Tire Index 2:** 1. Troy Acosta (Porsche) 72.991; 2. Scott Giles (Honda); 3. Bryan Hayes (Honda); **KM:** 1. Jeremiah McClintock (Renspeed) 72.307; 2. Mike Kline (CRG); 3. Shawn Hill (Honda); **FJA:** 1. Dana Gill (MG) 99.963;

Ladies Class 1: 1. Rachel Saunders (LeGrand) 72.232; 2. Beth McClure-Strelnieks (Porsche); 3. Mindi Cross (Mitsubishi); **Ladies Class 2:** 1. Tara Johns (Mazda) 74.960; 2. Gwen Baake (Mini); 3. Donna Marx (Chevrolet); **Ladies Class 3:** 1. Kim Whitener (Honda) 73.216; 2. Shelly Monfort (Mazda); 3. Teddie Alexandrova (Mazda);



KENNETH HAWKING PHOTOS

2012 AMERICAN LE MANS SERIES SCHEDULE

1	2	3	4	5	6	7	8	9	10
MOBIL 1 TWELVE HOURS OF SEBRING	TEQUILA PATRÓN AMERICAN LE MANS AT LONG BEACH	AMERICAN LE MANS MONTEREY PRESENTED BY PATRÓN	AMERICAN LE MANS NORTHEAST GRAND PRIX	MOBIL 1 PRESENTS THE GRAND PRIX OF MOSPORT	MID-OHIO SPORTS CAR CHALLENGE	AMERICAN LE MANS SERIES ROAD AMERICA	GRAND PRIX OF BALTIMORE	AMERICAN LE MANS SERIES PRESENTED BY TEQUILA PATRÓN AT VIR	PETIT LE MANS POWERED BY MAZDA
MARCH 17 Sebring, FL	APRIL 14 Long Beach, CA	MAY 12 Monterey, CA	JULY 7 Lakeville, CT	JULY 22 Bowmanville, Ontario, Canada	AUGUST 4 Lexington, OH	AUGUST 18 Elkhart Lake, WI	SEPTEMBER 1 Baltimore, MD	SEPTEMBER 15 Danville, VA	OCTOBER 20 Braselton, GA
abc	ESPN2	ESPN2	ESPN2	ESPN2	abc	ESPN2	abc	ESPN2	abc



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Each show is two hours of nail-biting competition featuring some of the fastest prototypes and the best GT racing on the planet. Catch the action LIVE from the beautiful 2.4 mile, 15-turn Mid-Ohio Sports Car Course on Saturday, August 4 at 2:00 PM Eastern* and from the legendary Road America course on Sunday, August 19 starting at 2 PM Eastern*.

MID-OHIO SPORTS CAR CHALLENGE

Airs LIVE Saturday, August 4 at 2pm ET* on 

AMERICAN LE MANS SERIES PRESENTED BY TEQUILA PATRÓN AT ROAD AMERICA

Airs Sunday, August 19 at 2pm ET* on **ESPN2**

*Check local listings.

Mid-Ohio ticket and event info: midohio.com or 800-MID-OHIO

Road America ticket and event info: roadamerica.com or 800-365-7223



2012 CLUB RACING NAT'L MARQUE SCOREBOARD *This scoreboard is unofficial*

GT1	EP	STU	SSC	FB
CHEVROLET 18	MAZDA 22	MAZDA 16	ACURA 9	STOHR 7
FORD 7	BMW 7	BMW 11	MAZDA 6	RFR 5
OLDSMOBILE 4	DATSUN 4	PONTIAC 3	TOYOTA 5	CITATION 4
SHELBY 4	CATERHAM 3	LOTUS 2	CHEVROLET 3	SPEADS 2
JAGUAR 2	HONDA 2	VOLKSWAGEN 2	HONDA 3	VAN DIEMEN 2
DODGE 1	VOLVO 1	AUDI 1	VOLKSWAGEN 3	PHOENIX 1
PONTIAC 1	FP	STL	CSR	FF
QVALE 1	MAZDA 21	MAZDA 33	DODGE 2	PHOTON 1
GT2	MG 5	HONDA 1	SWIFT 13	SWIFT 18
PORSCHE 25	LOTUS 2	IT1	STOHR 11	VAN DIEMEN 13
SUNBEAM 5	NISSAN 2	CHEVROLET 26	WYNNFURST 2	PIPER 2
BMW 3	ACURA 1	DODGE 1	BEASLEY 1	SAUCE 2
ROVER 3	DATSUN 1	IT2	MAZDA 1	CHEVRON 1
NISSAN 2	LANCIA 1	BMW 14	NORMA 1	FV
TOYOTA 2	PORSCHE 1	MITSUBISHI 6	SCCA 1	VORTECH 17
GT3	VOLKSWAGEN 1	NISSAN 6	VAN DIEMEN 1	MYSTERIAN 6
MAZDA 22	HP	CHEVROLET 2	VIKING 1	RACER'S WEDGE 3
TOYOTA 7	HONDA 10	FORD 2	DSR	SPEED SPORT 3
NISSAN 3	MG 6	HONDA 2	STOHR 21	PROTOFORM 2
FORD 2	TOYOTA 5	PORSCHE 2	WEST 5	AGITATOR 1
ACURA 1	VOLKSWAGEN 4	IT3	SPEADS 3	ANDURIL 1
GTL	AUSTIN HEALEY 3	HONDA 7	CRITTER 2	CARACAL 1
NISSAN 10	DATSUN 3	NISSAN 4	S2000	CRUSADER 1
MAZDA 6	FIAT 2	VOLKSWAGEN 4	LOLA 11	GLAMDRING 1
HONDA 3	TRIUMPH 2	FORD 3	CARBIR 7	F500
TOYOTA 2	STO	BMW 2	VAN DIEMEN 2	SCORPION 7
TRIUMPH 2	DODGE 12	SSB	SWIFT 1	NOVAKAR 5
VOLKSWAGEN 1	CHEVROLET 9	BMW 10	FA	KBS 4
AS	ASTON MARTIN 2	FORD 8	SWIFT 16	AJ'S 3
FORD 18	BMW 2	HONDA 6	STAR-MAZDA 11	RED DEVIL 3
PONTIAC 11	FORD 2	MAZDA 4	REYNARD 4	INVADER 2
CHEVROLET 7	HONDA 1	PONTIAC 3	FC	RAPTOR 2
	PORSCHE 1	CHEVROLET 1	VAN DIEMEN 28	ROCKEOTECH 1
				TRI 1

Bump Class 1: 1. Aaron Miller (Mitsubishi) 69.824; 2. Jon Wagner (Mitsubishi); 3. Alex Shchepkov (BMW);
Bump Class 2: 1. Bartek Borowski (Mazda) 70.989; 2. Craig Wilcox (Mini); 3. Jadrice Toussaint (Honda);
Road Tire: 1. Michael Eckert (Subaru) 75.048; 2. James Wilson (Subaru); 3. Aruch Poonsapaya (Porsche);
Gumout Super Challenge: 1. Andy Hollis; 2. David Hedderick; 3. Tom O'Gorman; **Ladies Challenge:** 1. Kim Whitener; 2. Gwen Baake; 3. Tara Johns; Bonus Challenge: Kerry Emmert.

SOLO NAT'L TOUR

ROUND 5

BLTYHEVILLE, ARK / JUNE 9-11, 2012

SS: 1. Sam Strano (Chevrolet) 101.546; 2. Gregory Lloyd (Chevrolet); 3. Bryan Schafer (Chevrolet); **SSL:** 1. Shelly Monfort (Chevrolet) 105.801; 2. Donna Marx (Chevrolet); 3. Carla Russo (Chevrolet); **AS:** 1. Han Henze (Porsche) 108.710; 2. Kerry Emmert (BMW); 3. Jim Bennett (Porsche); **CS:** 1. Daniel McCelvey (Nissan) 103.054; 2. Pat Mcelvey (Nissan); 3. Richard Baker (Mazda); **DS:** 1. Craig Wilcox (Mini) 105.916; 2. Wayne Onyschuk (Subaru); 3. Mark Canekeratne (Chevrolet); **ES:** 1. Bartek Borowski (Mazda) 104.277; 2. Hubert Borowski (Mazda); 3. Tom DeYoung (Mazda); **ESL:** 1. Breanna Brulliar (Mazda) 118.773; **GS:** 1. Greg Cheney (Volkswagen) 112.781; **HS:** 1. Greg Reno (Mini) 108.284; 2. Tim Carritte (Mini); 3. James Fineberg (Mini);
STF: 1. Andy Hollis (Mazda) 109.351; 2. Sean Yoder (Mini); 3. Todd Freeman (Mini); **STC:** 1. David O'Maley (Honda) 105.987; 2. Kristo Kuk (Honda); 3. Kevin Miller (Honda); **STS:** 1. Tom O'Gorman (Honda) 104.589; 2. John Brown (Mazda); 3. David Whitener (Honda); **STSL:** 1. Kim Whitener (Honda) 106.404; 2. Michelle Seelig (Honda); 3. Linda Duncan (Honda); **STX:** 1. Michael Kuhn (Mazda) 107.466; 2. Chris Cline (BMW); 3. Mark Sipe (Mazda); **STXL:** 1. Laura Campbell (Mazda) 110.797; 2. Connie Booker (Volkswagen); **STR:** 1. Jason Collett (Honda) 103.803; 2. Matthew Glagola (Honda); 3. Geoff Walker (Honda); **STRL:** 1. Taylor Jordan Towns (Honda) 110.941; 2. Hilary Anderson (Honda); **STU:** 1. Luke Oxner

J.R. Osbourne won FB at the first leg of the High Plains Raceway Double National.

(Mitsubishi) 105.988; 2. Josh Luster (Subaru); 3. Mark Hill (Mitsubishi); **SM:** 1. Mindi Cross (Mitsubishi) 102.599; 2. Eric Hyman (Nissan); 3. Troy Dudley (Nissan);
SSM: 1. Carter Thompson (Mazda) 97.248; 2. Erik Strelnieks (Mazda); 3. Brian Johns (Mazda);
ASP: 1. Martin Henry (Nissan) 105.697; **BSP:** 1. Chris Edens (Mazda) 102.474; 2. Jadrice Toussaint (Honda); 3. Frank Likert (Mazda); **CSP:** 1. Aaron Buckley (Mazda) 101.640; 2. Bryan Hertweck (Mazda); **ESP:** 1. Mark Madarash (Pontiac) 101.033; 2. Dave Ogburn (Chevrolet); 3. Mark Foley (Pontiac);
XP: 1. Aaron Miller (Mitsubishi) 99.189; 2. Randall Wilcox (Mazda); 3. Jon Wagner (Mitsubishi); **DP:** 1. Sam Henry (Mazda) 100.101; **EP:** 1. Scott Giles (Honda) 105.519; 2. Bryan Rawlins (Honda); 3. Robert Chrisman (Honda);
FP: 1. Beth McClure-Strelnieks (Porsche) 101.105; 2. Troy Acosta (Mazda); 3. Garrett Molzer (Honda); **FPL:** 1. Rhoda Davis (Porsche) 113.421;
BM: 1. Clemens Burger (LeGrand) 88.310; 2. Rachel Saunders (LeGrand); 3. Daniel Stone (LeGrand);

CM: 1. Nick Myers (Van Diemen) 94.791; 2. Donald Elzinga (Reynard); 3. Mark Lamm (Van Diemen); **DM:** 1. David Hedderick (Birkin) 95.947; 2. Charles Spera (Ultralite); 3. Chuck Meyers (Caterham); **EM:** 1. Joe Tharpe (Chevrolet) 98.366; 2. Andy Hohl (Chevrolet); 3. Dave Whitworth (Ford); **FM:** 1. Lynn Wilson (Volkswagen) 106.634; **KM:** 1. Jeremiah McClintock (Renspeed) 89.010; 2. Mike Kline (CRG); 3. Shawn Hill (Honda); **FJA:** 1. Kate Regganie (BRM) 102.404; 2. Dana Gill (Yamaha); **FJB:** 1. Tom Regganie (Margay) 104.619; 2. Kayla Jackson (Yamaha);
RT: 1. Mark Strong (Mazda) 94.251; 2. Andy Seipos (Chevrolet); 3. Edward Fisher (Chevrolet); **RTA:** 1. Max Bales (Subaru) 91.445.

ROADRALLY NAT'L

STEEL CITIES REGION

HARMARVILLE, PA / JUNE 2, 2012

SATURDAY - COURSE

E: (5 starters) 1. Steve Gaddy/Chris Bean (Toyota) 35; 2. Stuart Helfer/Jack von Kaenel (Chevrolet) 513; 3. Bob Morseburg/John Emmons (Toyota) 582; **L:** (1 starter) 1. Jim Crittenden/R. Bruce Gezon (MINI) 766; **S:** (2 starters) 1. Jim Wakemen, Sr./Mark Haas (Dodge) 432; 2. Jim Miner/Clyde Heckler (BMW) 880.

ROADRALLY QUAD NAT'L

INDIANAPOLIS REGION

CLOVERDALE, IN / JUNE 23-24, 2012

SATURDAY - COURSE

E: (4 starters) 1. R. Bruce Gezon/Steve Gaddy (MINI) 71; 2. Stu Helfer/Jack von Kaenel (Hyundai) 87; 3. Chuck Larouere/Bob Morseburg (Mitsubishi) 214; **S:** (3 starters) 1. Jim Miner/Clyde Heckler (Subaru) 339; 2. Jim Wakemen, Sr./Mark Haas (Saturn) 786; 3. Jessica Toney/J Toney (Honda) 889.

SATURDAY - TOUR

E: (2 starters) 1. John A. Emmons/Lois Van Vleet (Honda) 242; 2. Ron Ferris/John Sears (MINI) 355; **L:** (1 starter) 1. Derrick Carpenter/Rich Bireta (Nissan) 622.

SUNDAY - COURSE

E: (4 starters) 1. R. Bruce Gezon/Steve Gaddy (MINI) 121; 2. Stu Helfer/Jack von Kaenel (Hyundai) 402; 3. Chuck Larouere/Bob Morseburg (Mitsubishi) 607; **S:** (3 starters) 1. Jim Wakemen, Sr./Mark Haas (Saturn) 436; 2. Jessica Toney/J Toney (Honda) 541; 3. Jim Miner/Clyde Heckler (Subaru) 776.

SUNDAY - TOUR

E: (3 starters) 1. John A. Emmons/Lois Van Vleet (Honda) 30; 2. Bob DeMeritt/Marianne DeMeritt (Subaru) 241; 3. Ron Ferris/John Sears (MINI) 261; **L:** (1 starter) 1. Derrick Carpenter/Rich Bireta (Nissan) 546.



RUPERT BERRINGTON

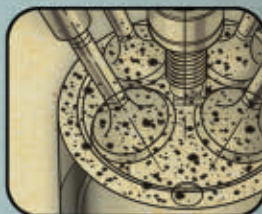
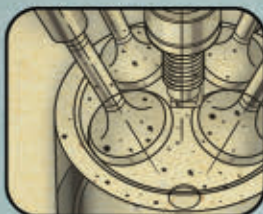


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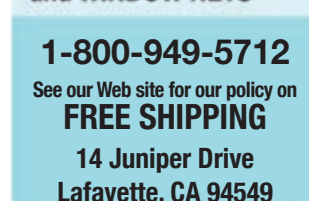
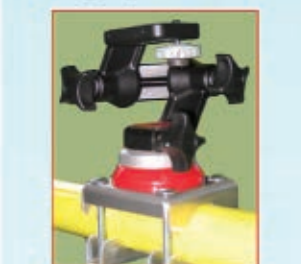
Deadlines for the November 2012 Issue: 09.19.12 for space; 10.02.12 for materials; and 10.12.12 issue mails.

10 Accessories/Apparel

- RACETECH, KIRKEY Seats
- LONGACRE Chassis Setup, Scales
- LONGACRE, SYTEC Battery Master Switches
- PROSPEED RS683 Brake Fluid
- RED LINE Oils and Additives
- ESS, SAFECRAFT Fire Systems
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- COOL SHIRT, I/O PORT, CHILL OUT Cool Suits
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- I/O PORT Video Camera Mounts
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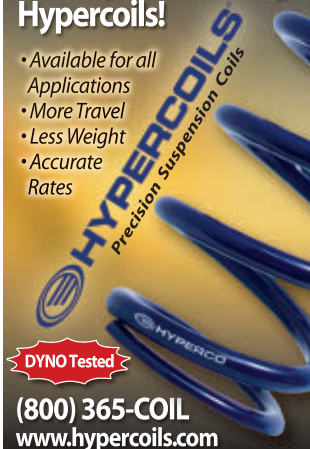
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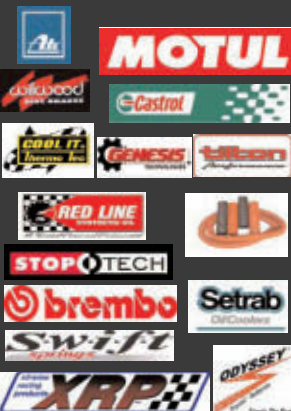


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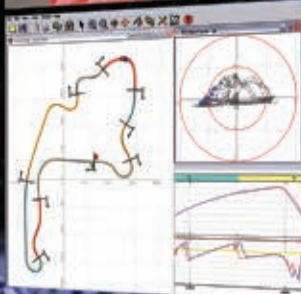
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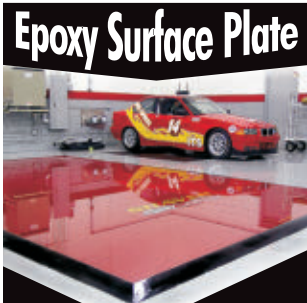
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infoctw@competitiontire.com

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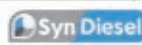
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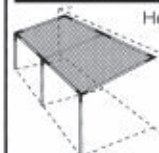
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Petersburg, Fla. (double)

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.

Randy Pobst (GT) Peter Cunningham (GTS);

Todd Lamb (TC)

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

Johnny O'Connell (GT); Andy Lee (GTS)

Johnny O'Connell (GT); Andy Lee (GTS)

Jun 22-24 CTMP (Mosport), Ontario, Canada

Mike Skeen (GT); Mike Skeen (GT)

Michael Galati (GTS); Mark Wilkins (GTS)

Jeff Altenburg (TC); Gary Kwok (TC); Michael

Cooper (TC)

Andre Rapone (TCB); Andre Rapone (TCB); Andre

Rapone (TCB)

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

Aug 24-26 Infineon Raceway, Calif.



TRANS-AM SERIES

www.trans-amracing.com

May 18-20 CTMP (Mosport), Ontario, Canada

Doug Peterson (TA); Peter Halsmer (TA2)

May 25-26 Lime Rock Park, Lakeville, Conn.

Simon Gregg (TA); Bob Stretch (TA2)

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

Simon Gregg (TA); Bob Stretch (TA2);

Jan Heylen (GGT)

Jun 29-Jul 1 New Jersey Motorsports Park, N.J.

Amy Ruman (TA); Pete Halsmer (TA2)

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

Mar 14-16 Sebring Int'l Raceway, Fla. (double)

Stevan McAleer; John Dean II

May 10-12 Mazda Rowy Laguna Seca, Calif. (dbl)

Elliott Skeer; John Dean II

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

Stevan McAleer

Jun 20-22 Road America, Wis.

Ara Mkhossian

Jul 20-22 CTMP (Mosport), 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



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EVENT

Mid-Ohio Sports Car Course

Infineon Raceway

Schedule subject to change. All times listed are Eastern.

AIR DATE

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

Sunday, Sept. 9, 3 p.m.

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

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)

Wyatt Goaden; Robert LaRocca

Jun 28-Jul 1 New Jersey Motorsports Park

(Thunderbolt), N.J. (double)

Robert LaRocca; Robert LaRocca

Jul 26-29 Mid Ohio Sports Car Course, Ohio (dble)

Aug 24-26 Summit Point, W. Va. (double)

Oct 12-14 Watkins Glen Int'l, N.Y. (double)

F1600

CHAMPIONSHIP

www.f1600championshipseries.com

Apr 12-15 VIRginia Int'l Raceway, Va. (double)

Matias Koykka; Brandon Newey

May 25-26 Lime Rock Park, Conn. (double)

Matias Koykka; Brandon Newey

Jun 28-Jul 1 New Jersey Motorsports Park

(Thunderbolt), N.J. (double)

Shae Davies; Shae Davies

Jul 26-29 Mid-Ohio Sports Car Course, Ohio (dble)

Aug 24-26 Summit Point, W. Va. (double)

Oct 12-14 Watkins Glen Int'l, N.Y. (double)

FORMULA 1000

CHAMPIONSHIP SERIES

www.f1000champ.com

May 18-20 CTMP (Mosport, Ontario, Canada (db)

Brandon Dixon; Brandon Dixon

Jun 8-10 New Jersey Mtrsprts Park, N.J. (double)

Brandon Dixon; Bill McLaughlin

Jul 6-8 VIRginia Int'l Raceway, Va. (double)

Aug 3-4 Mid-Ohio Sports Car Course, Ohio (dble)

Sep 14-16 Road Atlanta, Ga. (double)

CLUB RACING



Date Track/Region

Phone numbers are or region registrars

NATIONAL

NORTHEAST www.nediv.com

Jul 27-29 Pittsburg Int'l Race Cmplx/Steel Cities

Aug 10-12 Pocono Raceway/Tri-Region Race Group

Steel Cities (412) 831-0361

Tri-Region Race Group (610) 282-3932

SOUTHEAST www.sedivrcing.org

Aug 31-Sep 2 Barber Mtrsprts Prk/Atlanta, Alabama

Atlanta/Alabama (770) 455-7222

GREAT LAKES www.greatlakes-scca.org

Aug 11-12 Grattan/Western Michigan

Western Michigan (269) 217-2489

CENTRAL www.cendiv-scca.org

Aug 4-5 Super Tour - Blackhawk Farms Raceway/

Blackhawk Valley, Milwaukee

Blackhawk Valley (815) 790-2209

Milwaukee (262) 241-8371

MIDWEST www.midiv.org

Jul 28-29 Gateway Motorsports Park/St. Louis

Aug 18-19* Motorsport Park Hastings/Nebraska

Nebraska (402) 592-7918

St. Louis (614) 249-6571

SOUTHWEST www.sowdivscca.org

Jul 28-29* Eagles Canyon Raceway/Texas

Sep 1-2* MSR Houston/Houston

ROCKY MOUNTAIN www.coloradoscca.org

Aug 4-5* Miller Motorsports Park/Utah

Sep 1-2* High Plains Raceway/Colorado

Utah (801) 835-3036

SOUTHERN PACIFIC www.scca-sopac.org

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

Jul 21-22 Watkins Glen/Glen

Jun 22-23* Lime Rock Park/Mohawk-Hudson

Jul 27-29 Pittsburg Int'l Race Cmplx/Steel Cities

Aug 4 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

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Steel Cities (412) 831-0361

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Washington DC (800) 879-4722

SOUTHEAST www.sedivrcing.org

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 15-16* Homestead/Florida

Sep 29-30* Daytona Int'l Spdw/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* Road Atlanta/Atlanta

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

Nov 24-25 Sebring-Long Course/Central Florida

Atlanta/Alabama (770) 455-7222

Buccaneer (912) 897-1944

All dates/events subject to change.

* = Double Event

= Enduro

+ = Addition/Change

HC = Hill Climb

CT = Club Trial

PDX = Performance Driving Experience

RR = Regional Rally

GT = Game, Tour, Adventure Rally

GRC = Great Race Class

NC = National Course

CR = Course Rally

CH = Charity Rally

R = Restricted

V = Vintage

T = Tentative

TT = Track Trial

D = Divisional

NT = National Tour

RT = Regional Tour

SR = Social Rally

E-mail addresses for registrars and event

organizers are available at www.scca.com.

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RoadRally schedule, call (785) 232-7656. For

changes to the Rally schedule, call (785) 357-7259.

GREAT LAKES www.greatlakes-scca.org

Jul 28-29* Mid-Ohio Sports Car Course/Cincinnati

Aug 11-12* Grattan/Western Michigan

SOUTHERN PACIFIC www.scca-sopac.org
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

Oct 4-5 Watkins Glen/Glen
Glen (807) 739-2953

SOUTHEAST www.sedivacing.org

Jul 21-22 Sebring-Short Course/Central Florida
Aug 4 Atlanta Motorsports Park/Atlanta
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TIME TRIALS

NORTHEAST www.nediv.com

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 TT 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

Jul 21-22 PDX Sebring-ShortCourse/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 Roebeling Road/Buccaneer
Atlanta/Alabama (770) 455-7222
Buccaneer (912) 897-1944
Central Carolinas (828) 684-2696
Central Florida (863) 385-2855
Florida (561) 318-1383
North Carolina (800) 342-7390
South Carolina (704) 575-5960
Tennessee Valley (256) 325-0759

GREAT LAKES www.greatlakes-scca.org

Jul 27 PDX Mid-Ohio Sports Car Course/Cincinnati
Aug 31 PDX Mid-Ohio Sports Car Course/Ohio Valley
Cincinnati (513) 528-9217
Ohio Valley (614) 846-1228

CENTRAL www.cendiv-scca.org

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

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

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

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

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 Motonishi; Christine Grice
May 25-28 Lincoln Airpark, Lincoln, Neb.
Anthony Savini; Meredith Brown
Aug 8-11 Arkansas Aeroplex, Blytheville, Ark.
Andy Hollis; Kim Whitener
Jul 6-8 Hampton Mills, Packwood, Wash.
Stephen Hui; Meredith Brown
Jul 20-22 McGee Park, Farmington, N.M.
Jul 27-29 Toledo Express Airport, Toledo, Ohio

TIRE RACK SCCA ProSolo FINALE

Aug 30-Sept 2 Lincoln Air Park, Lincoln, Neb.

TIRE RACK SCCA SOLO NATIONAL TOUR

Aug 3-5 Northern States Championship – Grissom
AeroPlex, Peru, Ind.
Oct 27-28 Arkansas Aeroplex, Blytheville, Ark.

TIRE RACK SCCA SOLO NATIONAL CHAMPIONSHIPS

Sep 4-7, Tire Rack SCCA Solo National
Championships, Lincoln Air Park, Lincoln, Neb.

REGIONAL

Date Track/Region

Phone numbers are for Region registrars

NORTHEAST www.nediv.com

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 Spdwg/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 Spdwg/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
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 (814) 933-9428
New England (203) 687-8589
Northern New Jersey www.scca-nnjr.org
Philadelphia (215) 450-1251
South Jersey (856) 534-5301
Susquehanna (717) 697-1610
Washington DC solochair@wdor-scca.org
WDC Autocrossers Inc. (240) 508-5335

SOUTHEAST www.sedivacing.org

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 Crvnth 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

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



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 Crvnthn 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
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 17 Route 66 Raceway/Chicago
Jul 15 Hawkeye Downs/Iowa
Aug 19 Hawkeye Tech Transportation Center/Iowa
Sep 30 Oskaloosa Airport/Iowa
Sep 30 Route 66 Raceway/Chicago
Oct 7 Marchalltown Go-Kart Track/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
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
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 (537) 478-5347

ROCKY MOUNTAIN www.coloradoscca.org
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
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
Jul 22 Maui Raceway Park/Hawaii
Jul 29 Marana Regional Airport/Arizona Border
Sep 1-2 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
Nov 18 Firebird Int'l Raceway/Arizona
Dec 1-2 Firebird Int'l Raceway/Arizona
Dec 9 Marana Regional Airport/Arizona Border
Arizona kempvet@aol.com
Arizona Border (520) 907-4797
Hawaii (808) 283-1705
Hawaii-Aloha (808) 349-8813

ROADRALY

NATIONAL

Sep 15-16 NT NC Oktoberally, Badger Trails/LOL
Oct 19-21 USRRC/Detroit

REGIONAL

NORTHEAST www.nediv.com
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 jhutz@cmu.edu
Washington DC ericsalminen@yahoo.com

GREAT LAKES www.greatlakes-scca.org
Sep 7-8 Friday Press on Regardless/Detroit
Sep 7-9 Press on Regardless/Detroit
Sep 8-9 Saturday Press on Regardless/Detroit
Detroit (517) 886-1907

CENTRAL www.cendiv-scca.org
Sep 15 RC Oktoberally/Land O' Lakes
Sep 16 RT Badger Trails/Land O' Lakes
Land O' Lakes (808) 685-6572

SOUTHWEST www.sowdivscca.org
Oct 27 Great Pumpkin Rally/Texas
Dec 1 Network Children's Book Run/Texas
Texas (972) 235-4305

RALLYCROSS

NATIONAL

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
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
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



The 2012 Tire Rack Solo National Championships is nearing. If you haven't already registered, remember that late fees start on Aug. 10.

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Roots

SPORTS CAR CLUB OF AMERICA SEPTEMBER 2012
A LOOK BACK WITH SCCA CLUB HISTORIAN PETER HYLTON
PHOTO DAVE HUTSON / SPORTSCAR ARCHIVE



At the first Solo National Championships, held in Wentzville, Mo., on Oct. 20-21, 1973, the attendance expectation was about 125 cars, with a 150-car capacity. Come the big day, however, 224 drivers showed, including Leonard Glazer in this AP-class Mini. In contrast, this year's Tire Rack Solo National Championships is expected to attract over 1,200 competitors.

10 years ago in *SportsCar*...



The new SCCA University was debuted. Designed as a training mechanism for SCCA members, workers, and officials. SCCA-U would support training at divisional conventions and worker specialty meetings as well as the SCCA National Convention. Experienced SCCA leaders would present a curriculum that included regional management techniques, skills for optimizing limited resources, approaches for integrating member related activities, and leadership training, as well as worker and race official specialty training.

Twenty-five years ago, *SportsCar* made its second attempt at predicting the winners of the Solo National Championships. As usual, nearly all of our predictions were incorrect.



25 years ago in *SportsCar*...



Finger Lakes Region in New York was recognized for its continuing commitment to SCCA's smallest competition segment, rally. Although less than 10 percent of the region's members were rally competitors, the region and its leadership maintained a commitment to rally year after year, sanctioning a Pro Rally, a National RoadRally, and a full Regional RoadRally series. Through time, it has been commitment like this, by many regions, that has kept the RoadRally program alive despite its relatively lower numbers of competitors when compared to things like Solo, Club Racing, and Pro Racing.

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