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g-Force Sport COMP-2

195/50 R- 15.....	\$89
195/55 R- 15.....	94
205/50 ZR- 16.....	107
205/55 ZR- 16.....	107
225/50 ZR- 16.....	118
225/55 ZR- 16.....	110
235/50 ZR- 16.....	136
235/55 ZR- 16.....	131
255/40 ZR- 17.....	105
255/45 ZR- 17.....	119
255/50 ZR- 17.....	122
215/45 ZR- 17.....	117
215/50 ZR- 17.....	124
225/45 ZR- 17.....	122
225/50 ZR- 17.....	124
225/55 ZR- 17.....	130
235/45 ZR- 17.....	124
245/40 ZR- 17.....	134
245/45 ZR- 17.....	136
255/40 ZR- 17.....	143
255/45 ZR- 17.....	148
275/40 ZR- 17.....	153
215/40 ZR- 18.....	162
225/40 ZR- 18.....	155
225/45 ZR- 18.....	159
225/50 ZR- 18.....	157
235/40 ZR- 18.....	174
235/45 ZR- 18.....	153
235/50 ZR- 18.....	169
245/40 ZR- 18.....	164
245/45 ZR- 18.....	176
255/35 ZR- 18.....	184
255/40 ZR- 18.....	191
255/45 ZR- 18.....	191
265/35 ZR- 18.....	204
265/40 ZR- 18.....	214
275/35 ZR- 18.....	202
275/40 ZR- 18.....	202
225/40 ZR- 19.....	182
225/45 ZR- 19.....	194
245/45 ZR- 19.....	210
245/50 ZR- 19.....	190
255/35 ZR- 19.....	202
255/40 ZR- 19.....	220
265/35 ZR- 19.....	223
275/35 ZR- 19.....	227
275/40 ZR- 19.....	231
285/35 ZR- 19.....	243
245/35 ZR- 20.....	179
245/45 ZR- 20.....	189
255/35 ZR- 20.....	195
255/45 ZR- 20.....	179
275/35 ZR- 20.....	196
275/40 ZR- 20.....	212



g-Force R1-S Competition

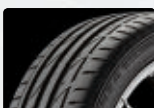
P 205/50 ZR- 15.....	\$193
P 225/50 ZR- 15.....	199
P 225/50 ZR- 16.....	199
P 245/45 ZR- 16.....	206
P 225/45 ZR- 17.....	247
P 235/40 ZR- 17.....	242
P 245/40 ZR- 17.....	269
P 255/40 ZR- 17.....	267
P 275/40 ZR- 17.....	279
P 315/35 ZR- 17.....	333
P 225/40 ZR- 18.....	274
P 245/40 ZR- 18.....	298
P 265/35 ZR- 18.....	298
P 275/35 ZR- 18.....	312
P 285/30 ZR- 18.....	339

BRIDGESTONE



Potenza RE970AS Pole Position

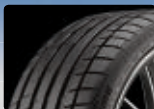
205/55 R- 16.....	\$120
225/50 R- 16.....	136
215/45 R- 17.....	145
215/50 R- 17.....	162
225/45 R- 17.....	159
225/50 R- 17.....	169
235/45 R- 17.....	172
235/50 R- 17.....	177
245/40 R- 17.....	183
245/45 R- 17.....	176
215/45 R- 18.....	182
225/40 R- 18.....	184
225/45 R- 18.....	200
225/50 R- 18.....	189
235/40 R- 18.....	191
245/40 R- 18.....	218
245/45 R- 18.....	209
255/35 R- 18.....	232
255/40 R- 18.....	222
255/45 R- 18.....	225
265/35 R- 18.....	240
265/40 R- 18.....	228
275/35 R- 18.....	254
225/40 R- 19.....	242
235/35 R- 19.....	226
245/35 R- 19.....	259
245/45 R- 19.....	242
255/35 R- 19.....	251
255/40 R- 19.....	283
275/35 R- 19.....	305
275/40 R- 19.....	289
295/30 R- 19.....	316
275/35 R- 20.....	310
285/30 R- 20.....	299



Potenza S-04 Pole Position

205/55 R- 16.....	\$144
205/45 R- 17.....	150
205/50 R- 17.....	160
215/45 R- 17.....	148
225/45 R- 17.....	157
225/50 R- 17.....	169
235/50 R- 17.....	180
245/40 R- 17.....	192
245/45 R- 17.....	182
255/40 R- 17.....	203
215/45 R- 18.....	174
225/40 R- 18.....	195
225/45 R- 18.....	199
225/50 R- 18.....	154
235/40 R- 18.....	206
245/35 R- 18.....	241
245/40 R- 18.....	218
245/45 R- 18.....	212
255/35 R- 18.....	237
255/40 R- 18.....	232
255/45 R- 18.....	228
265/35 R- 18.....	241
265/40 R- 18.....	244
275/35 R- 18.....	252
285/30 R- 18.....	328
285/35 R- 18.....	294
225/40 R- 19.....	256
225/45 R- 19.....	209
235/35 R- 19.....	231
245/35 R- 19.....	245
245/40 R- 19.....	258
245/45 R- 19.....	251
255/35 R- 19.....	253
255/40 R- 19.....	295
265/35 R- 19.....	273
275/35 R- 19.....	289
275/40 R- 19.....	292
285/30 R- 19.....	327
285/35 R- 19.....	289
295/30 R- 19.....	310
305/30 R- 19.....	330
245/40 R- 20.....	303
255/35 R- 20.....	291
275/35 R- 20.....	315
285/30 R- 20.....	318

Continental



ExtremeContact DW

205/50 ZR- 16.....	\$103
205/55 ZR- 16.....	107
215/55 ZR- 16.....	110
225/50 ZR- 16.....	116
225/55 ZR- 16.....	105
250/45 ZR- 17.....	126
205/50 ZR- 17.....	131
215/45 ZR- 17.....	127
215/50 ZR- 17.....	125
225/45 ZR- 17.....	129
225/50 ZR- 17.....	139
235/45 ZR- 17.....	136
235/50 ZR- 17.....	154
245/40 ZR- 17.....	139
245/45 ZR- 17.....	143
255/40 ZR- 17.....	164
255/45 ZR- 17.....	163
275/40 ZR- 17.....	165
265/40 ZR- 17.....	193
215/40 ZR- 18.....	164
225/40 ZR- 18.....	160
225/45 ZR- 18.....	158
235/40 ZR- 18.....	170
235/50 ZR- 18.....	176
245/35 ZR- 18.....	189
245/40 ZR- 18.....	204
245/45 ZR- 18.....	206
255/35 ZR- 18.....	236
255/40 ZR- 18.....	215
255/45 ZR- 18.....	191
265/35 ZR- 18.....	238
265/40 ZR- 18.....	254
275/35 ZR- 18.....	232
285/30 ZR- 18.....	249
265/40 ZR- 18.....	219
285/40 ZR- 18.....	261
295/35 ZR- 18.....	255
225/40 ZR- 19.....	206
235/35 ZR- 19.....	196
245/35 ZR- 19.....	230
245/40 ZR- 19.....	241
245/45 ZR- 19.....	216
255/35 ZR- 19.....	227
255/40 ZR- 19.....	242
265/30 ZR- 19.....	243
245/45 R- 17.....	182
255/40 R- 17.....	203
215/45 R- 18.....	174
225/40 R- 18.....	195
225/45 R- 18.....	199
225/50 R- 18.....	154
235/40 R- 18.....	206
245/35 R- 18.....	241
245/40 R- 18.....	218
245/45 R- 18.....	212
255/35 R- 18.....	237
255/40 R- 18.....	232
255/45 R- 18.....	228
265/35 R- 18.....	241
265/40 R- 18.....	244
275/35 R- 18.....	252
285/30 R- 18.....	328
285/35 R- 18.....	294
225/40 R- 19.....	256
225/45 R- 19.....	209
235/35 R- 19.....	231
245/35 R- 19.....	245
245/40 R- 19.....	258
245/45 R- 19.....	251
255/35 R- 19.....	253
255/40 R- 19.....	295
265/35 R- 19.....	273
275/35 R- 19.....	289
275/40 R- 19.....	292
285/30 R- 19.....	327
285/35 R- 19.....	289
295/30 R- 19.....	310
305/30 R- 19.....	330
245/40 R- 20.....	303
255/35 R- 20.....	291
275/35 R- 20.....	315
285/30 R- 20.....	318

POWER KING



Towmax STR Trailer Tire

ST 175/80R- 13.....	\$65
ST 185/80R- 13.....	70
ST 205/75R- 14.....	78
ST 215/75R- 14.....	85
ST 235/75R- 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

GOODYEAR



Eagle F1 Asymmetric 2

215/45 R- 17.....	\$131
225/45 R- 17.....	145
225/45 R- 17.....	149
235/45 R- 17.....	155
235/45 R- 17.....	151
245/40 R- 17.....	161
225/40 R- 18.....	175
225/40 R- 18.....	178
225/50 R- 18.....	177
235/45 ZR- 18.....	269
235/45 R- 18.....	188
235/40 R- 18.....	198
245/35 R- 18.....	206
245/40 R- 18.....	198
245/40 R- 18.....	202
255/35 R- 18.....	230
255/45 R- 18.....	209
265/35 R- 18.....	241
265/45 ZR- 18.....	289
225/35 R- 19.....	208
235/35 R- 19.....	194
235/40 ZR- 19.....	285
245/35 R- 19.....	240
255/30 R- 19.....	279
255/35 R- 19.....	249
255/40 R- 19.....	271
265/30 R- 19.....	265
265/40 ZR- 19.....	344
275/30 R- 19.....	276
285/35 ZR- 19.....	329
255/35 R- 20.....	222



Direzza Sport Z1 Star Spec

185/60 R- 14.....	\$126
195/60 R- 14.....	126
195/50 R- 15.....	121
195/55 R- 15.....	116
205/50 R- 15.....	121
205/50 R- 16.....	146
205/55 R- 16.....	149
225/50 R- 16.....	149
215/40 ZR- 17.....	177
215/45 ZR- 17.....	147
225/45 ZR- 17.....	144
235/40 ZR- 17.....	192
235/45 ZR- 17.....	166
245/40 ZR- 17.....	181
245/45 ZR- 17.....	181
255/40 ZR- 17.....	186
265/40 R- 17.....	198
225/40 ZR- 18.....	192
225/45 ZR- 18.....	200
245/45 ZR- 18.....	240
255/45 ZR- 18.....	259
265/35 ZR- 18.....	274
275/35 ZR- 18.....	299

Hankook



Ventus Z214 Competition

225/45 ZR- 13.....	\$133
225/45 ZR- 13.....	159
205/55 ZR- 14.....	151
205/55 ZR- 14.....	142
225/50 ZR- 14.....	167
225/45 ZR- 15.....	167
205/50 ZR- 15.....	153
205/50 ZR- 15.....	163
225/45 ZR- 15.....	176
225/45 ZR- 15.....	173
205/50 ZR- 16.....	161
225/50 ZR- 16.....	178
225/50 ZR- 16.....	167
245/45 ZR- 16.....	195
245/45 ZR- 16.....	186
235/50 ZR- 16.....	185
255/50 ZR- 16.....	186
225/45 ZR- 17.....	197
225/45 ZR- 17.....	203
245/40 ZR- 17.....	199
245/40 ZR- 17.....	207
275/40 ZR- 17.....	212
225/40 ZR- 18.....	230
225/40 ZR- 18.....	215
225/40 ZR- 18.....	225
245/35 ZR- 18.....	223
245/40 ZR- 18.....	212
245/40 ZR- 18.....	224
275/35 ZR- 18.....	245
275/35 ZR- 18.....	245



R6 Competition

P 185/60 ZR- 13.....	\$186
P 205/60 ZR- 13.....	192
P 225/45 ZR- 13.....	209
P 225/50 ZR- 13.....	209
P 205/60 ZR- 14.....	219
P 205/60 ZR- 14.....	221
P 205/60 ZR- 14.....	221
P 205/50 ZR- 15.....	234
P 215/60 ZR- 15.....	234
P 225/45 ZR- 15.....	242
P 225/50 ZR- 15.....	242
P 275/35 ZR- 15.....	282
P 275/50 ZR- 15.....	282
P 205/45 ZR- 16.....	244
P 225/50 ZR- 16.....	244
P 245/45 ZR- 16.....	261
P 245/50 ZR- 16.....	267
P 275/45 ZR- 16.....	282
P 205/40 ZR- 17.....	255
P 225/40 ZR- 17.....	272



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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	12.7-13.2
17x7	199	14.0-14.1
17x8	199	14.8-15.8
17x8.5	149	15.4



K1-TS silver/light grey

Size	Starting at	Weight (lbs.)
14x6	\$119	9.3
15x7	134	12.6
15x8	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

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RACING SERIES



PF01 bright silver

Black available for some applications. Visit www.tirerack.com for sizes, pricing and availability.

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

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



RPF1 bright silver/black

Black and 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



C1 light grey

Bright silver and black available for some applications. Visit www.tirerack.com for sizes, pricing and availability.

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

Bright silver and black available for some applications. Visit www.tirerack.com for sizes, pricing and availability.

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

Also available in black and bright silver.

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

C3M light grey (Miata only)

Also available in black and bright silver.

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

sparco



Assetto Gara black/bronze

Bright silver, matte graphite silver, white, red, orange, green, blue and gold available for some applications. Visit www.tirerack.com for sizes, pricing and availability.

Size	Starting at	Weight (lbs.)
15x6.5	\$113	13.8-14.6
16x7	89	16.3-17.2
17x7	109	17.5-18.3
17x7.5	109	18.3-19.3
18x7.5	119	19.2-19.9
18x8	119	20.3-20.5



Ultraleggera/Ultraleggera HLT bright silver

Matte graphite, gold, matte silver, white, red and black available for some applications (some special order). 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	379	21.6-23.0
19x9	460	23.0-23.4
19x10	475	23.2-23.6
19x11	505	24.0-24.8
19x12	535	25.0-26.0
20x8.5	565	23.0-25.0
20x10	585	24.5-25.5
20x11	599	27.0
20x12	615	28.6



Challenge black

Bright silver available for some applications. Visit www.tirerack.com for sizes, pricing and availability.

Size	Starting at	Weight (lbs.)
18x8.5	\$489	21.3
18x9	419	21.8-22.7
18x10	439	24.3
18x11	469	23.0-25.8
18x12	569	26.5-27.2
18x13	499	24.4



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



Superforgiata light grey/black

Size	Starting at	Weight (lbs.)
19x8.5	\$1,099	16.5-17.5
19x9	1,109	18.3-18.4
19x10	1,119	17.7-19.9
19x11	1,139	19.0-21.0
19x12	1,179	20.0-20.7
20x8.5	1,349	TBD
20x11	1,399	TBD



Contents

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ON THE COVER:

Our pick to win D Sports Racing at this year's National Championship Runoffs, Lee Alexander, dons the cover this month. Photo by D.E. Baer. Pacesetter picture courtesy Jonathan Weisheit. The Super Tour image was captured by Wayne Flynn.

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

Features

- 28 COVER STORY Who Will Win the Runoffs?** We don't know who will win, but we have fun guessing
- 44 Fit to Race** With these tips, buying the right size race suit, gloves, shoes, underwear, and helmet is easy
- 48 Standalone** Standalone engine management systems are too complicated to install yourself – or are they?
- 52 Northern Pacific Super Tour** The penultimate round of the BFGoodrich Tires Super Tour was held in Portland, Ore.
- 56 Oxidatively Stable** Find out what it means for your motor if your oil oxidizes

Departments

- 6 Contact Patch** Inane comments from the editor
- 8 Vantage Point** SCCA President Jeff Dahnert
- 10 From the Chair** Board Chairman Jerry Wannarka
- 12 Rants and Revs** You have stuff to say, we print it
- 14 Late Breaking News** from around SCCA and the world
- 18 Top Gear** Essential racer tools, accessories and gear
- 20 Shiftin' Gears** SCCA Foundation's Raleigh Boreen
- 22 Pobst Position** Racing champ Randy Pobst speaks
- 24 Pacesetter** SCCA members who excel in their field
- 26 First Gear** Up-and-coming young members
- 74 Record Book** There were races, here are the winners
- 82 Marketplace** You want it, someone has it
- 94 Calendar** Hundreds of events waiting for you
- 98 Roots** Remembering where we've been

Reports

- 58 Series Reports**
- 58** Racing Room
- 60** Leaving the Line
- 62** On Rallying
- 64** Getting Dirty
- 66** Pro File
- 68 Divisional Reports**

This month in Fastrack news →

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



- CLUB RACING** • Board minutes • Technical Bulletins
- SOLO** • Board minutes • Technical Bulletins
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- RALLYCROSS** • Board minutes

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FIT TO RACE
Make sure your safety gear is working for you

44



STANDALONE
Can you install a standalone engine management system?

48



SUPER TOUR
Racing celebrations at Portland Int'l Raceway

48

Comment



Contact
Patch

Philip Royle
Editor
SportsCar Magazine

Loving What You Do

MUCH LIKE THE ENTIRE WORLD, I spent a lot of time this summer watching the London Olympics. The Olympics sees the best competitors in the world battle for glory. As much as any athlete you might have seen on TV this summer, Club members heading to any of SCCA's National Championship events have dedicated more than couple of weekends to the title event – it's often the culmination of years worth of sweat. But while an SCCA championship *can* lead to great things professionally, competitors at SCCA's National Championship events are all racing for the love of the sport.

If you have no clue what I'm talking about, flip to pg. 28. Our cover feature this month is a 10-plus-page preview of SCCA Club Racing's main event – the National Championship Runoffs at Road America – held Sept. 20-23, 2012. That said, the Runoffs is something you need to see for yourself to completely comprehend. For me, I watched Runoffs coverage on TV for years, but didn't thoroughly appreciate the scope of the event until I attended myself and saw what was drawing these racers to the track. I competed at the Runoffs for the first time in 2010 and, once again, the event took on a whole new meaning for me. I've spent the last year and a half building a car that I'll be competing in at this year's Runoffs. Will I finish on the podium? I won't even be close. Do I care? Not at all – I'm going for the love of racing.

The dedication of competitors at SCCA's National Championships can also be found at events across the country every single weekend. On pg. 52 you'll find coverage from the BFGoodrich Tires Super Tour at Portland Int'l Raceway – many of those racers won't be making the trek to the Runoffs, but that doesn't mean they didn't pull out all the stops to do their best.

For those still building their cars – or dreaming of it – there are several other features you might find of interest in this issue. On pg. 44 there are a number of tips and tricks to finding the right size safety gear for when you're behind the wheel, and on pg. 48 there is a story about shopping for and installing a standalone engine management system.

If, after reading this issue, you still don't understand what I'm talking about when I say that SCCA members love what they're doing, then hold on. In the coming issues of *SportsCar* you'll be inundated with hundreds of pages covering many of the championship highs and mechanical failure lows from the likes of the Tire Rack Solo National Championships, Runoffs, RallyCross National Championship, USRRC, and more – and every single competitor was there for the love of the sport.

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Vantage
Point

Jeff Dahnert
President and CEO
SCCA Inc.

The Pinnacle of Sport...

ALMOST EVERY SPORT AND ACTIVITY has its pinnacle event. Football has the Super Bowl, baseball has the World Series, and Soccer has the World Cup. If you go through the list of sports, you'll find that each one has an event or series that is widely viewed as the ultimate in competition for that given endeavor. As I'm writing this month's column, I have the Olympics on in the background. For most of the sports participating at the Olympics, this is their ultimate honor, the pinnacle event in which the competitors can participate. Winning the Olympics, the Super Bowl, the World Series, or the World Cup carries with it an honor that lasts a lifetime: once a champion, always a champion.

The SCCA also has its own championships, our ultimate events where our members compete head to head to determine who is the fastest, and can be called "champion." Shortly after this month's issue of *SportsCar* is mailed, we will begin our championship season. Solo, RallyCross, RoadRally, and Club Racing will all be crowning champions, and each of them deserves an incredible amount of respect for their accomplishments. To win a National Championship in SCCA means something special. Competitors from all over will be vying for the title in their particular field of competition and class. The margin for error is incredibly small, and the reward for getting it right is massive. Ask anyone who has won an SCCA National Championship if it means a lot to them and, without fail, you will see the pride that deservedly goes along with the accomplishment.

There are a lot of comparisons that can be drawn between the Olympics and the SCCA National Championship events. Like the Olympics, many of SCCA's championships are a one-race, one-chance, winner-takes-all proposition. You don't get to have a bad day. You earn your place in the competition and then it all comes down to that one day, that one race, that one run, to determine who is the champion. You work all year for that one opportunity, and those who choose to pursue it should be commended. It takes a lot of time and effort to get your game to the level worthy of a championship.

And, just like the competitors at the Olympics, SCCA members are competing for pride, not money. The reward for the winner is that they get to say, "I am faster than you!" Competing simply for the love of the sport is one of the purist forms of competition that exists. The stories behind our competitors are every bit as captivating as those shown about the Olympic athletes. The sacrifice, the long hours, the last minute thrashing to get the car ready for the race, all of it is as compelling as what you'll see in an Olympic athlete.

The aspect of our SCCA championships that is the most intriguing to me is the sportsmanship I see exhibited every year. The sharing of tools, parts, and even cars, with a competitor who is in a bind is commonplace within SCCA. The overriding spirit is that, "I want to beat you, but I want to beat you when you're at your best." This is not something you see in a lot of other sports or organizations. We should all be proud of our Club, and we should all be proud of those who choose to pursue a National Championship. But mostly, those who win a National Championship should be proud of what they've achieved. It is no small task, and no racing body's championship should mean more than the one earned by those competing simply for the love of the sport. I would like to say "best of luck" to all SCCA competitors heading to a championship event this year. Be fast, be fair, and be safe!

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Comment



From
the Chair

Jerry Wannarka
Chairman, SCCA
Board of Directors

Where, oh where, will the 2014 Runoffs be?

IT IS THAT TIME AGAIN – it's time for the SCCA National Office, in conjunction with the Board of Directors, to begin serious discussions concerning the future venue for the National Championship Runoffs.

The 2012 Runoffs will soon be one for the record books. At the conclusion of the 2013 Runoffs, our premier event will have been held at Road America for four years. While members have commented that Road America is a challenging world-class racetrack with a rich history, many have also indicated that they feel it is time for a change in venue. Traditionally, the Club has had three-year contracts with the hosting tracks, and, as with Road Atlanta, Mid-Ohio, and Road America, those contracts can be extended.

Several factors contribute to the selection of a Runoffs track. Just some of the criteria the Club must consider in the decision-making process are track location and accessibility, paddock space, local infrastructure, hotels, motels, restaurants, and so on. Of course, all racers want a track that is interesting, challenging, and safe, but also one that has a bit of sizzle. And, needless to say, everyone wants the Runoffs to be held somewhere within a decently short tow.

Another criterion is that the track must want to host our title event. In the recent past, the SCCA National Office staff has surveyed all tracks that held an SCCA-sanctioned Club race in the previous year asking the facility if it would be interested in hosting the Runoffs. Very few tracks usually respond with any interest. Not all tracks want to devote such an extended period of time to one event, while some have a finite number of days without strict sound limitations. Other tracks are not interested in the potential facility improvements deemed necessary to host the event.

By condensing our schedule for the 2012 Runoffs, the Club has attempted to make the event more user friendly for the competitors as well as try to attract the attention of more racetracks. Our goals for the future include making the Runoffs more streamlined and exportable, therefore making it more enticing to additional tracks. The abbreviated event schedule being tried this year is a step in that direction. The new schedule is also meant to be for the benefit of the drivers and workers. Ultimately, we want to continue to conduct a first-class event in a manner that does not require drivers and volunteers to be at the track for seven or more days.

In listening to our competitors and race officials, some have voiced interest in rotating the Runoffs site more frequently in the future. Our competitors from the West Coast keep asking about holding the Runoffs west of the Rockies. The Southern contingent has been heard to ask the same question about hosting the event south of the Mason-Dixon Line. Is a rotation to all four directions of our country in our future? Perhaps, but we still need viable tracks interested in hosting our event.

At any rate, we started the process this August of deciding the fate of the Runoffs. Along with the schedule, we have reviewed the Runoffs business model with the objective of developing a request for bids some time in the late fall. Responses will then be requested by mid-winter so that negotiations can begin and a final decision can be made at the May Board of Directors meeting. Look for an official announcement to be made about the 2014 Runoffs location in the fall of next year.



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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

EARLY GDI

The article *Direct Injection* [August 2012 issue] states: "GDI is a relatively new technology designed to maximize power and fuel economy, allowing a smaller, lighter engine to provide the same or better performance." However, I present to you some information from Wikipedia under "gasoline direct injection."

Direct gasoline injection was first used on the Hesselman engine invented by Swedish engineer Jonas Hesselman in 1925. Hesselman engines used the ultra lean burn principle and injected the fuel in the end of the compression stroke and then ignited it with a spark plug, it was often started on gasoline and then switched over to run on diesel or kerosene. The Hesselman engine was a low-compression design constructed to run on heavy fuel oils.

During the Second World War, direct gasoline injection was applied in production aircraft made in Germany (Junkers Ju 210, Daimler-Benz DB 601, both 1937), the Soviet Union (Shvetsov ASh-82FN, 1943, Chemical Automatics Design Bureau – KB Khimavtomatika) and the U.S. (Wright R-3350, 1944).

The first automotive direct

injection system used to run on gasoline was developed by Bosch, and was introduced by Goliath and Gutbrod in 1952. The 1955 Mercedes-Benz 300SL, the first production sports car to use fuel injection, used direct injection. The Bosch fuel injectors were placed into the bores on the cylinder wall used by the spark plugs in other Mercedes-Benz six-cylinder engines (the spark plugs were relocated to the cylinder head). Later, more mainstream applications of fuel injection favored the less expensive indirect injection methods.

Joseph Carozzoni

SUPPLEMENTAL LOVE

Regarding the *Who Will Win the Tire Rack Solo National Championships* article [September 2012 issue], where's the love for Road Tire? Sure, it's "just" a supplemental class, but as of this writing, there are more people signed up to run Road Tire at the National Championships than there are for all of the Street Modified classes combined. We deserve some ink!

Stephen Hui

If it's any consolation, had we decided to guess the winners of the supplemental classes in that issue of SportsCar, we probably would have been wrong anyway.

KEEP THE DREAM ALIVE

I recently attended my first SCCA event at Mazda Raceway Laguna Seca. I expected to enjoy the event but was surprised by how much I enjoyed the people. Everyone I met welcomed me and seemed truly happy to have me there. Through this great experience I came to realize that my generation was severely under-represented. This could be due in part to the entry cost for track racing, even at the Regional level, or it could be due to a decreasing interest in road racing. Whatever the reason, there are definite signs that point to a lack of interest from younger generations.

A recent *Motor Trend* article speculated that today's youth are more interested in spending money on the latest technology and \$2,000 bicycles instead of cars, and pointed out that 26 percent of 16- to 34-year-olds did not have a driver's license in 2010.

Whatever the reason, we need more representation from our youth! With the popularity of movies like the *Fast and Furious* series, videogames such as *Forza* and *Gran Turismo*, and the massively growing import tuning and drift markets, we should have no problem ensuring a robust and vibrant SCCA for

another generation. My challenge to the young generation is to get out there, volunteer, race, do whatever you can, or even just show up and cheer on those who do. Don't let this sport die for the future generations.

Matt Knutsen

THE WAY IT IS

Y'all know I'm old, somewhat battered, and have always been in a decidedly Showroom Stock state of mind. So I say, oh, what a small universe is contained in the *Fired Up!* [July 2012 issue] Trans-Am article's phrase: "To keep pace with the times, Trans-Am moved to a tubeframe format in the 1980s." Nah! They weren't keeping pace, they were setting the pace. As I recall, the idea was that it was expensive to rebuild slightly altered stock bodied cars, so the tubeframe became the specification. So far, so good – as far as my peculiar viewpoint is concerned. But golly! As long as we're getting tubeframes, why don't we therefore change A, B, and C, and the savings supposedly in store by the frame setup were more than consumed by the other changes. It's the way it's always been: no matter what the ruling bodies propose, and for whatever reason they propose it, things get more expensive.

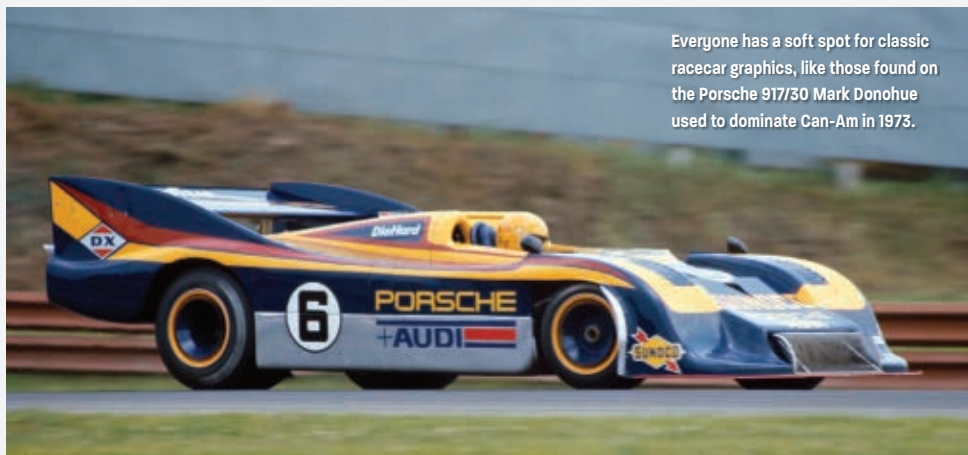
I could go on, and don't I always!

Toly Arutunoff

MECHANICAL ART

Maybe I'm too old school, but when did ugly racing livery become cool? The beauty of racecars used to be their sleek simplicity of purpose and form. Racecars were visual and mechanical art. Racecar graphics have become so complex that it's difficult to tell the make of the vehicle. Some may argue that the good old days were never good, but in terms of racecar graphics, they sure were better.

Gary Murph



Everyone has a soft spot for classic racecar graphics, like those found on the Porsche 917/30 Mark Donohue used to dominate Can-Am in 1973.

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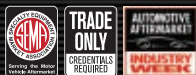
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Matt Reynolds made a late season charge to claim the Majors Spec Miata title by 10 points.

RUPERT BERRINGTON

Majors Crowns Champions

The inaugural season of the SCCA Club Racing Majors program came to a close with the crowning of the champions at the July Heartland Park Topeka race weekend.

The double points race weekend was the third and final Invitational event for the pilot program of the new Majors initiative. Combined with the

three doubleheader weekends in conjunction with the BFGoodrich Tires SCCA Super Tours in the Southwest, Midwest, and Rocky Mountain Divisions, the 12 races made up a championship for the 10 Invitational classes.

For their efforts, each class champion received a massive trophy and a GoPro Hero2 camera, courtesy of GoPro.

2012 SCCA MAJORS CLASS CHAMPIONS

EP: Jesse Prather
F500: Charles (C.J.) McAbee
FM: Megan Sauce
FF: Russ Lindemann
FP: Eric Prill
FV: Charles Hearn
HP: Rob Horrell
SM: Matt Reynolds
SRF: Denny Stripling
STU: Joseph McClughan

Watch the Runoffs Live Online

As the SCCA National Championship Runoffs returns to Road America in Elkhart Lake, Wis., all of the action will be captured and streamed live on www.speedcasttv.com for the fourth-straight year.

All of the 24 race groups, starting on Thursday, Sept. 20, running through Sunday, Sept. 23, can be viewed in their entirety on any device with an Internet connection, including support for iOS devices like the iPad and iPhone and all Android devices. As was the case in 2011, the broadcasts will have a high definition option, courtesy of Volkswagen.

The talented team of broadcasters calling the action from the booth will again be

Greg Creamer and Jim Tretow. While Dorsey Schroeder returns as a color commentator all four days, the team also welcomes former SCCA National Champion, current SCCA Pro Racing Pirelli World Challenge driver and *SportsCar* magazine columnist Randy Pobst to the team for the weekend races. As has been the

case for every broadcast of the Runoffs since the mid 1990s, John Bisignano will handle the Winner's Circle interviews.

"We've had outstanding broadcast teams in years past and this year's team will be among the best ever," says Eric Prill, SCCA VP of Marketing and Communications. "We're proud to have Dorsey, Greg, Jim, and Biz return in 2012 and welcome Randy to the program. Along with the experienced Speedcast Productions team, we expect this year's broadcast to be the best ever, and with the recent upgrades to include viewing on Apple iOS devices, the reach will be greater than ever."



B-Spec Shootout at Runoffs

A special opportunity awaits competitors who compete at the SCCA National Championship Runoffs in the B-Spec class as the B-Spec Shootout Presented by Pirelli World Challenge will present special awards to the top finishers. While not an official SCCA National class in 2012, B-Spec will run as a sub class within the Showroom Stock C race on Thursday, Sept. 20, the opening day of four days of National Championship races at Road America.

The winner will receive \$3,000 and have all 2013 Pirelli World Challenge Touring Car B-Spec (TCB) entry fees waived, with \$1,500 going to the runner-up and \$500 to third place. The second- and third-place finishers will also get a two-race entry fee and a single-race entry fee waiver for TCB in 2013, respectively.

In addition, The B-Spec Shootout will get a full post-race podium celebration, as well as coverage on SCCA.com and during the live Runoffs broadcast on SpeedcastTV.com. The streaming Web program will include a piece on the birth of the B-Spec concept and the debut season of TCB in Pirelli World Challenge.

The B-Spec rules were developed by the SCCA to allow drivers to use the same car in a number of platforms, including SCCA Club Racing and the SCCA Pro Racing Pirelli World Challenge, with minimal changes.

As part of the Runoffs program, each B-Spec competitor in SSC will run special Pirelli World Challenge B-Spec Shootout number boards. Number boards and numbers for each side of the car will be supplied by SCCA. Drivers may run any SSC-eligible tire brand and may also run for that brand's contingency program.

As with every class at the Runoffs, participants must first qualify for an invitation in order to be eligible to compete in the SSC/B-Spec race.

Super Touring Lite at the Runoffs

The 2012 SCCA National Championship Runoffs will welcome the supplemental class Super Touring Lite (STL) for 2012, with a full National Championship race planned beginning in 2013. It was previously announced that “drivers qualifying for the National Championship Runoffs in STL will be invited to compete in STU with their STL cars.” As a clarification, the STL class will run with STU throughout the Runoffs week, including qualifying and the race. The STL/STU race group will have a split start per the supplemental regulations, and will have a podium ceremony after the STU podium ceremony following the race. Due to the supplemental status of the class for 2012, a champion will not be crowned.

Any STL competitor meeting the Runoffs qualification criteria in 2012 is eligible to participate in the event. That criteria includes having a minimum of four starts (two within your division) and four finishes within STL, and meeting one of the following criteria:

- Finish in the top three in STL within your Divisional Point Championship
- Finish in the top half of the coast-to-coast National Point Standings
- Finish eight or more SCCA National races
- Note that there is no minimum point threshold based on 2011 competition numbers, as STL did not compete in National races in 2011.



JOHN W. WILMOTH PHOTOS

Those who qualified for the Runoffs in STL will get to participate in a supplemental race.



American Sedan Re-org

In July, a new draft of the American Sedan class rules was presented for member feedback. It is important to note that the proposed rule set is not a rewrite, but rather a reorganization with the objective of making the rules easier to follow, as well as an opportunity to separate the Restricted Preparation rules from the Touring class rules.

Interested members should visit www.scca.com/clubracing to view the current proposal. Feedback for the proposal should be directed to the Club Racing Board via www.crb-scca.com.

The American Sedan rules reorganization hopes to simplify the rules interpretation process for modern restricted prep cars, like the Cadillac.

ANNIVERSARIES

SCCA Members Celebrating 25-60 Years

60-YEAR MEMBERS

Strater Hendricks | 9/1/1952 | Life Members

55-YEAR MEMBERS

James M Bauer | 9/1/1957 | Milwaukee
Barbara L Hall | 9/1/1957 | Las Vegas
David H Poverman | 9/1/1957 | N NJ
Rosemarie Poverman | 9/1/1957 | N NJ
John D Shankle | 9/1/1957 | Cal Club

50-YEAR MEMBERS

Joseph W Huffaker | 9/1/1962 | San Fran
B A McHenry | 9/1/1962 | Central Florida
Wayne J Zitkus | 9/1/1962 | NW Ohio

45-YEAR MEMBERS

Paul D Franklin | 9/1/1967 | Oklahoma
Carol Gallmeyer | 9/1/1967 | Fort Wayne
Francis J Karl | 9/1/1967 | Western Michigan
Alexander (Sasha) Lanz | 9/1/1967 | Texas
James F Mickle | 9/1/1967 | Detroit
Marianne Mickle | 9/13/1967 | Detroit
Peter R Thom | 9/1/1967 | San Francisco
David G Wachtel | 9/1/1967 | Mohawk Hud
Richard A Wood | 9/1/1967 | Cal Club
Stephen Clarke Zoeller | 9/1/1967 | Florida

40-YEAR MEMBERS

Jeffrey Becker | 9/1/1972 | New York

Andrew G Bellis | 9/1/1972 | Detroit
Bert R Biles | 9/1/1972 | Kansas
Peter J Brallier | 9/1/1972 | San Francisco
Guy M Jennings | 9/1/1972 | Western New York
Randy Jokela | 9/1/1972 | Land O'Lakes
Jay H Lutz | 9/1/1972 | St Louis
John S Palanchar | 9/1/1972 | Chicago
Kim C Stewart | 9/1/1972 | Arizona
Theodore A Wittcoff | 9/1/1972 | Land O'Lakes

35-YEAR MEMBERS

Audrey Cramer | 9/1/1977 | Arizona Border
Chuck Hemmingson | 9/1/1977 | Des Moines Vllg
James S Kirby | 9/1/1977 | Cal Club
Grant Kreinberg | 9/1/1977 | San Francisco
Lizabeth K Lowry | 9/1/1977 | Des Moines Valley
Douglas Walker | 9/1/1977 | Des Moines Valley

30-YEAR MEMBERS

David R Bringle | 9/14/1982 | San Diego
Ira O Cooke | 9/29/1982 | Pan American
Mark A Defer | 9/14/1982 | Neohio
Melvin C Dillon | 9/29/1982 | Finger Lakes
Jose Franco | 9/13/1982 | San Francisco
John F Herscher | 9/24/1982 | Central Florida
C Patrick Kane | 9/29/1982 | Neohio
James G Novotny | 9/29/1982 | Wash DC
William R Pintario Jr | 9/13/1982 | Mahoning Vllg
William R Pintario Jr | 9/13/1982 | N Ohio Valley

Barbara Protos | 9/29/1982 | Washington DC
Matthew Protos | 9/29/1982 | Washington DC
Mike Rudolph | 9/13/1982 | Central Florida
James A Stearman | 9/13/1982 | Cal Club
Gary L Wilson | 9/13/1982 | Atlanta

25-YEAR MEMBERS

Peter J Corley | 9/25/1987 | Washington DC
Donald L Anderson | 9/8/1987 | Cal Club
Jon Anderson | 9/10/1987 | Land O'Lakes
Cindy Bach | 9/23/1987 | Northwestern Ohio
Jason Bach | 9/23/1987 | Northwestern Ohio
John Bach | 9/23/1987 | Northwestern Ohio
Bruce W Beauvais | 9/17/1987 | W Michigan
Susan Kay Beauvais | 9/17/1987 | W Michigan
James Buccì | 9/8/1987 | Mohawk Hudson
Joyce Bucknam | 9/8/1987 | Finger Lakes
Gail W Chase | 9/8/1987 | Cal Club
Michael Cottrell | 9/29/1987 | Atlanta
Barbara E Crisafulli | 9/23/1987 | New York
Sandra L Dever | 9/9/1987 | Chicago
John B Dimmer | 9/28/1987 | Oregon
Stephen L Epperly | 9/16/1987 | Oregon
Donna Fahrenbach | 9/22/1987 | Chicago
John L Fuchs | 9/15/1987 | Central Florida
Rebecca Gall | 9/9/1987 | Chicago
Eric F Harris | 9/9/1987 | Washington DC

Sherman W Hart | 9/9/1987 | Alamo
Richard W Heaton II | 9/10/1987 | Northwest
Kas Jaunzemis | 9/29/1987 | Philadelphia
Edith Bunny Jenkins | 9/8/1987 | N New Jersey
Fred W Jenkins | 9/8/1987 | N New Jersey
Donald A Kadunc | 9/25/1987 | Ohio Valley
Neal Kennedy | 9/29/1987 | NE Oklahoma
Valerie V Lemmond | 9/16/1987 | Cent Carolinas
Peter Linssen | 9/23/1987 | Oregon
Jeff Lovell | 9/22/1987 | Detroit
Sean C Maisey | 9/23/1987 | Old Dominion
Keith Maloney | 9/23/1987 | Ozark Mountain
Tom McDaniel | 9/10/1987 | Cal Club
James Quaille | 9/10/1987 | Mohawk Hudson
Alexander J Quirk | 9/9/1987 | Central Penn
Thomas Clark Raber | 9/16/1987 | Wash DC
Connie Ritchie | 9/17/1987 | Houston
Diane E Skelton | 9/16/1987 | Central Florida
Diane E Skelton | 9/16/1987 | Finger Lakes
Corrin Ten Eyck | 9/8/1987 | Colorado
John W Todd | 9/8/1987 | Washington DC
Scott R Trevey | 9/30/1987 | Colorado
Barb Turner | 9/16/1987 | Ohio Valley
Charles Vaccaro | 9/15/1987 | New York
Susan M Wakeman | 9/10/1987 | Detroit
Craig T Weidner | 9/9/1987 | Western Michigan
Roger Duval Wilson | 9/23/1987 | Cal Club

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:

InterContinental Hotels Group is offering SCCA members a 14.5-percent discount off the best available room rates.

MISHIMOTO

Club members will receive a 10-percent discount off of the MSRP at **Mishimoto Automotive Performance**.

Hertz

Hertz offers savings of up to 15 percent for current SCCA members.

LINCOLN WELDERS

Lincoln Electric is offering a 20- to 30-percent discount on a variety of welding machines and plasma cutters.

PORTERFIELD
RACING BRAKE PADS

Porterfield Enterprises is offering a 20-percent discount on Porterfield and Hawk Performance brake pads, or a 10-percent discount on Performance Friction and Raybestos brake pads.

T-Mobile
click together

T-Mobile offering waived activation fees, savings on the latest devices, free accessories and access to a trade-in program.

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.



Shea Holbrook plans to live stream many of her World Challenge Touring Car races.

World Challenge Live In-Car

At the Mid-Ohio Sportscar Challenge rounds of the SCCA Pro Racing Pirelli World Challenge series on Aug. 3-5, Touring Car driver Shea Holbrook let anyone with access to the Internet go for a ride as she streamed on-track action live from her TrueCar Racing No.67 Honda Civic Si. Utilizing

Livestream, a service that allows users to broadcast live event coverage via the Web on a computer or smart phone, the team was able to share the live experience with fans for free. If you want to tune in for Holbrook's next broadcast, visit <http://new.livestream.com/shearacingtc>.



Nicholas Barbato is one of the SCCA members to make the cut in the GT Academy.

SCCA Takes on GT Academy

In 2011, multi-time SCCA Solo National Champion Bryan Heitkotter qualified and eventually won the Nissan GT Academy competition, vaulting him into professional road racing. As the 2012 season got under way, a number of SCCA members attempted to follow in Heitkotter's footsteps.

During the 2012 GT Academy competition, more than 400,000 individuals competed online in Gran Turismo 5 competition via the Sony PlayStation 3 gaming system. The top 32 qualifiers were then invited to compete in San Diego, Calif., in July with hopes of going on to the top 16. Among the top 32 were

accomplished Soloist Nicholas Barbato and Jeff Stuart – both claimed a trophy at the 2011 Tire Rack Solo National Championships, Barbato taking second place in Street Touring R and Stuart claiming fifth in Street Touring Xtreme.

Two days of competition brought the field down to the top 16, who moved on to a weeklong boot camp at the famed Silverstone racing circuit in August. Both Barbato and Stuart finished in the top 16 and received the invitation. By the time this hits your mailbox, we should know if yet another Solo competitor will be joining the Nissan team as a professional driver for the 2013 season.

Checkered Flag

Tom Hnatiw

Well known motorsports commentator and television personality Tom Hnatiw passed away on July 30, 2012, at the age of 53.

For most Club members, Hnatiw was best known as the voice of the SCCA Pro Racing Pirelli World Challenge series, but his broadcast career spanned some 30 years, and, in one form or another, he was involved in more than 500 programs.

Hnatiw had a love for all things automotive, particularly racing and the people in it. That dedication was obvious in everything he did. His commentary, heard by race fans the world over, thoroughly conveyed his love of racing. His excitement for the sport was obvious, and everyone loved him for it.

Hnatiw is survived by his wife of 23 years, Debbie, and two sons, Nick and Wyatt.

MEMBERSHIP DRIVE CONTEST

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

Referral Leaders for July 2012

NAME	RFRLLS	REGION
Warren Leach	43	San Diego
Brian Ghidinelli	37	San Francisco
Norma Williams	22	Kansas City
Don Johnson	14	Buccaneer
Allan Coy	14	Cal Club
Karen McCoy	13	Oregon
Gayle Jardine	13	Cal Club
Julia Aebersold	12	Kentucky
Michael Jones	12	South Carolina
John Zuccarelli	12	Florida

There are 1,673 additional Members with at least one referral.

Region Leaders

(Category based on 2011 year end membership)

REGION	GROWTH	RETENTION
Jumbo Regions (800+)		
Detroit	7.7%	86%
Oregon	2.7%	81%
Illwaukee	1.7%	88%
Large Regions (401-799)		
Central Carolinas	11.7%	85%
St. Louis	11.3%	91%
Buccaneer	5.7%	79%
Medium Regions (200-400)		
Northwestern Ohio	11.9%	87%
Kansas	10.6%	92%
NE Pennsylvania	7.6%	89%
Small Regions (<200)		
Southern Illinois	40.5%	86%
West Texas	38.9%	97%
Mississippi	34.1%	78%

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Shown above with Optional 18" front roll-off

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Comment

Shiftin' Gears

Raleigh Boreen
SCCA Foundation Board

Competitors at this year's Tire Rack Solo National Championships can help themselves and the SCCA Foundation in one fell swoop. Before you get to the starting line, take a few runs on the test course – a portion of the money will go to the Foundation.



Charity

When I got home this evening my wife handed me the mail, and in the pile were five different organizations asking for money. Now, each of these is – in its own right – a noble cause to contribute money to. The question becomes how many of these causes – if any – do I feel passionate about and which ones should I contribute to? There is only so much money for each of us to spread around to those organizations or causes that need help.

In SCCA, our Club has the SCCA Foundation as its charitable side. For many years, the SCCA Foundation was very quiet and was unknown to many of our thousands of Club members. Today, the SCCA Foundation has a much larger presence but is still relatively unknown. Why would anyone want to give money or time to the SCCA Foundation? What does the SCCA Foundation do with the money? Why do we have an SCCA Foundation?


The goal for the SCCA Foundation is to give something back to our members but, more importantly, to give something back to society and our communities. If we can save just one teenager's life through support of the Tire Rack Street Survival training, the SCCA Foundation is successful. If we can help preserve the history of our Club that is now over 60 years old, the SCCA Foundation is successful. If we can help encourage students to finish their engineering

degrees through Formula SAE, the SCCA Foundation is successful.

The activities of the SCCA Foundation are our opportunity to give something back. We all have places to spend our time and money. The March of Dimes, money for cancer research, the Boy Scouts of America, the United Way, and many more would all benefit from donations. Think about putting the SCCA Foundation on your list of places to make a contribution. The money is used in so many ways, but the main spot is saving the lives of teenagers. The classic statement is, "Let someone else do it, I have my special places to share my money." If we always let "someone else" do it, chances are nothing will ever get done. "Someone else" won't have the great feeling you will have once you have helped a good cause like the SCCA Foundation.

In the coming months, you will see how we can make it easy to contribute

to the SCCA Foundation. If you have a special occasion with your family and make a contribution to the SCCA Foundation, we will be sending out notes of thanks. We are looking at having a raffle for something that would interest our Club members with the proceeds going to the SCCA Foundation. We are looking at potentially having an option for estate planning for people wanting to pass on money or items to the SCCA Foundation. The SCCA Foundation will also be the benefactor of money collected at the Test 'n' Tune course at the 40th Tire Rack Solo National Championships in Lincoln, Neb., this September. All of these things have a huge impact on our programs and our ability to have a positive impact.

When you are writing checks for good causes in the future, think about the SCCA Foundation and all the good it can do. It is our opportunity as a Club to give something back. 

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Pobst Position



Randy Pobst

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

**“MY VOLVO
SUDDENLY
SLEWED SIDE TO
SIDE IN ITS OWN OIL,
LEAVING A BURNING
TRAIL LIKE IN BACK
TO THE FUTURE”**

My First Fire

Well, after 35 years, over 200 Solos and nearly 500 races, it finally happened – my first real fire. I recall driving a track-rat 944 Turbo that blew a line, igniting a minor flare up, but the owner/mechanic riding shotgun seemed quite experienced with such things, and snuffed it as soon

SCCA Pro Racing Champ Randy Pobst is used to being on fire – but in a good way. This year, he experienced the wrong kind of “on fire.”

as I quickly stopped with a small handheld extinguisher. “My kingdom for a small handheld,” I thought, as I stood by helplessly watching my concours-level K-PAX Volvo S60 going up in flames.

All was going rather well in the first of two SCCA Pro Racing Pirelli World Challenge GT races at Canadian Tire Motorsport Park, the racetrack formerly known as Mosport. We qualified second, led for a short time until passed on a goofed-up “Green! No, don’t go! Green-green-green!” restart, and were comfortably in second just 15 minutes in, holding the rewards-ballasted and still fast Cadillacs at bay (they have run a terrific, smart, consistent season), and resisting the evil little devil on my left shoulder that was hoping Mike Skeen’s CRP Corvette would break or tangle with a lapper.

We were blasting up the meandering straight, passing a GTS Camaro and 370Z, just into sixth gear, maybe 135mph, when a wall of flames suddenly presented itself up the front of the windshield. Like looking out the back of a fireplace.

“Perhaps I shall ease to the side and disembark,” I said to myself calmly as my heart started to pound right out of my chest. With the engine still running fine, I figured it must be a fuel or oil leak. With the cockpit rapidly filling with the most vile, toxic, blinding fumes I’ve ever experienced, my focus shifted so rapidly to exiting the car that I failed to radio K-PAX

and let them know. I did, however, immediately do the correct thing, killing the master power and firing (so to speak) the on-board extinguisher. What I later realized I should have done but didn’t, was hit the clutch, too. If it were an oil leak, then that would eliminate the oil pressure possibly spraying more fuel on the blaze.

Because the normal race line at the top of the hill goes driver’s left, I angled to the right. It was self-preservation by getting myself out of the way and altruism by working to keep leaking fluids from crashing the innocent. I honestly never thought of finding a worker station, only of stopping as fast as possible and bailing out. I also failed to remember to pull down my face shield, which I normally run closed with a F.A.S.T. fresh air system, but not that day because it had gotten so clouded I could barely see. Figures.

Squinting through an ever thicker and darker cloud of emissions, and trying hard not to breathe, my Volvo suddenly slewed side to side in its own oil, leaving a burning trail like in *Back to the Future*. Do not miss the video at kpaxracing.com and on Facebook. Blind car control. “Use the force, Luke!”

As Charles Espenlaub told me after his big one, practice exiting blindfolded. He’s right, couldn’t see a thing. The clear outside air never smelled sweeter, but my radio and cooling suit were still attached. No prob. A fan handed me a bottle of water, but I just swished and spit, rinsing out smoky poisons. The on-board fire system had no visible effect on the fire, so I kept going back in to hit the button again, power on and off. Will Moody says it’s just to buy time for the driver. It did wet down my lower legs.

The fire crew came quickly, but it felt like forever as the flames slowly spread over the right front corner of our pristine K-PAX S60. I popped the hood and helped direct the excited rescue team. Thank you, workers! A sneaky flame scorched the left sleeve of my suit, passing through the unibody, but I’m just fine. Thank you SCCA safety rules. Here’s hoping you never conflagrate, but be ready. And maybe carry a handheld. 🔥



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Pacesetter

BY JAMES KEARNEY
PHOTOS COURTESY JONATHAN WEISHEIT

From Importing Exotics to Winning on the Track, Jonathan Weisheit Gets the Job Done

From clearing the air for gray market cars to crashing new startup car company models, J.K. Technologies has established a strong presence in the complex world of testing vehicles. When an exotic car is auctioned at Sotheby's in London and an American collector wants to know if the car can be certified as drivable in the United States, a call is placed to J.K. Technologies in Baltimore, Md. Of the 25 McLaren F1 street cars in the United States, J.K. Technologies has certified 22 of them.

"I've been in the business for more than 30 years," says Jonathan Weisheit. "We don't advertise; they know where to find us." Weisheit is the President and Head of Engineering of the company, while his longtime mate, Lois Joyeusaz, is the CEO. "I'm a good engineer but a lousy business man," Weisheit says. "Lois runs the show. This would never work without her."

Weisheit's first venture was a Porsche 911 that he bought in Germany in 1982 and converted for U.S. sale. "The dollar was strong and regulation was light. A lot of folks were doing it. In 1990, the government stepped in and it got a lot more difficult. Now that there is a very complex certification process to meet, there are only a few of us left doing it."

From the outside, the home of J.K. Technologies doesn't look special. Go down to the end of Sweet Air Street in the Hamden neighborhood that his dad helped develop, and you'll find a nondescript warehouse building. Inside it is all high tech except, perhaps, for the Formula Vee off in the corner – although, even there, appearances can be deceiving.

The building contains an EPA-certified environmentally controlled room. Cars run the required two- or three-day EPA test cycles with the temperature rising in a controlled fashion from 60 to 102 degrees F with samples being taken and repeated.

"We have a full EPA lab in-house." They also test for something called On Board Refueling Vapor Recovery. "It

used to be that when you went into your garage it would smell of gas, but those days are over. Now the charcoal canister should absorb those hydrocarbons."

About 60 percent of J.K. Technologies' work is EPA emission testing, primarily for the exotic and supercar market. It is not unusual to see a Porsche 959 on a lift over an exotic Mercedes or Ferrari or a traveling diplomat's BMW sedan parked near a room of motorcycles purchased by servicemen retuning from overseas duty. At any given time, there may 20 or 25 quite unusual cars jammed in the J.K. shop.

"I'm not the smartest guy but I'm the luckiest," says Weisheit. "All along the way, I've met people who have helped me. And they have taken huge risks with me. Sometimes they come in the shop and see their \$5m car all over the place. They say, 'Oh, my God, I shouldn't have come now.' But I never regret having an open door policy."

But clean air is only part of the J.K. business – there is also the crashing, and we're not talking about racetrack shunts. J.K. consults with fledgling car companies on getting their new models through Department of Transportation crash testing. This can sometimes make emissions testing look straightforward. Weisheit gives an example. "We crash tested a new electric car recently. One of the tests is the Driver Offset Impact Crash, Unbelted, at 33mph. They may add in a 75lb model representing a young female passenger. We are talking about milliseconds here and yet the car has to be able to deploy airbags at different rates for each side of the vehicle. In the first 35 milliseconds of most accidents, the accident is effectively over. What's crumpled is crumpled. The question is can you prevent damaging impact to the occupants? "I've been doing this for a very long time. If I look at a structure and I know the metal, I can tell if it will pass," he says.

Weisheit has been busy consulting with manufacturers in both Europe and

Fast Facts

JONATHAN WEISHEIT

SCCA REGION: Washington DC

MEMBER SINCE: 1970-'82, 2004-present

LAST BOOK READ: *Automotive Engineering Manual*

FAVORITE ENTERTAINER:
Fergie, with the Black Eyed Peas

FAVORITE MOVIE: *Grand Prix*

FAVORITE TV SHOW: *24*

FAVORITE FOOD: Italian

FAVORITE NON-SCCA ACTIVITY: Fishing, shooting, running field tests with his retrievers, Cosmo and Racer

FIRST CAR OWNED: 1969 Sox and Martin Hemi-Barracuda (purchased wrecked from a junkyard)

CURRENT DAILY DRIVERS:
Chevy pickup truck, 850 BMW CSI

FAVORITE RACE DRIVERS: Dale Earnhardt, Bill Scott

MOST INFLUENTIAL PERSON IN MY LIFE:
My dad, Bowen "Bo" Weisheit, a great guy

“ALL ALONG THE WAY I'VE MET PEOPLE WHO HAVE HELPED ME”

Jonathan Weisheit





When Jonathan Weisheit is not preparing high-end imported cars for use in America (LEFT), he can be found prepping and racing his Formula Vee (ABOVE) and shooting (BOTTOM LEFT).

China. The company does considerable virtual testing in-house and ultimately presents the car to the DOT testing center in Wisconsin. "I shepherd it through the test procedures. There are approximately 150 tests and it can take over a year to complete them. In one test a head form is projected to various spots of the car's upper interior. All padding must hold up to certain specifications. There are 15 points to just this one test."

Weisheit graduated from the University of Maryland and enrolled in law school there to follow in his father's and brother's footsteps. "I lasted a single day. I knew immediately this was not going to work. But give me a problem and I will solve it."

He was enamored by a Formula Vee he chanced to come upon for sale and launched into that world with his usual unabashed gusto. Weisheit does nothing part way. He took bronze in Formula Vee at the National Championship Runoffs in 1978 and silver in 1979, where he had the fast lap. He went away for a while and ran dragsters and pursued other endeavors.

But Weisheit does not lack for interests. He and Joyeusaz are devoted to their retrievers and enjoy competing at American Kennel Association field tests. Marlin fishing tournaments see the couple 50 to 100 miles off the East Coast. But while watching TV one day, he stumbled upon the 2004 Runoffs at Mid-Ohio. He called Bill Noble and, after a 25-year hiatus, was back in Formula Vee.

"I love Formula Vee. It is a very interesting class. Anyone with a minimum of mechanical ability can compete. But it is also a tinkerer's paradise. The rules are restrictive but you can do things with suspension and bodywork. It won't cost as much as bigger cars. Our cars have limited horsepower, so it is all about flow. Horsepower masks all kinds of ills. In FV, you have to be one with the car, adjust it to perfection and drive your tail off."

Weisheit is coming off a National win at the Watkins Glen SCCA National. His self-constructed XP-1 finished first and his back-up car took seventh in the very same race. Rick

Shields, 2010 FV National Champ, was unable to start due to a comprehensive accident in qualifying. Shields had sufficient points to make the Runoffs but he needed another start to qualify. Without hesitation or remuneration, Weisheit rolled out his spare car, a Protoform P3 that he had been bringing along while he got the bugs out of the XP-1, and made it ready for Shields. A color photo of Weisheit's XP-1 dominated the *Elmira Star-Gazette's* sports section the next day under the heading "Victory follows good deed." Weisheit was quoted in the newspaper, "He's my friend and he took a real bad ride this morning. I'll do anything for a competitor."

The demands of racing help Weisheit keep his mind clear. "All the things I've learned over the years; it took a long time to figure things out. When I get stuck at work I go work on my Vee and it calms me down. It is hands on, not virtual. I'm building a car that is precisely tailored to me. This new car is really coming along. My goal is to win the Runoffs, not finish second. I've already done that." ●

At 16 Years of Age, Ben Wolf Has Big Plans, and the Drive to Get There

In addition to his duties as chairman of the SCCA's Club Racing Board, it turns out Kansas City Region's Jim Wheeler is also a first-rate talent spotter. Last year, Wheeler selected then 16-year-old novice driver Ben Wolf to be his first student in the non-traditional Drivers School he was testing.

As Wheeler tells the tale, "Ben's IT7 Mazda was not ready for the early spring Double Drivers School, the only one he could have made for the year, so together with Bill Allman, the Midwest Division's driver licensing administrator, we put [Ben] through a one-on-one school at Mid-America Motorplex. This pilot program then became the blueprint for the new alternate Drivers School program, which the SCCA has now approved. I was absolutely sure he would be the perfect student. Every step of the way I was impressed with Ben's attitude and demeanor."

With a newly minted Regional license in hand, this somewhat shy and reserved teenager proceeded to become the 2011 Midwest Division's IT Tour Champion in IT7. "He missed winning the MidAm Championship by one point when the last race was canceled," says Wheeler, "He had eight races, eight wins, seven poles and two lap records. He also set fastest race laps in seven of the eight races. He then entered the ARRC race at Road Atlanta and took the IT7 pole, race win, and set the fastest lap. He was given a standing ovation at the awards banquet.

"I can only assume," continues Wheeler, "that the ovation was based on the fact that this teenage rookie had won the biggest race for IT7 in the country and did it with grace and humility. I should add that he also got a standing ovation at the Kansas City Region awards banquet when he won Rookie of the Year and Regional Driver of the Year, and his dad, Steve, won the Mechanic of the Year award for helping him throughout the season."

The name Steve Wolf will, of



"I HAVE LEARNED EVERYTHING I KNOW FROM MY DAD" Ben Wolf

Sixteen-year-old Ben Wolf was one of the first to go through the non-traditional Drivers Schools, and is now actively Club Racing, with plans of moving from Regional to National racing. For being the First Gear member of the month, Wolf will receive a \$200 gift certificate to SafeRacer.



course, be a very familiar one to Kansas City Region members. He is a 35-year SCCA competitor and his father, Marv, joined SCCA in 1961. Father and son actually competed against one another at the National Championship Runoffs in 1977 and '78, driving identically prepared Triumph Spitfires (Marv finished four spots ahead of Steve in 1977, but youth prevailed the next year when Steve came in 10th with Marv right behind).

When Ben became ready in 2011 to move from his karting endeavors, which began when he was just 4, Steve tried to locate his old Spitfire for Ben to drive, but wound up turning over the RX-7 he raced in 2009 to concentrate on helping Ben's career as a third-generation SCCA competitor.

"I enjoy being able to prepare for a weekend with my dad being my mechanic and crew chief," says Ben. "I try to learn everything I can from him and what it has taken for him to earn the Mechanic of the Year award

four times from the Kansas City Region. It helps me to realize what it takes to succeed. He has helped me to achieve what I have so far, both on and off the track."

Plans are already afoot for Ben to make the transition to National racing. The ex-Meredith Pritchard E Production Mazda has been acquired and, at this writing, Ben hopes to make his National debut at Motorsport Park Hastings in mid-August.

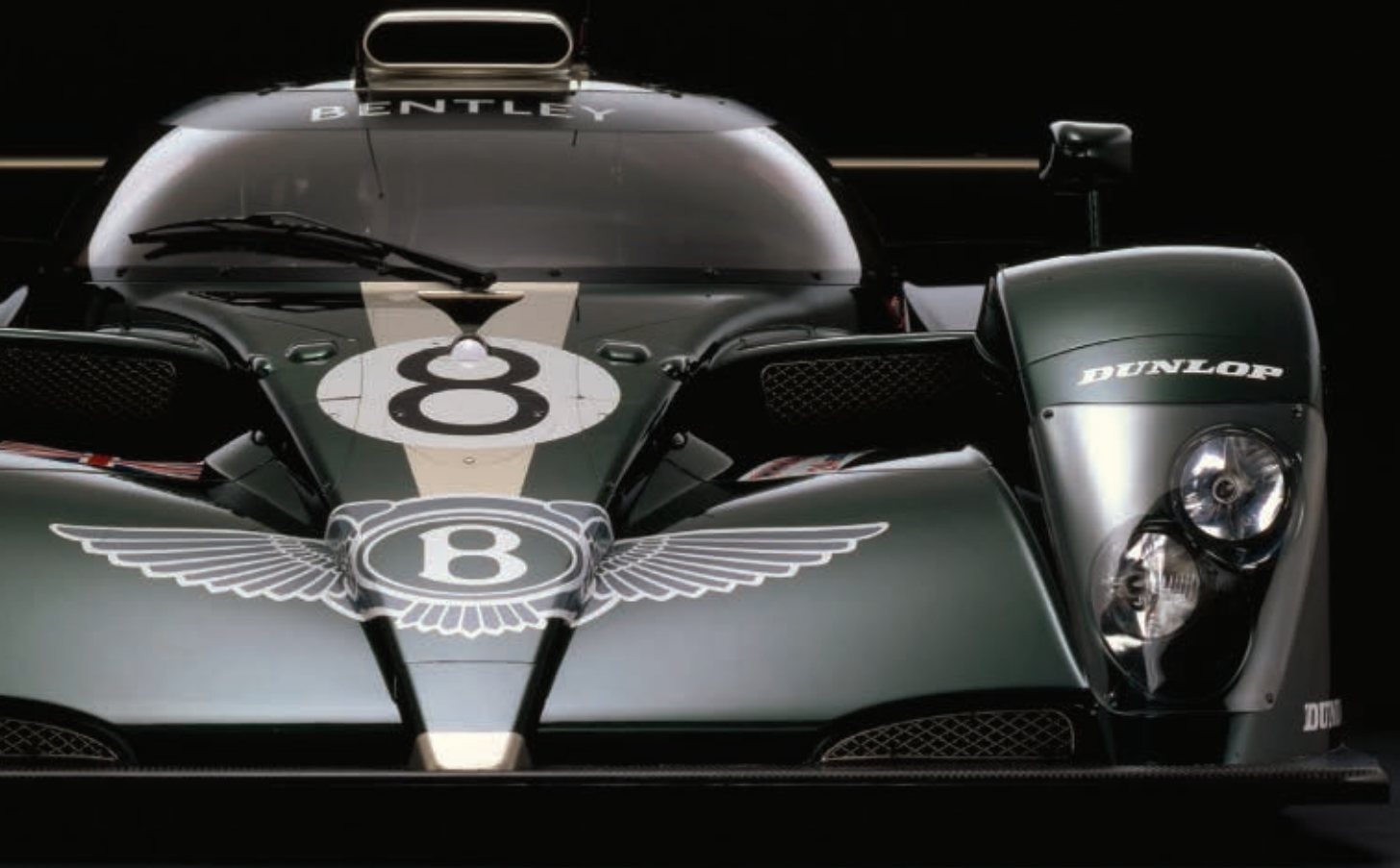
"When I get into the racecar, everything else just disappears around me," explains Ben thoughtfully. "Everything suddenly gets a lot more quiet and I focus on nothing besides what I have studied and prepared for in the car and at that track. The feeling I get when I am sitting in the pre-grid waiting for the five-minute warning is not the feeling of being nervous coming over me. It's the complete opposite. I feel more confident.

"I have learned everything I know from my dad and put that into action on the track," he continues. "I learned that driving is not anything else but an opportunity and not something to be taken advantage of. I've learned that practice, hard work, and determination is what it takes to achieve your goals, on and off the track."

Away from the track, Ben focuses on his high school studies and helping his dad in the garage stripping parts cars and selling the leftovers to help pay for racing expenses. Not surprisingly, Ben's dream is to become a Formula 1 driver, but more realistically, he is also thinking about the possibilities of going to the NASCAR Technical Institute when he finishes high school next year.

"Ben is a unique teenager because of his attitude," says Jesse Prather of Jesse Prather Motorsports, the Mazda guru who built the motor that took Ben to his ARRC win. "He's always open for ideas and willing to listen and learn from the many people who have helped him. The number one reason for his success is his father, Steve, who is totally committed to his son's success and is also a great guy. But the reason for the ovation Ben got at the Kansas City Region awards ceremony is that he knows no enemies and calls everyone a personal friend. We should all be so lucky!"

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WHO WILL WIN?

There's no need to belabor the point. Of our 28 predictions for who will win their classes at this year's National Championship Runoffs, we wouldn't be at all surprised if we got every single one wrong. But that's why we love SCCA National Championship racing – at winner-take-all races, anything can happen.

A few years back, multi-class race groups were introduced at the Runoffs. That test was well received by most competitors, and the concept has stuck around. This year, something else is being tried: There will be four days of racing, rather than the traditional three. This schedule is advantageous for a number of reasons, the most obvious being that many competitors will only need to be at the track for four days, with more than 10 classes only having to attend for a total of three days.

The first race group will hit Road America in Elkhart Lake, Wis., on Thursday, Sept. 20, at 9:25 a.m., with the final race of the day coming to a close around 3 p.m. – qualifying for other classes will sandwich the races in the morning and evening. The same general schedule will continue through Saturday, with Sunday, Sept. 23, being the only day with no qualifying sessions on track.

There are more advantages to this new schedule than meet the eye. To find out

more, you should read the Chairman of the SCCA Board of Directors Jerry Wannarka's column in this issue on pg. 10.

This year's Runoffs will also see a race within a race, as well as a supplemental class competing. SSC, in possibly its final year at the Runoffs, will have a separate podium celebration and contingency offering for cars competing in the class under the B-Spec rules allowance. And, in the STU group, competitors who met the Runoffs qualifications while competing in Super Touring Light in the 2012 SafeRacer SCCA National Racing Series will be able to enter STL at the Runoffs as a supplemental class. STL will feature a split start from STU and have its own podium celebration, although the drivers will not be racing for a National Championship.

If you're not competing, crewing, or volunteering, you need to get to Road America to watch. The Runoffs has produced some of the most spectacular racing anywhere, and this year will be no different. And if you can't make it to the track, keep an eye on www.scca.com/runoffs for live timing and scoring and a live video stream of the races.

But the truth is, you're probably reading these pages to find out who we think will take the gold at this year's Runoffs. Here we go...

SportsCar Grasps at Straws in an Attempt to Predict the Winner of the 2012 National Championship Runoffs

Road America | Elkhart Lake, Wis. | **Sept. 20-23, 2012**

WHO WILL WIN?

RACE 1 | SUPER TOURING OVER | Thursday, 9:25 a.m.

Dark Cloud

- | | | |
|------------------|-----------------|--------------------|
| 1 SCOTT TUCKER | Atlanta | Porsche 911 |
| 2 DAVID PINTARIC | Mahoning Valley | Dodge Viper |
| 3 BOB MAYER | Atlanta | Chevrolet Corvette |

To say the start of the STO race for the last two years has had some issues would be an understatement. In 2010, a yard sale of T1 cars blocked the track at the flag stand at the start, and a very frightening impact in Canada Corner took out two STO front-runners on the first lap in 2011. We're hoping this year sees that every STO car gets to complete at least one lap without incident.

Scott Tucker will be returning with the Porsche 911 that took him to the win in 2011, but hot on his heels will be 2010 winner David Pintaric in a Dodge Viper. Tucker will be very busy this year, as he pulls triple duty also competing in DSR and GT-2, but knowing that Tucker will bring nothing less than a first-class effort, we have no doubt that the additional seat time will only make him stronger.

An off earlier in the season at Road America found Pintaric writing-off a Viper in spectacular fashion, but he came out no worse for wear, and will have his STO car running at full song come September.

The battle for the win in 2011 kept everyone on the edge of their seats – less than a second separated Tucker and Pintaric at the stripe. The action should be equally as exciting this year with likely the same outcome.

Third place is a much more difficult call. Jerry Onks has rebuilt after being part of the 2011 first lap crash, and is looking fast in his Corvette. Bob Mayer has been trying to get to

the Runoffs the last two years but mechanical problems have plagued his Corvette and caused him to throw in the towel – his third try could be the charm.

Only two things could put a damper on the STO race: another opening-lap crash, or a car count that puts the class below the 10-car threshold needed to crown a National Champion.

Jason Isley

Race 2 | TOURING 1 | Thursday, 9:25 a.m.

The Tortoise and the Hare

- | | | |
|----------------------|-------------|--------------------|
| 1 JOHN M. BUTTERMORE | Detroit | Chevrolet Corvette |
| 2 TOM SLOE | Neohio | Chevrolet Corvette |
| 3 MIKE MCGINLEY | Kansas City | Chevrolet Corvette |

Defending T1 Champ John M. Buttermore will be back in his C6 Corvette, and if things go the way we think they will, he'll cruise to a second title. However, Buttermore will have 2011 runner-up Tom Sloe in a C5 Corvette pushing him into burning up his tires and brakes.

At Road America, the C6 Corvette has the legs to win, but its reported weakness is going the full race distance – something that the shortened races the last two years has not revealed. Meanwhile, the C5 Corvette seems to run at a slightly slower and steadier pace – possibly a better choice for a 13-lap race.

"The C5 Corvette has to be perfect to compete, and the race will need to be the full 13 laps as the advantage with the C5 comes later in the race," explains Sloe.

Having to push Buttermore won't be the only challenge facing Sloe, as he also plans to run his Mustang in American Sedan, which shares qualifying sessions with T1.

Mark McCaughey | Toyota Celica

With only three qualifying sessions this year, Sloe will be forced into the difficult position of picking a favorite when it comes to which car to run in which session – and, if weather becomes a factor (which it always does), he could easily find himself starting from the back of one of the grids.

Regardless of the number of green flag laps, chances are excellent Buttermore and Sloe will check out on the field, leaving the rest scrapping for third. Mike McGinley, Michael Pettiford, and David Sanders will all be looking for that final step on the podium, and have all shown speed at the Runoffs. It seems very likely that McGinley will take that final step, making the results a carbon copy of 2011.

Jason Isley

Race 3 | SPORTS 2000 | Thursday, 10:25 a.m.

Family Tradition

- | | | |
|----------------|-------------|--------|
| 1 COREY FERGUS | Ohio Valley | Carbir |
| 2 MARK MERCER | Colorado | Lola |
| 3 BART WOLF | Milwaukee | Carbir |

Multi-time Champion John Fergus sold one of his Carbirs and decided to sit out this season. So, that should mean no Fergus with whom to contend, right? No. There will be a Fergus at the Runoffs, and we think he will carry on the family winning tradition.

John's son Corey Fergus is concentrating on the Continental Tire Series this season, but will have run enough points to qualify for the Runoffs. He had two starts and two convincing wins by the end of June, and his Fergus Companies Carbir, expertly wrenched by Randy Hartman and with a new engine from Steve Knapp's Elite Engines, will be ready. Corey has elevated his game greatly in the past two years and will be ready to add to the family total.

His biggest threat will be Mark Mercer. Mark has two gold medals and knows how to win. Mercer picks and chooses his races, but says, "I'm going to try to come to the Runoffs. The car is working well; I'm old but still seem able to drive. As long as it doesn't rain, I'll try to win."

At the time of this writing, there was a degree of uncertainty surrounding Mercer's attendance, which is a significant reason he is picked for second rather than first.

The third step of the podium should be designed to hold more than one. Besides Bart Wolf, who always runs well at Road America, two West Coast aces likely will make the long tow. Joe Moran, who has four wins and two seconds, may come. "I am on the fence," says Moran. "It is 2,120 miles, and a brutal drive. I will decide on Labor Day weekend."

David Ferguson, driving the unique Van Diemen, does intend to come. "I'm qualified and have made arrangements. My car is handling better than ever, and I expect to be competitive."

RACE 5 | SHOWROOM STOCK C

JEFF LOVINE

Either Moran or Ferguson could well have been the pick for third, but with Moran at this time “thinking about it” and Wolf’s familiarity, the pick is Wolf. But it so easily could have been different.

Also figuring into the equation is Alan Andrea, second last year and a veteran with many, many miles at Road America, who seemingly excels in the rain. Michael Bautz is having a very competitive year.

And then there’s the wild card. John Fergus says that if it’s necessary to make up the required 10-car field to crown a National Champion this year, he just may rent a car and use his champion’s provisional.

Tom Schultz

RACE 4 | SHOWROOM STOCK B | Thursday, 11:25 a.m.

On Point

- | | | |
|--|----------|----------------|
| 1 TOBY GRAHOVEC  | Texas | BMW Z4 |
| 2 MIKE SCORNAVACCHI  | Florida | Ford Mustang |
| 3 LEE NIFFENEGGER  | Cal Club | Honda Civic Si |

SSB is a great class. You’ll always find a bevy of different manufacturers and, in the past, the win has been anyone’s to claim. But there are a number of folks who always seem to find themselves at the front of the field.

“My plans are still a bit up in the air,” says 2008 SSB Champ Lee Niffenegger, who is also the Senior Engineer Business Development for Honda. “I have been able to run three races so far [this year]. I borrowed Luke Wilwert’s car from our Ohio-based Team Honda Research to do these, but had to send the car back to Ohio in early May for Luke to start his season. Team Honda Research-West [based in Torrance, Calif.] is trying to get a 2012 Civic Si completed so I can take that to the Runoffs. This is exactly the kind of development work we like as Honda associates, but it is not matching up well with the race schedules right now! It might not make its race debut until the Sept. 1 Double National at Buttonwillow. In the meantime, I’m trying to find another car to complete my required races prior to the Runoffs.”

Niffenegger’s Honda teammate Wilwert gave Toby Grahovec a good run at the Chicago Region SCCA June Sprints, and if he and Niffenegger work together in the Honda camp it could put the two of them on the podium above Grahovec’s BMW.

Toby Grahovec was smooth and fast in his Z4 at the June Sprints, and a home track advantage may give him just a small nod over last year’s winner Mike Scornavacchi. Scornavacchi is always tough, but sometimes his Runoffs luck tends to bite him in the shorts. You could see the genuine emotion on Scornavacchi’s face last year when he took the title, so you know he’s planning to repeat.

Other fast guys in the Mustang camp include Andrew Charboneau, 2010 Champ Ed Zabinski and Tim Meyers, any of them could figure into the medals as well.

Dee Duncan



DENNIS WOOD

Andy McDermid | Ford Mustang

RACE 6 | AMERICAN SEDAN

RACE 5 | SHOWROOM STOCK C | Thursday, 11:25 a.m.

Going for Three

- | | | |
|---|-----------------|-------------------|
| 1 MARK MCCAUGHEY  | Central Florida | Toyota Celica GTS |
| 2 ALI NAIMI | Oregon | Mazda 3 |
| 3 TOM DALY | Land O’ Lakes | Volkswagen Rabbit |

Mark McCaughey is looking to claim his third Showroom Stock C championship in a row, and there’s every reason to think he can do it. McCaughey is known for clean and fast driving, and his Toyota Celica is always competitive.

“We’ll be back with the defending champion car,” he says. “Right now, the Toyota has been restricted quite a lot from last year. We have raced in a few events this season, including the [BFGoodrich Tires] Super Tour event at Sebring, and we won there. It will be a challenge going for three in a row, and as this is possibly the last year of SSC I would be delighted to close the book on the class with such an accomplishment.”

But before he can claim his third title,

McCaughey will have to deal with a strong group of contenders. Tom Daly won the SSC race at this year’s June Sprints. Brian Husting ran a strong race at last year’s Runoffs in his Chevy Cobalt before being taken out in a crash. Finally, Ali Naimi took second-place honors last year, and has been improving his finishes for the better part of a decade.

“As always, in an SSC race, I think tires will play the biggest part,” says McCaughey. “Who will have the best brand and be able to manage them for the entire race distance?”

Past Champion Joel Lipperini, a perennial frontrunner, is registered in a B-Spec Honda this year, so for the first time in a long time he’ll get to see what the middle of the pack looks like – that is, unless he swaps cars at the last minute.

Dark horse contenders include Jonathan Start, who has been racing a B-Spec car in World Challenge this year, or anyone in a 2001-’05 Mazda Miata, which has just been moved into the class.

Jeff Zurschmeide

B-SPEC AT THE RUNOFFS

PART OF THIS YEAR’S Showroom Stock C race will be a “race within a race” featuring SCCA Pro Racing’s Touring Car B-Spec cars from the World Challenge series.

Designed for “B-platform” street cars, B-Spec includes pocket rockets such as the Fiat 500, Ford Fiesta, Honda Fit, Mazda 2, and Toyota Yaris. B-Spec cars are eligible to enter SSC at the Runoffs, although for the most part they struggle to keep pace with regular SSC cars.

To make the race a little more interesting for the small fry, SCCA created the B-Spec Shootout presented by Pirelli World Challenge.

The top finishing B-Spec car in the race will receive \$3,000 and a full season’s worth of World Challenge entries in 2013 season. The second-place B Spec driver will receive \$1,500 and two 2013 World Challenge entries. The third-place finisher will receive \$500 and a single race entry.

Of note is that the Pro Racing Touring Car B-Spec cars normally run on slicks, but for the Runoffs, the cars must adhere to SSC tire rules. Consequently, the selection may have a huge impact on the results in this race within a race.

Jeff Zurschmeide



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RACE 6 | AMERICAN SEDAN | Thursday, 1:00 p.m.

Pony Express

- 1 **ANDY McDERMID** ②
2 **JOHN HEINRICY** ①
3 **MICHAEL LAVIGNE**

Milwaukee
Philadelphia
New England

Ford Mustang
Pontiac Firebird
Ford Mustang

This is not fair! How can you choose a winner between two of the most decorated drivers in SCCA Club Racing? Between John Heinricy and Andy McDermid, you're looking at 17 titles!

"I look forward to racing with Andy [McDermid] every year," says Heinricy. "I can always count on a great race. We will be back in a Tom Aquilante-prepared Firebird."

Last year, McDermid and Heinricy put on a driving clinic in the wet while both of them were on dry weather tires, thus proving that nothing will slow these guys down.

Andy McDermid reportedly drove away from the rest of the field at the June Sprints, notching a nice margin of victory in the process – and the rumor is he's building a brand-new Mustang for the Runoffs. Hopefully, he'll have all the bugs worked out in time for the main event in September.

It's really a toss-up as to which of these fantastic drivers will stand on the top step of the podium, but we have to give the nod to McDermid.

The third step is by no means a lock, either. We have a list of choices for that one. Michael Lavigne had a great race at last year's race and was in a spectacular battle most of the race with some of the stalwarts of American Sedan until his day unceremoniously ended in the gravel trap at Turn 5. We're giving him the nod for the podium this year. But that's not to say there aren't others who could upset this perfectly

planned prediction. Tom Sloe (Mustang), Jeff Werth (Camaro), Tom Ellis (Mustang), Daniel Richardson (Camaro), Jim Wheeler (Trans-Am), and last year's bronze medalist David Venhaus (Mustang) are just some of the candidates.

Dee Duncan

RACE 7 | FORMULA ENTERPRISES | Thursday, 2:00 p.m.

A Battle to Watch

- 1 **SCOTT RETTICH** ②
2 **PATRICK GALLAGHER** ①
3 **PAUL SCHROEDER**

Ohio Valley
Ohio Valley
San Francisco

Scott Rettich does little but win. He has won the last two FE titles, and racks up National wins in both FE and SRF with great regularity. There is little reason to think that he will change the pattern at this year's Runoffs. True, Patrick Gallagher did beat him at this year's June Sprints, but when all the chips are on the line, Rettich's experience and race craft should prevail, if narrowly.

Rettich has four wins in his Springboro Car Wash FE as of the end of June, while Gallagher has two in his Jay Motorsports example. Gallagher's June Sprints win was in the rain – could this have been a deciding factor? If it rains at the Runoffs, will Gallagher repeat the win? It's possible.

Paul Schroeder so far has three wins and three second places, enjoying a very good year indeed. He has shown that he can win, and could do so this fall. Jason Wolfe has two wins, as does Patrick Linn. Both are contenders. Scott McQueen is a perennial contender who is always around the top of the order. Any of those three could gain a step on the podium if things fall their way.

However, Rettich and Gallagher have shown the speed necessary to win the Runoffs. They have shown themselves to

consistently be at the head of the pack, and we expect more of the same this September. This should prove to be a great race.

Tom Schultz

RACE 8 | FORMULA MAZDA | Thursday, 2:00 p.m.

Close, as Usual

- 1 **DARRYL WILLS** ②
2 **DOUG PETERSON** ①
3 **JASON VINKEMULDER**

Houston
Buccaneer
Milwaukee

With one of the most successful spec racecars in SCCA history, a Formula Mazda race is always a close thing. Darryl Wills will be back to defend his two-year championship streak, but Doug Peterson thinks he has what it takes to claim this year's crown. Peterson is leading the points in the competitive Southeast Division; this, doubled with his 2004 championship in the class and his strong second-place finish at the 2011 Runoffs, all give credibility to his ambition.

"This is my year to win, and Darryl [Wills] will be second," Peterson says.

Peterson showed up to the June Sprints and got caught up in a tremendous crash at the start that brought out a red flag, so there's no knowing how he would have fared in that race.

Jason Vinkemulder took the Sprints honors after the restart, and he's also confident of running at the front courtesy of the setup homework he's been doing this year.

"Goodyear has made a new tire for Formula Mazda and it is a significant improvement from the previous generation tire," says Vinkemulder. "This season we have been focusing on getting the most out of the tire. Some of them are large departures from our old setup window. It's been fun! Setups we couldn't get away with before are now breaking track records."

Dark horse contenders could include Dale VandenBush. George Jackson and Robert Noell both showed well at the Sprints, and Alan McCallum turned in a podium performance at last year's Runoffs. With the cars so evenly matched, anything is possible.

Jeff Zurschmeide

RACE 9 | GT-2 | Friday, 10:05 a.m.

All the Players

- 1 **MARK BODEN** ①
2 **SCOTT TUCKER** ②
3 **JIM GOUGHARY** ③

Chicago
Atlanta
New England

Porsche GT-3 Cup
Porsche GT-3 Cup
Nissan 350Z

If GT-2 is not already on your list of races to watch at the 2012 Runoffs, make sure you add it. The grid should see the return of all the heavy hitters from recent years, as well as one GT-2 newbie that should have no problem mixing it up at the pointy end of the field. Consequently, trying to guess the podium for this class is impossible. But we'll try anyway.

We know 2011 Champ Mark Jurczyk will be back in his Porsche to defend, but work

Darryl Wills



MARK WEBER

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and travel have left little time for the track – and in this class, that could be the difference between a repeat and watching the podium celebration from the sidelines.

The familiar Sunbeam Tiger of Tom Patton will be back after picking up the silver medal last year. Patton continues to make small tweaks to the Tiger, but it seems to lack the top speed needed to win at Road America.

Pete Peterson's racecar was sporting impressive Toyota Celica bodywork last year, and the car proved very quick in qualifying, but come race time, the car was a handful and Peterson's race ended early with an off. If Peterson can dial his car in to go the distance, he'll be a contender.

Jim Goughary crashed in practice prior to the 2011 Runoffs, was unable to make the extensive repairs needed, and missed the race. This year his Nissan 350Z is back on track and shows good speed, it is very likely he will break up the Porsche parade on the podium.

Joining the GT-2 party this year is defending STO Champ Scott Tucker. Tucker will be piloting the newer 997 version of the 911 Porsche. That, along with the vast experience he has gained in his few years of racing, should be enough to put him on the podium.

Even though Mark Boden has had a tendency to throw away the win in the closing laps for the last few years, it's hard not to pick him for the win. The leader of the Fall-Line team has upgraded to the 997 Porsche and, unlike previous years, he's focusing solely on the GT-2 race (a distraction Tucker will be dealing with). If Boden can keep the back end of the car behind him, it's likely that is where the rest of the field will be as well.

Jason Isley

RACE 10 | SPEC RACER FORD | Friday, 11:05 a.m.

Spectacular Spec

- 1 SCOTT RETTICH 
- 2 BRIAN SCHOFIELD 
- 3 TRAY AYRES

Ohio Valley
Central Florida
Atlanta

Spec Racer Ford – this is another of those classes that's guaranteed to be a barn burner. Closely matched cars, huge fields, and talented drivers all add up to excellent competition. There has probably never been an SRF race at the Runoffs that didn't involve multiple lead changes and heart-stopping action. And as far as potential podium finishers this year, we could list about 10.

We're giving the nod to Scott Rettich, who took home the gold in FE in 2011 and is tired of playing second fiddle in SRF. Schofield knows how that works – he has finished second in SRF so many times it hurts. He finally had that taste of victory in 2010 and we know he wants it again. Tray Ayres, (Mr. Perfection) is another guy who is always "right there." We are waiting for him to claim a medal. He can easily be on the podium – the question is, which step? Our prediction of a bronze could easily be wrong.

And there's last year's winner Richard Spicer. Spicer has three gold medals (2001-'02, 2011) to his credit, and he could add another. And speaking of repeat winners, the Mike Miserendino show (2006-'09) will be in the mix. He, too, could easily mess up our predictions and claim the gold.

Jeff Beck had a close third at the June Sprints and he is all but guaranteed to be a contender. As far as dark horses go, Todd Harris is fast and he's been really hot this year in the Pacific Northwest. He could also upset our prediction and make it to the podium. Another possibility is Lee Flemming, who is always right there when it comes to the Runoffs, but sometimes his luck runs out.

If he keeps his nose clean, it's guaranteed that he'll be in the mix. Cliff White and Scott Goolsby were both in great battles for position last year, and Jim Marinangel is always in the thick of things.

Dee Duncan

RACE 11 | FORMULA CONTINENTAL | Friday, 12:40 p.m.

Finally Different

- 1 GERALD SZYKULSKI
- 2 CHUCK MORAN
- 3 NIKI COELLO 

Land O' Lakes
Old Dominion
Millwaukee

Van Diemen
Van Diemen
RFR

After seven straight years of picking Niki Coello to win, things are finally different. Don't get us wrong – Coello will likely be on the podium, he just won't be on the top step. Niki is persevering with his Firman, but the car still has to show the consistent speed necessary to top the well-sorted Van Diemens. Coello also has been concentrating on the SCCA Pro Racing F2000 Championship Series, favoring that over the National events. Coello has four Runoffs gold medals, so it would be foolish to discount him completely; it's just that the hoped for advantage of the Firman has yet to be realized.

So who will win? The pick here is Gerald Szykowski. He was a surprise second at last year's Runoffs, and running strong this year, including at the June Sprints. He has won convincingly, and his Van Diemen is well prepared (the folks preparing Szykowski's car prepared Revere Griest's winning effort last year). Szykowski may not be well known right now, but he should be after this September.

Szykowski is a very narrow pick over Chuck Moran and, frankly, that is because of the home course advantage and because Moran was, at the time of this writing, undecided as to his attendance at the Runoffs. Moran has been dominant this year, with seven wins so far.

"I'm having a career year," says Moran, "My plan is to run the National [at Road America] in July, look at my times, and if

RACE 13 | FORMULA F

Lewis Cooper | Van Diemen



JEFF LOEWE

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I think I can be competitive, come back for the Runoffs. I'd say there is a 60/40 chance I'll be there." If Moran comes, everyone should look out!

Brian Belardi may be better known these days for Belardi Racing, which runs numerous cars in both Indy Lights and USF-2000, but he also squeezes in his own racing when he can. He has two wins so far this year, and was third at the June Sprints, behind Szykalski and Coello. Brian is definitely the dark horse in this field.

Brian Tomasi is absent from this list due to a late start to the season because of his day job managing Afterburner Motorsports. A cruel DNF at the June Sprints means that he is going to have trouble getting four good finishes in the book. But if he does qualify, look for him to be in the thick of it.

Others to watch include Robert Allaer, who has three wins, and J.R. Smart, a veteran who has improved over time to the point where he is threatening for wins.

Tom Schultz

RACE 12 | GT-1 | Friday, 1:35 p.m.

Usual Suspects

- 1 MIKE LEWIS
- 2 DOUG PETERSON
- 3 BRYAN LONG

San Diego
Buccaneer
Chicago

Jaguar XKR
Chevrolet Corvette
Chevrolet Corvette

As the checkered flag dropped on the 2011 season, it was the Mike Lewis-piloted Jaguar that took the accolades after a hard-fought battle with local star Cliff Ebben in a Ford Mustang.

"My plan right now is to be at the Runoffs and defend my title, if business allows," says Lewis. We expect he'll be there, and consequently, he's our pick to win.

Ebben, last year's silver medalist, continues to rehab from a freak accident in the season-opening SCCA Pro Racing Trans-Am race at the Canadian Tire Motorsport Park where a drive

shaft broke and the impact shattered his elbow. Despite the setback, Ebben is determined to make it to the Runoffs, so we wouldn't be at all surprised to see him qualifying late in the season and racing for the win.

And, speaking of that Trans-Am race in Canada, Doug Peterson took his first win at that same event, besting a strong field of almost 20 cars. He had a great showing at the June Sprints until a mechanical issue derailed the project. Peterson is also spending some time in a Formula Mazda, and the extra seat time, albeit in a completely different class, won't hurt his cause.

Simon Gregg, in his Derhaag-prepared Corvette, took the June Sprints win and with his podium finish last year at the fall classic, another podium finish is not out of the question. Gregg has come on strong of late, garnering some podium finishes in Trans-Am – and with the consistency and prep level of a car out of the Jim Derhaag stables, could easily land on the podium again.

Bryan Long also ran strong at the June Sprints and had a great race with another hometown star, Rick Dittman, until both dropped out with problems. Both know the twists and turns of the tricky Road America circuit and either of them could upset our prediction.

Amy Ruman, another of the usual suspects in GT-1, has run a handful of Nationals and her current plan is to try and make it back to the Runoffs. With her streak of Trans-Am podiums, she is sure to be a factor in September if she shows.

Dee Duncan

RACE 13 | FORMULA F | Friday, 2:35 p.m.

Formula Fierce

- 1 LEWIS COOPER
- 2 REID HAZELTON
- 3 TIM KAUTZ

Central Florida
Chicago
Chicago

Van Diemen
Van Diemen
Piper

The Formula F class has always been stacked with talent, and was a significant rung on the ladder to professional open-

wheel racing. While the options to move up to Indy are not the same for Formula F racers as they once were, that doesn't mean the talent in the class is any less.

In 2011, Lewis Cooper won the title by more than 12sec, but that didn't tell the tale of what might have been had Reid Hazelton not had mechanical issues. Hazelton set the fastest lap of the race before having to pull in to the pits. For the 2012 running of the Runoffs nearly all of the frontrunners will be returning, and the battle should be better than ever.

We know Cooper will be back, with his eyes set on defending his championship, but Hazelton will be looking to make up for last year's disappointment.

The wild card this year will be 2011 bronze medalist Tim Kautz, who is coming back – this time with Honda power. "After three Ford engine failures at last year's event, we're looking forward to the Honda reliability," says Kautz. "It is yet to be determined if the Honda, with its current Club Racing restrictor, will be able to match the performance of the top Fords in the country." There is an excellent chance that Kautz could bring Honda its first Runoffs podium in FF.

Should any of the top three make the slightest slip there will be a freight train of talented competitors ready to pass them by. Cliff Johnson and Scott Rubenzer are always quick, Ethan Shippert has been flying this year, and guys like Bill Kephart and Mike Sauce will help keep the leaders on their toes.

Jason Isley

RACE 14 | C SPORTS RACING | Saturday, 10:05 a.m.

Liverato's Year

- 1 JEAN-LUC LIVERATO
- 2 STEVE FORRER
- 3 JACEK MUCHA

Atlanta
Milwaukee
Indianapolis

Swift
Ralt
Swift

CSR seems to have had a resurgence this year, reflected by the fact that a half dozen or more drivers could conceivably win

RACE 14 | C SPORTS RACING

Jean-Luc Liverato | Swift





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in September. So far this season Jean-Luc Liverato has been near unbeatable. As of the end of June he had seven wins, including the June Sprints. His switch to a Swift 014.a Atlantic – interestingly enough Jacek Mucha’s old car – launched the likeable Liverato on a tear that seems destined to culminate in the top step at the Runoffs. Only Mucha has managed to finish ahead of him thus far.

Steve Forrer has won the past two championships in his Ralt RT-41 and could do it again. But the two times to date that he has met Liverato, at Summit Point and the June Sprints, Liverato has prevailed.

However, Forrer has always been tough at Road America, and the slightest slip by Jean-Luc could see Forrer notch his fifth title.

Jacek Mucha has been a bridesmaid so often that he has lost count (but we haven’t – it’s six). He is seemingly capable of a podium every year, but has yet to attain the top step. He is driving a Mazda-powered Swift 016.a Atlantic, a potent combination. One of these years he should do it, but Liverato and Forrer are hard to beat.

Jason Miller should be on the top-three list in his powerful Kohler six-cylinder West, but while showing great speed, his season has been win or bust. Miller was leading Liverato at the June Sprints when his car broke. This has happened too often to make Miller a sure pick for the podium. If Miller has a trouble-free race, he should be on the podium, perhaps even the winner. Don’t get us not picking him for the podium wrong – he’s not to be overlooked.

The French father and son combination, Brian and James, in their Atlantics are always factors. Good speed indeed, but the competition this year is too formidable to say that they should win. That said, they –

especially James French – are capable of proving us wrong.

A couple years ago, Brian Downing finished third in his Peach Day. Not likely to win, but a crafty ride could see him as high as third.

But this is Jean-Luc Liverato’s year. Place your bet on him.

Tom Schultz

RACE 15 | SPEC MIATA | Saturday, 11:00 a.m.

Berry’s Year to Jam

- 1 CRAIG BERRY
- 2 JIM DRAGO
- 3 TODD BURAS

Texas
Mid-South
Southwest Montana

Spec Miata has never had a repeat national champion, and that trend is likely to continue this year. Perennial contender and polesitter Jim Drago was taken out in an unfortunate first-lap incident last year, and he’ll be back looking for the championship opportunity that was denied to him.

But as always in Spec Miata, there will be plenty of fast drivers between the green and checkered flags, and Drago will have to start from zero to get onto the podium. This year’s June Sprints race was instructive – Craig Berry was leading the race with Drago close behind when an incident took both drivers out of contention for the win. Todd Buras was there to capitalize on the incident and took home the win and added it to his points leadership in the tough Southeast Division.

“That win was about being in the right place at the right time. It’s about car setup, power, and strategy,” Buras says. “If you are missing any one of the three elements on any National weekend in SM, you are not going to be there at the end. Oh, and luck.”

For his part, Drago plans to bring his A game to the Runoffs again. “Todd [Buras] is a very good driver, we built his engine and went through his car, and it’s a very good car. But short of the wreck in the kink on the

second to last lap, he would not have won the race,” says Drago, adding, “I would have to put Craig Berry on top of the list.”

Other contenders who have proven they can run at the front include last year’s Champion Elivan Goulart, 2010 champion Andrew Von Charbonneau, Patrick Sandlin, Tom Long, and Chip Van Vurst.

Jeff Zurschmeide

RACE 16 | E PRODUCTION | Saturday, 12:35 p.m.

Miatas to the Front

- 1 JON BRASSE
- 2 MATT REYNOLDS
- 3 JESSE PRATHER

Land O’ Lakes
Alamo
Kansas
Mazda Miata
Mazda Miata
Mazda Miata

This could be the race of the weekend – there are many strong runners in E Production. At the front, it will be among two regulars and a new guy. Matt Reynolds has attracted a lot of attention from some veteran production racers, but he will have a tough time with those more experienced at Road America. Jon Brasse qualified and finished first in EP and overall at the June Sprints. He qualifies well, is leading his division, and knows Road America. Look for him to lead but be closely chased by Reynolds and Prather.

Don’t expect these three to run away, however. There are several EP regulars who will give them fits every lap. The top three in the chase group will be Greg Ira (Datsun 240Z), Aaron Downey (Mazda RX-3), and Sam Moore (BMW Z3). Ira and Downey have run at or near the front repeatedly, and Moore has improved his BMW every year. Any one of them could upset these predictions and win or take the other steps on the podium.

2009 Champion Sam Halkias (Triumph TR6) will lead the next group, if he’s not among the six already mentioned. He’ll be racing with Michael Sturm (Honda Prelude) and Austin Snader (Mazda RX-8). Any of them could also make the podium should the right situation present itself.

J. Michael Hemsley

RACE 17 | D SPORTS RACING | Saturday, 1:35 p.m.

Breaking the Barrier

- 1 LEE ALEXANDER
- 2 CHRIS FARRELL
- 3 TOM BOOTZ

Cal Club
Utah
Kansas City
Stohr
Stohr
Stohr

At the 2011 Runoffs, it was thought that D Sports Racing might break the illustrious two-minute lap barrier during its race, this was further spurred on when Lee Alexander won the pole with a lap at 2:00.970.

At the start of the race third-place starter Tom Bootz made the jump to first place in Turn 1 and never looked back, however, track conditions did not cooperate and the benchmark would remain safe.

The 2012 race should raise the bar, as many of the top drivers are returning, and they have been hard at work in the off-season

RACE 16 | E PRODUCTION

Jon Brasse | Mazda Miata



RICK CORVINE



Richard Fisher | Volkswagen GTI

DENNIS WOOD

RACE 19 | TOURING 3 | Saturday, 3:35 p.m.

Gone Fishing

1 RICHARD FISHER
2 KEVIN FANDOZZI
3 CHAD GILSINGER

Chicago
Philadelphia
Ohio Valley

Volkswagen GTI
Chevrolet Cobalt SS
Honda S2000

RACE 19 | TOURING 3

looking for the speed required to win, and break the two-minute mark.

Looking to back up his 2011 win will be Boots, but Alexander is not likely to let that happen. Also making the title fight a tough one will be Chris Farrell and Lawrence Loshak, both of whom have the speed to win, but had mechanical issues at the 2011 finale.

In recent years, to win in DSR meant you were piloting a Stohr chassis, but a few individuals always buck the trend – this year Garrett Kletjlan will return with his West as will DSR rookie Scott Tucker. With the resources team Tucker has behind him, he is the most likely candidate for a non-Stohr on the podium, but based on past history it would take some other cars falling out for that to happen.

We think Alexander has the speed to get it done this year, and another year of development never hurts. The rest of the podium is a little more challenging to pick – all of the top drivers have the speed, so it may come down to luck and whoever avoids mechanical issues.

After a disappointing 2011, Farrell will be looking to spray the champagne, and if his car treats him right we think it could be his year on the podium.

Bootz is quick at Road America and just won the June Sprints, but interestingly did not best the lap times of CSR – which he did on the way to the 2011 championship. While you can't read too much into the results from a single event, it's one of the few indicators we have, and with that we will pick Bootz for the bronze.

Jason Isley

Clark, all in Honda CRXs, are probably going to pass on this year's race. That's a shame, because even before the rules changes their cars would have had a challenge from some of the new cars recently developed. Kent Prather proved that his Miata was fast last year, adding a GT-Lite championship to his resume. This year, Steve Sargis has campaigned his Spitfire successfully in the class, too. Together with Peter Shadowen, whose Honda is very fast, they will put on a very exciting race. These three have a total of 14 championships – they know how to race and how to win. Barring mechanical problems, these three will put on a fight to the finish.

They will be chased by Bob Lentz (Nissan Sentra), Jim Hargrove (Honda Civic), and 2011 bronze medalist Brian Downey (Nissan 200SX). All three qualified well last year and we expect something similar this year. If the top three mix it up and slow each other, these three will be there to pounce.

Kyle Disque (Toyota Tercel) ran well last year and could certainly be a factor in this race. Former Champion Peter Zekert (Nissan

Touring 3 is a tough battleground with some very fun cars. Last year's Runoffs pitted some of the best front-wheel-drive sports cars in the world – such as the VW GTI – against rear-wheel-drive cars like the Honda S2000. The race was run in the rain and, at the end, it was Kevin Fandozzi who took home the title with the front-wheel-drive Chevy Cobalt SS.

Richard Fisher thinks he should have had a shot in his Volkswagen GTI, but he bet the wrong way on the weather last fall and found himself on dry tires in the deluge.

"We think we have a reasonable chance if we don't make a stupid tire mistake like last year," Fisher says. The evidence is strong to back up that statement – Fisher took the win at the June Sprints with a 25-second margin of victory, and set a new lap record of 2:36.057.

But, before we award him the championship, Fisher has some strong contenders to beat, including last year's Champion Kevin Fandozzi. The Cobalt SS is fast and powerful on Road America's long straights, and Fandozzi is a veteran of the Runoffs and knows what he has to bring to win.

RACE 23 | FORMULA VEE

Michael Varacins | Speed Sport



DENNIS WOOD

RACE 18 | GT-LITE | Saturday, 2:35 p.m.

Where Are Their Tops?

1 KENT PRATHER
2 STEVE SARGIS
3 PETER SHADOWEN

Kansas
Blackhawk Valley
Florida

Mazda Miata
Triumph Spitfire
Honda CRX

Changes in GT-Lite rules have caused problems for a few of the fast runners in the past. Jim Dentici (five championships), Chris Bovis (one championship), and Bob



The Honda S2000 has always been a potent machine in T3, and Chad Gilsinger took second place at the June Sprints in one. Chris Puskas took second at last year's Runoffs in another S2000, and he could contend for the win again this year. As a dark horse, Cheyne Daggett could surprise everyone with his Ford Mustang. Bill Steinhoff or Rob Hines driving a Nissan 350Z and Mike Kramer in a Saturn Ion could also be in the hunt.

Jeff Zurschmeide

RACE 20 | H PRODUCTION | Sunday, 8:30 a.m.

More Surprises?

1 MIKE MOSER	Milwaukee	Honda CRX
2 CHRIS ALBIN	Southern Illinois	Volkswagen Golf
3 MATT BRANNON	Ohio Valley	Fiat X1/9

HP Production often produces surprises. This year, however, Mike Moser's CRX will hold everything together for the win. Chris Albin will be bent on making this prediction wrong, and he's been very fast in the past, but luck has never been on his side. Matt Brannon's Fiat has gotten quicker and quicker, and it's time for him to be in the running at the front.

The surprises this year will be who is chasing these guys for the win. Two former champions will be doing their best to upset these predictions. Greg Gauper (Honda Civic) won last year and, together with two-time Champion Ron Bartell (MG Midget), will make things very hot for the three podium picks. They will be chased by 2011 bronze medalist Jason Isley (Toyota Yaris), who intends to bring good wet-weather tires this year to help turn that third-place finish into a National Championship.

Four-time HP Champion Tom Feller (Triumph Spitfire) said he probably won't attend the Runoffs this year, while Dick Gagliardi (VW Scirocco), last year's silver medalist, has not run as of the deadline for this prediction. If either of these guys shows up, there will be more surprises.

HP is known as a mechanically fragile class, so all predictions are a bit shaky. With only a few exceptions, however, these drivers have run good races in the past with great results. It could be a very good year for HP.

J. Michael Hemsley

RACE 21 | TOURING 2 | Sunday, 9:30 a.m.

No Holds Barred

1 MARTY GRAND	Washington DC	Mitsubishi Evo
2 COOPER MACNEIL	Chicago	Ford Mustang
3 DON KNOWLES	North Carolina	Ford Mustang

The T2 class has been the poster child of the Touring classes, exemplifying mixed-make racing and drawing great sized fields, but a change is on the horizon, and T2 as we know it will change for 2013. A Touring restructure is in the works, and many of the

front-running T2 cars will move to T1, creating new opportunities for some of the slower cars and allowing many of the current T3 front-runners to join the party. So, what does this mean for the 2012 Runoffs? No one will leave anything on the table.

While the diversity of past Runoffs should still be present come September, many makes have lost ace drivers, which will leave them out of podium contention. The Pontiac camp took a hard hit with Andy Wolverton being MIA this season and Don Knowles moving to a Ford. Over at Nissan, Tony Rivera, who qualified second in 2011, has moved from the 370Z to a BMW, while Brian Kleeman has parked the 350Z in favor of a Mustang.

The Mitsubishi flag will be flying higher than usual, as defending Champ Marty Grand will be back, along with rookie Martin Musial, and if C.J. Moses shows there will be three boost-buggies for the rest of the field to get around. The nod has to go to Grand – he has shown he can win in the wet or the dry, and with him focusing on just T2 this year he will be hard to beat.

The blue oval fans will be looking to Knowles, Kleeman, and Cooper MacNeil to do them proud – although reports are that MacNeil will have his BMW at the ready just in case, but so far he has been faster in the Mustang. Based on the seat time he has racked up during the last year, we think MacNeil will be the top Ford if he chooses to run it.

The wildcard in T2 has to be Rivera. He has been under the radar, but we know if he brings a BMW he will be the top candidate from that camp.

The 996 variant of the Porsche 911 is also a contender at Road America, so there is the

possibility for guys like Jay Patel and Steve Jenkins to mix things up.

With nearly all of these front-running cars set to move to T1 one for 2013, this could easily become a very physical race, with everyone giving 110 percent.

Jason Isley

RACE 22 | SUPER TOURING UNDER | Sunday, 10:30 a.m.

Battle of the Champions

1 JOEL WEINBERGER	Chicago	Audi A4
2 MARC HOOVER	Arizona	Mazda Miata
3 TOBY GRAHOVEC	Texas	BMW Z4

Super Touring Under is one of those classes that will never be easy to predict. With the variety of cars eligible for the class, it's impossible to say who will turn up in what car this year. But one thing is certain: Joel Weinberger will be back behind the wheel of his Audi A4 to defend his 2011 championship.

"With a class like STU, you really never know what's out there, but Marc Hoover will be a threat," says Weinberger. "Eric Heinrich will be tough, too, and Irish Mike Flynn."

Along with Weinberger, a notable roster of Runoffs veterans will be vying for the podium. Among the contenders is regular T3 pilot Richard Fisher in his VW GTI. Fisher won this year's June Sprints race and is always fast.

Past SSC champion Joe McClughan is one of the best-liked Runoffs contenders, and he went to the June Sprints this year and brought home a second-place finish in STU driving a Mazda6 sedan. McClughan will certainly be a force to reckon with at the Runoffs.

Past SSB Champion Toby Grahovec will also be on hand in his BMW Z4. Although he failed to finish the June Sprints race, he could easily make the podium in September.

"I started 10th at the sprints and got up to second place battling for the lead with

RACE 25 | FORMULA ATLANTIC

Keith Grant | Swift



MARK WEBER



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Richard Fisher and Joe McClughan when the car overheated,” Grahovec says.

Finally, don't count out Gino Carini in his Acura TSX. Carini has been honing his skills at the Runoffs for years, and he's backed by the very successful RealTime Racing team, with plenty of Pro and Club Racing wins to their credit.

Of note this year is a race within a race, where STL competitors have been welcomed into the fold under the STU banner. There will be no championship for STL (at least this year), but that doesn't mean the racing won't be intense. We're expecting to see nearly as many STL cars compete as STU cars. Who will win this race? According to STL competitor Greg Amy, “STL will be a cat and mouse game of Honda power versus Mazda handling and braking.” But we wouldn't be surprised to see rotary power poking its nose in there should the right one show up.

Jeff Zurschmeide

RACE 23 | FORMULA VEE | Sunday, 11:30 a.m.

Tour de Vee

- | | | |
|---------------------------|---------------------|-------------|
| 1 MICHAEL VARACINS | Chicago | Speed Sport |
| 2 ROGER SIEBENALER | Northern New Jersey | Mysterian |
| 3 RICK SHIELDS | Steel Cites | VDF |

Trying to predict anything in Formula Vee is like trying to guess the Tour de France winner. Sure, there are guys who qualify strong and get the hole shot at the start, but all too often they are hunted down and consumed by the peloton.

Somehow Michael Varacins has figured out how to get around Road America quickly in a Vee without the aid of the draft. This has paid off in a number of pole positions and, in 2009, he was able to break away and cruise to the win with a better than 25sec margin of

victory. In Formula Vee, that's almost unheard of.

At the 2010 Runoffs, Varacins started from the pole, but found an oil slick on the track that put him off and dashed his hopes of a podium finish. This bunched up the field and resulted in Rick Shields setting the record for the second narrowest margin of victory at the Runoffs when he beat Roger Siebenaler to the line by 0.017sec.

The 2011 championship race was just as exciting, as Siebenaler emerged the victor over Robert Neumeister by just over a tenth of a second, while polesitter Varacins came home third.

The only certainty with trying to pick the podium in this class is that we will be wrong, because it's all up for grabs and won't be decided until the last car pulls out of the draft heading up the front straight to the checker.

Come race time, we give a slight edge to Varacins – he has made some aero changes over the winter and, if he can pull away from the pack, we know he has the staying power to get it done again.

Siebenaler should have a lock on a podium finish, but if he is within drafting distance of the leader on the last lap, he's capable of leveraging that into the win.

Picking a third person for the podium is much more challenging. We would have given it to Robert Neumeister, but we think the change from his trusty Vortech to a different chassis could hamper his efforts. Shields shows he is always a contender, but also watch for Charles Hearn, Stevan Davis, Chris Jennerjahn, and Dennis Andrade.

In reality, the only thing we are somewhat confident in saying is Varacins will start from pole. After that, it's anyone's game.

Jason Isley

Jeff Dernehl | Mazda RX-7

RACE 27 | GT-3



RACE 24 | F PRODUCTION | Sunday, 1:20 p.m.

From the Hat – Nearly

- | | | |
|-----------------------|------------------|------------------|
| 1 STEVE SARGIS | Blackhawk Valley | Triumph Spitfire |
| 2 ERIC PRILL | Kansas | Mazda Miata |
| 3 KEN KANNARD | Atlanta | Mazda Miata |

Eric Prill and Ken Kannard are having incredible seasons and, while as of July he has yet to compete this year in FP, Sargis says he's going to run the class at the Runoffs. Picking a winner from among these guys is an exercise in frustration, so after online threads about using hats or dart boards to pick the winner, the three names went into a hat and came out as Kannard taking the win, Prill claiming second, and Sargis finishing third. The random name draw was then debated and second-guessed, and it was eventually decided the best compromise was to invert the hat-drawn results. Regardless, picking which one of these guys is going to win is impossible – any one of them could be the 2012 FP champion.

But it's not going to be an easy race for any of the podium positions. 2008 FP Champion Rick Harris (Mazda Miata) and Brian Linn (Mazda Miata) are back after missing last year's race; Sam Henry (Mazda Miata) and 2010 Champion Kevin Ruck (Acura Integra) are both very fast; and Charlie Campbell (Mazda Miata) had a strong third-place finish last year. Count them up – there are eight FP racers who could actually win the championship. They are all fast; they all know Road America; any of them could win. Ultimately, though, the champion is most likely to be Kannard, Prill, or Sargis.

Keeping these guys honest will be drivers in some unusual cars: Bill Wessel (Datsun SP311), David Strittmatter (Lancia Scorpion), and John Walker (Lotus). Also expect to see Mason Workman also in the mix, as well as Austin Britton, who will be retuning to the Runoffs for the first time since 2001 and was a force to be reckoned with in the 1990s.

Mark Weber (Mazda Miata) will set another record at this year's race. He's already the driver with the most starts at the Runoffs, and this year he will participate in his 500th SCCA race and his 50th Runoffs race. Good luck to Mark!

J. Michael Hemsley

RACE 25 | FORMULA ATLANTIC | Sunday, 2:20 p.m.

A Swift Sweep

- | | | |
|---------------------------|-------------|-------------|
| 1 KEITH GRANT | Atlanta | Swift 016.a |
| 2 JASON BYERS | Milwaukee | Swift 016.a |
| 3 MICHAEL MALLINEN | Kansas City | Swift 016.a |

Five times in the last six years a car fielded by Mirl Swan has won the Runoffs. This stranglehold may – just may – be broken this year. The one who could do it is Keith Grant, who is determined and due.

Grant very well could have won the past two years. In 2010, he went wide on the last



Michael Mueller | Red Devil

DENNIS WOOD

RACE 28 | FORMULA 500

corner of the last lap, throwing the win away. Last year he just wants to forget. Keith and brother David had a 30-second lead early in the race when they spun in the rain and took each other out. Grant is focused on winning this year, and as of the end of June he has three National wins plus two SCCA Pro Racing Atlantic Championship Series wins. If he keeps his nose clean, he should finally do it this year.

Second and third should be Swan cars. Michael Mallinen won last year but Jason Byers has defeated Mallinen the last two times they have both raced at Road America. Because of this, we think that Byers should just tip Mallinen for second.

Jeff Kowalik, in a Swift 016.a as opposed to the 014.a cars of Grant, Byers, and Mallinen, is always a factor in the CENDiv. If things fall right, he could be on the podium, but which step is the question.

If Lewis Cooper comes, he must be considered. At this date, he has five wins and is leading his division. Also doing well this season are Sedat Yelkin and Chris Fahan. Hans Peter, the 2007 winner, is racing sporadically this season and is unlikely to come to Elkhart Lake this fall – but if he does, watch out. David Grant would definitely contend, but the word is that he is sitting this one out.

When all is said and done, though, it's time for Keith Grant to come through and capitalize on the speed he has shown in the past. If he can go mistake free, he could very well add a Formula Atlantic championship to his resume.

Tom Schultz

RACE 26 | FORMULA 1000 | Sunday, 2:20 p.m.

Back on Top

1 BRANDON DIXON	Alabama	Citation F1000
2 J.R. OSBORNE	Oregon	Stohr
3 BRIAN NOVAK	Detroit	Piper

Formula B is arguably one of the most exciting classes to be added to SCCA National Championship racing in the past 10 years, but it's difficult to get any new purpose-built racing class up and running

with the critical mass of cars necessary to sustain competition. This class has a companion SCCA Pro Racing series (called the Formula 1000 Championship Series) to sweeten the pot for drivers, and that's a knife that cuts both ways for the Runoffs. On the one hand, it brings serious drivers to the class, but it can also take a competitor's focus away from Club Racing.

This year, engine failures caused the Pro series to reschedule the final race of the season at VIR to October. This has some leading drivers wondering about turnout at the Runoffs. Just three FB cars turned up at the June Sprints.

"I'll be there, but I'm not sure who else will attend," says 2011 Champion Brandon Dixon. "The Pro series has changed some people's plans. I'm not sure who is going to scramble to get enough [National] finishes and who will stay home. I think the best bets for the podium are the usual suspects. J.R. Osborne, Brian Novak, and Glen Cooper."

Dixon has had a great career in FB, winning the title in 2010 and claiming second last year, and has so far won three pro races this year. He was leading in the fourth race when engine trouble took him out, so it would be crazy not to rank him as the top choice to win again at the Runoffs. However, Bill McLaughlin could also be a contender, as could Lucien Pancea.

Jeff Zurschmeide

RACE 27 | GT-3 | Sunday, 3:20 p.m.

Wild Ride

1 JEFF DERNEHL	Atlanta	Mazda RX-7
2 MICHAEL CYPHERT	Neohio	Toyota Celica
3 ROB WARKOCKI	Chicago	Mazda RX-7

When you consider the competition in GT-3 at the Runoffs, it's clear that this class has a very deep bench. The list of talented drivers in very well developed cars is long, and the class is bound to be one of the closest races of the week.

Jeff Dernehl has been paying his dues for quite a few years, and this is likely to be his year to finish at the top of the podium. Dernehl is leading the tough Southeast Division in points, and he won the June

Sprints, with his fast race time besting longtime GT-3 driver Rob Warkocki by better than two seconds a lap.

"This could be Jeff Dernehl's year," says Warkocki. "Obviously, he's worked very hard on his car, but his Achilles' heel is weight. Tire management will be key for him."

Warkocki himself is always a strong contender for the podium, and finished second at the June Sprints this year.

"I'm trying to run my races this season pretty cautiously, as I need to not hurt the car," Warkocki continues. "Everything needs to go in the new 13B engine I'm trying to get in the car for the Runoffs."

Another longtime contender who could make the top of the podium is Michael Cyphert. "Unfortunately, I missed the June Sprints because of an uncharacteristic engine failure at the end of May," Cyphert says. "I've got a new engine ready and it dyno'd better than the engine that set the GT-3 qualifying record last year."

Other drivers who are likely to be fighting for the podium include 2011 Champion John Black, two time Champion Collin Jackson, Wolfgang Maiké, Mike Henderson, and Ken Nelson. With this many great drivers in the hunt, it's going to be a wild ride in GT-3 this year.

Jeff Zurschmeide

RACE 28 | FORMULA 500 | Sunday, 4:20 p.m.

Shell Game

1 MICHAEL MUELLER	Milwaukee	Red Devil
2 C.J. MCABEE	Kansas	KBS
3 JASON KNUTESON	Central Florida	Scorpion

At the 2011 Runoffs, all indicators from qualifying pointed to a tight race, but as the green waved no one was in the same zip code as Michael Mueller. By lap two, Mueller had an 11-second lead on the field, and eventually motored to a better than 30-second margin of victory in the wet conditions over Jeremy Morales.

Mueller seems to be on pace to repeat, he's had a great season thus far, which was just highlighted with a win at the June Sprints.

Where we expect the changes to happen are the next two steps of the podium. There is a lot of buzz around C.J. McAbee, who finished third in 2011, and he seems to be having his best season ever. Some tweaks to the car, a new job and a new baby at home have kept McAbee busy, but he seems more determined than ever to move up the podium.

Jason Knuteson always has speed, but it is often accompanied by a bit of bad luck. If he can keep everything together he could very easily be standing on the podium come Sunday.

Other possible contenders include 2011 runner-up Morales, Aaron Ellis and Mike Brent.

Jason Isley

FIT TO RACE

With These Simple Tips, Finding the Right Size Racing Gear Is a Breeze

BY PHILIP ROYLE ILLUSTRATIONS PATRICK BALLESTEROS

How does your race suit fit? Do you have to contort to get in and out of the suit? How about the fit of your fire resistant underwear? Is it embarrassingly tight? What about your helmet? Does it take your cheeks with it if you wiggle the helmet back and forth? Would it surprise you to know that if you answered “yes” to these questions, chances are your racing gear is the right size?

The truth is, correct fitment of your racing gear is not difficult to achieve. The overwhelming responses from the safety wear experts we spoke with seemed to be that the fitment of a racing suit is, by and large, personal preference. That said, there are tricks to buying the best fitting suit – the same is true for purchasing gloves, shoes, helmets, and fire-resistant underwear.

“The fit is up to the driver,” explains Gabriele Pedone, President and CEO of OMP America. “Some like it big and others like it more snug. Generally, however, formula drivers like their suits tighter because there isn’t much space in the cockpit, and they don’t move that much. For them, it’s important to have a tight suit and maybe have a little extra room on the arm for shifting.”

Because of the way formula drivers tend to lay in their cars, Pedone also notes that race suits can bunch up in the chest area while in the car, but feel nice when standing. “They need to find the right compromise between comfort in the cockpit and outside the cockpit,” he says.

“Sports car guys usually have a little more room in the car, and even the sitting position is not as drastic as a formula car,” Pedone continues. “It’s more like sitting, as opposed to

laying down. Typically, however, it’s hotter, and they sweat, and the drivers don’t want to feel like the suit is sticking to them, so they generally fit them a little looser.”

Regardless of the car, the suit shouldn’t be worn too tight. “The suit should not be tight against the underwear because if the suit starts to saturate with water, the suit closes up its pores and seals it up, so the heat remains in,” says Chad DiMarco, owner of Sube Sports. “What you’re trying to do is create a vapor chamber between the underwear and the suit, so the heat and steam can get out of the suit.”

Which brings us to underwear. “Underwear should be worn tight,” says DiMarco. “That promotes the wicking of sweat. As the sweat evaporates, that cools the body more than trickles when it’s in contact with the skin. If the sweat is evaporating while not in contact with the skin, it won’t cool the body at all.”

It’s easy to think that wearing fire-resistant underwear under a race suit is warmer than without underwear, but DiMarco says the opposite is true. “It’s a bigger radiator, essentially.”

Glove and shoe fitment is relatively straightforward. “With the new sticky material [gloves], you want to have a tight glove because it’s so sticky that if your hand moves inside the glove, you could get blisters,” says Pedone, noting that gloves with a leather palm can be worn looser.

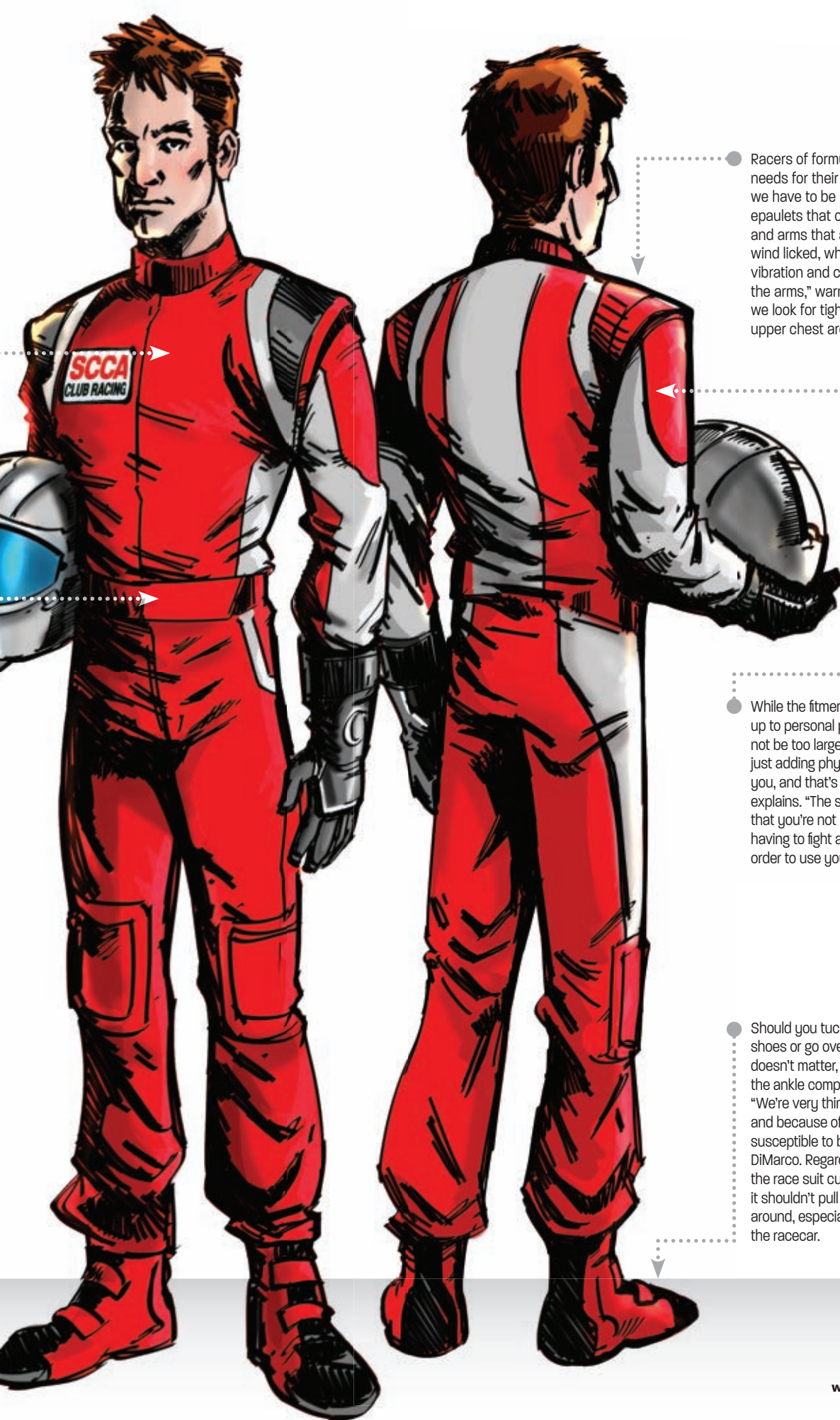
Racing shoes, says DiMarco, should be considered an activity-type shoe, and thus should hug the foot. “You don’t want your foot to move and the shoe not to move with it. It should be as close to the size of your foot as possible.”

Formula car racers have a difficult challenge when it comes to correct race suit fitment. “The way formula guys sit in the cars, the suit on the chest can bunch up,” says Gabriele Pedone, President and CEO of OMP America. Proper suit fitment often becomes a compromise between comfort behind the wheel and out of the cockpit.

A race suit shouldn’t be tight against the body or the fire resistant underwear. “There are two benefits to having an air pocket between the underwear and the suit,” explains Chad DiMarco of Sube Sports. “One is for better transpiration and better evaporation, which creates better cooling. The other is that, in the event of a fire, the pocket of air works as a thermal barrier and stops the transfer of heat.”

Have you dropped your helmet? If so, a visual inspection can reveal a lot. “There are three layers to a helmet: the outer shell, the EPS [the crushable liner], and the interior,” explains Kyle Egkan, Motorsports Manager for HJC Helmets. When you drop your helmet, the shell will give way and small cracks may appear.” If cracks do show, the EPS, the most important part of the helmet, may be damaged. If you’re in doubt after damaging your helmet, replace it.





Racers of formula cars have specific needs for their race suits. "In formula cars we have to be really careful about epaulets that can lift up, and shoulders and arms that are too baggy and can be wind licked, which can cause a lot of vibration and cause chafing and burns on the arms," warns DiMarco. "Generically, we look for tighter sleeves and a tighter upper chest area."


While the fitment of a race suit is largely up to personal preference, a suit should not be too large. "If it's too baggy, you're just adding physical weight of the suit on you, and that's a fatigue issue," DiMarco explains. "The suit should be loose enough that you're not physically fighting the suit – having to fight against the material itself in order to use your arms and legs."

Should you tuck your race suit into your shoes or go over them? Ultimately, it doesn't matter, but "you want to cover the ankle completely," says Pedone. "We're very thin in mass [at our ankles], and because of that we're very susceptible to burns in that area," warns DiMarco. Regardless of whether you wear the race suit cuff over or under the shoe, it shouldn't pull up when you move around, especially when exiting the racecar.

Finding the right size helmet is also fairly simple. According to Kyle Egkan, Motorsports Manager for HJC Helmets, helmets will fit different depending on the brand, but there are some things that never change.

"The cheek pads and the headliner need to be comfortably tight," says Egkan. "You want the padding to press against your cheeks and you want to feel it around the circumference of your head, but you don't want to have any pressure points."

According to Egkan, during the course of a long race, those pressure points could lead to headaches.

As a test of whether a helmet fits correctly, Egkan offers a simple test "You don't want to be able to take the chin bar and slide it side to side," he says. "You don't want to be able to pull the helmet off your head. You want to pull up and down and side to side, and you want your skin to move with the helmet." 

BUYING ONLINE

IF YOUR SUIT IS WORN through, your gloves have holes, and your helmet has expired, it's time for new gear. Buying new racing gear is fun, especially if you live near a race shop and can try everything on before breaking out your credit card. The majority of racers, however, are probably ordering their gear through the Internet. In that case, how do you know you're buying the right size?

"We have sizing charts for multiple brands and categories that give detailed information to the customers," says Charlie James, President of SafeRacer, a company that specializes in racing equipment, including safety gear. "We know that certain suits have certain characteristics. Alpinestars suits have four different suit levels, and one of the suit levels might be a little bit looser or tighter than the next level, and when a customer calls up we can help with that fit."

"Helmets are a difficult fit," he continues. "The shells are shaped

very differently. A G-Force will fit much differently than a Simpson will versus an Arai. It all comes down to the shaping of our heads."

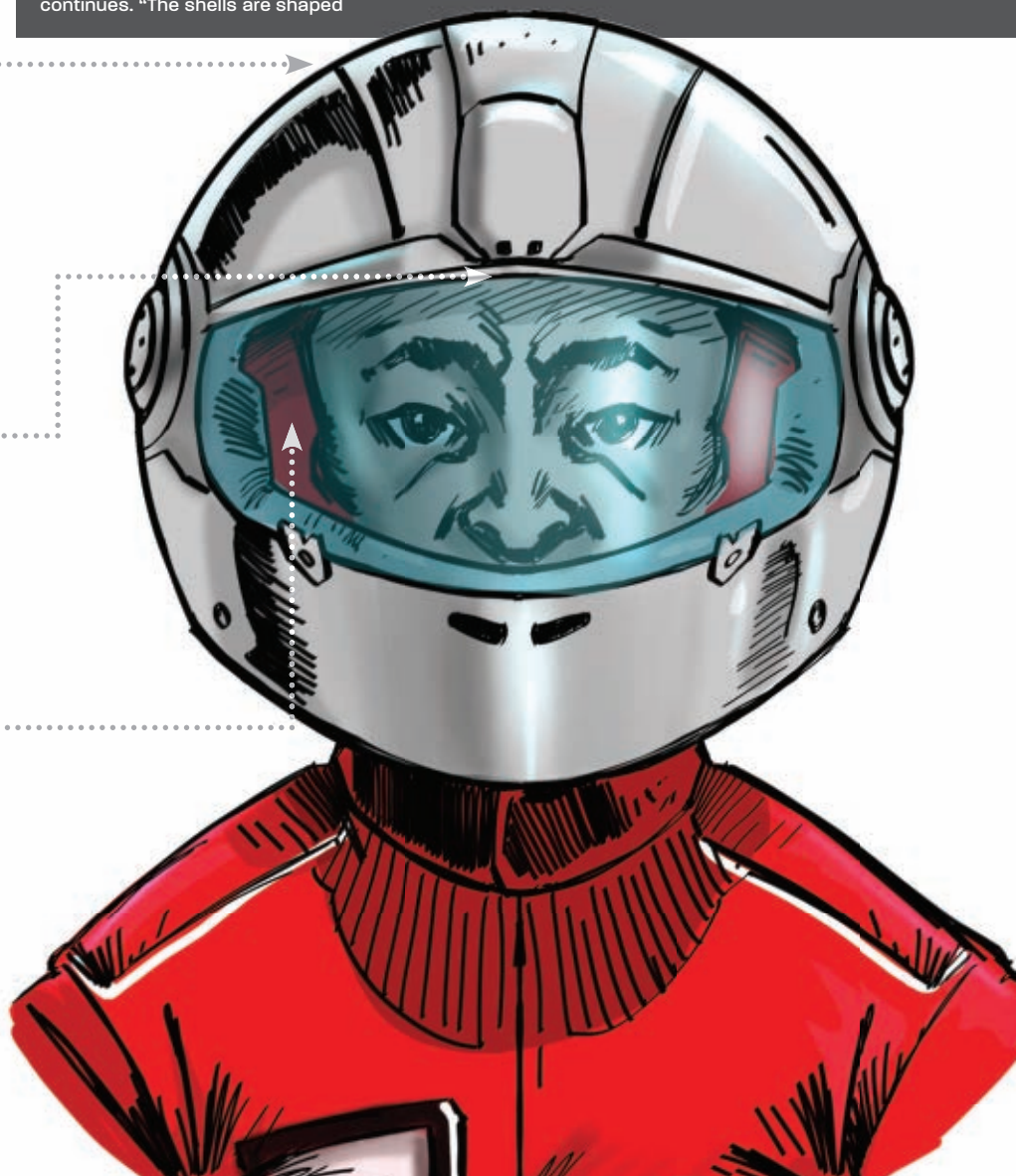
A lot of online retailers, including SafeRacer, offer sizing charts on their Website, and those charts, along with knowledgeable sales staff, can walk a buyer through the process of what to measure. "The sizing charts work pretty well," says James.

Undoubtedly, the best way to guarantee the right size fit is to try the items on, but if that isn't possible, you shouldn't be afraid to buy safety gear online. Just keep in mind when shopping on the Web that, while overall pricing is important, it is equally as important the way the company deals with returns. Before you order, research the company's policy on returning race suits, helmets, and other gear.

While you don't want to buy a helmet that's too small, you especially don't want one that's too large. If a helmet is too large and your head can move within it, you won't be receiving maximum protection. "You want to err on the side of the helmet being tighter when it's new," says Egkan. "The pads in the helmet eventually form around your head."

Want to keep your helmet in great shape? Skipping your morning grooming session on race day can help keep your helmet in prime condition. "Don't put hair products in your hair prior to racing," advises Egkan. "As you sweat, all that product starts to stick to the padding of the helmet."

"People will race, then put their helmet back in their helmet bag, zip it up, and toss it in their trailer," says Egkan. "Two months go by, they pull out their helmet to use it, and there's mold in there." To avoid this, clean the helmet and then store it dry. Many helmets have padding that is removable, and that can often be cleaned in a washing machine. "If the padding is not removable, there are products that remove the stink, stains, and bacteria," says Egkan.



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Cars are amazing. You bolt every go-fast goodie on your competition car and, thanks to a complex series of wires and a computer you don't completely understand, the car fires up every time you turn the key. It's extraordinary, actually. Unfortunately, the computer that came stock in your car from the factory comes nowhere near to maximizing the use of all those parts you've already purchased. That stock computer is doing a fine job of getting you through the weekend, but it's hardly helping you win.

Installing a standalone engine management system (BELOW) isn't an impossible task. You might end up wiring in a few additional sensors, like those measuring coolant (OPPOSITE BOTTOM) and intake air temperature (OPPOSITE TOP), but it's nothing that should scare you away from the task.

A car's computer controls a number of parameters that work together to make the engine produce power, and it's through manipulating this information within the computer that helps make your car more potent. But you already knew that. You probably also know the various options for accomplishing this.

The easiest method to get the most out of your car's ECU is to reprogram the unit you have. For some cars, that's a viable option. For example, there is little left in Honda ECUs that can't be modified, and with the right tools,

fuel, timing, the rev limiter, and more can be adjusted. You can often manipulate this information through a laptop computer and a data port on your car, or possibly by replacing a computer chip within the stock ECU.

Some car's computers, however, aren't as friendly to modification. For those, a solution is to add a second computer that piggybacks on top of the stock ECU. These piggyback units wire into the car (often with something as simple as a pre-made wiring harness), and work in tandem with the stock computer, adjusting signals as needed so the stock computer remains happy, and so does the car's owner, as he or she can now head to the dyno and tune a previously un-tunable ECU.

Both methods are effective. They allow the manipulation of data from the car's stock ECU and, once at the dyno, a tuner can maximize the engine's output.

There is a third, more potent option – but be warned, it's also more intense. This solution requires the complete removal of the car's stock computer system, and the installation

of a new, completely tunable computer, often called a standalone engine management system. When going this route, it's also common to remove the car's stock engine wiring harness and route new wiring through the engine bay. This certainly isn't as easy as the other solutions, but it does give you ultimate control over your car's engine.

THE RIGHT SOLUTION FOR YOU

A standalone engine management system allows for complete control, where reprogrammed stock ECUs and piggyback systems might have limitations. "There are delays and inconsistencies in that kind of approach [using reprogrammed ECUs or piggyback systems]," explains Uwe Schuettler, Director of Sales and Marketing at Electromotive, which makes a number of standalone solutions. "While that can work, it's never going to be perfect."

Be it Solo, Club Racing, or RallyCross, complete control is the name of the game. So, if a standalone engine management system sounds like it's the right choice for you, the

Installing a Standalone Engine Management System
Isn't As Difficult As You Might Think

BY PHILIP ROYLE

STANDALONE



next decision is whether you want to rewire the car at the same time.

"A lot of the cars we turn into racecars are 20 years old," Schuettler, who highly encourages the rewiring of cars when installing a new ECU, points out. "Twenty years is a long time for wiring in a vehicle. You'll start to see corrosion and wiring breaking down a little bit. Maybe the demands of the factory engine aren't enough that it will make a difference, but as soon as those wires have to carry more current or voltage, you're doing yourself a favor by replacing those parts."

So it's decided: A standalone engine management system and new wiring is right for you. But the choices aren't over. Some standalone systems offer different features and consequently varying levels of installation. There are systems that use only the motor's stock sensors, while others incorporate aftermarket sensors.

"If you're building a 200hp motor that was from the factory 140hp and you're wringing it 1,000 to 2,000rpm more than it did from the factory, maybe that distributor they used for the factory ECU that's got 24 points and a lot of slop in it is not the best thing to be timing the ignition to," explains Schuettler, noting that all of Electromotive's standalone engine management systems incorporate their high resolution, high output, crank-fired ignition system. Electromotive systems all utilize high-resolution 60-2 crank mounted trigger wheels for ignition and fuel timing.

When considering adding sensors for increased accuracy, it's important to check the SCCA rulebooks. For example, Club Racing's Improved Touring allows for standalone engine management systems, but additional sensors are not permitted. In those cases, standalone systems that usually utilize something like an aftermarket crankshaft-based timing sensor can be adapted to use the car's existing sensors, although that does add another level of complexity to the installation.

It's important to note that many

modern engines feature variable cam and valve timing. The flexibility of many standalone ECUs allow for the manipulation of these systems. However, Schuettler points out that with dedicated competition cars you might never actually need this feature as the engine's revs may rarely drop to the point that the timing would change. Also, certain classes allow for alternate cams, making adjustment unnecessary.

INSTALLATION: THE DAUNTING TASK

With the promise of complete control of the engine's parameters, it's easy to see the benefits of a standalone engine management system. There is one massive, daunting element to the process, however: installation – especially if the plan is to remove all the stock wiring from the car and start from scratch.

The first step is to figure out the sensor situation. In some cars, the stock coolant temperature or throttle position sensor may be usable, while in others everything must be replaced. These systems also often call for the addition of an intake temperature sensor as well as a manifold absolute pressure sensor (although installation of certain sensors may be as simple as finding a spare vacuum hose). Once that's sorted, you'll want to draw out a plan.

"Figure out what you want the computer to control," says Joe Morgan, an engine management specialist who has installed a number of standalone systems, including Electromotive. "Spend some time with a pad and write out the [features of the ECU] that you want to work."

With that complete, you'll know which wires on the new wiring harness you'll need and which ones are superfluous. At that point, you can clean up the new wiring harness by removing any unnecessary wires – this will keep everything simple in the engine bay.

The next step is to remove the stock computer, wiring, and any sensors you will be replacing. You'll also want to

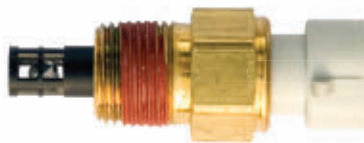


figure out the mounting position for all of the new components, like the new computer, new sensors, and (if you're replacing them) new ignition coils.

"If you're mounting the new ECU in the cab of the car it should not need to be mounted to any kind of rubber stand off," says Schuettler, adding that if the car's ride is fairly violent, mounting the ECU on rubber feet might offer peace of mind.

Running the new wiring harness from the ECU to the various components is straightforward. The reality for a racecar is you might only have a handful of wires to route. Some cars could be as simple as running wires to the ignition coils, fuel injectors, and four or five sensors, including coolant, throttle position, intake temperature, manifold absolute pressure, and crank sensors.

Depending on the car, you might also incorporate a variety of other sensors.

"A six-foot harness fits a lot of cars," says Morgan of the wiring harnesses that comes with the Electromotive engine management systems. "But use a piece of string and lay it out to figure the routing before you even get out the harness."

"You want to keep [the harness] as short as possible. The longer it is the



Installing a MAP sensor is as easy as finding a spare vacuum hose off the intake manifold.



more susceptible it will be to interference. You don't want to have wires that are 10 feet long."

"When you wire up the system you want to avoid running high-current leads – which include things like coils and injectors – directly alongside some of the more sensitive signal leads," Schuettler explains.

"You want to keep the crank sensor wire away from the alternator, the starter, and the plug wires," agrees Morgan. "There are some times when you can get away with it and it'll work, but the best practice is to keep high-voltage stuff away from the low-voltage stuff."

Morgan notes that the separation doesn't have to be that great, either. "Even six inches or a foot is good."

Morgan has some other words of caution while installing the wiring. "People use really cheap connectors," says Morgan, who also uses high quality crimpers to make sure every wire is secure. "Any connection you make shouldn't come apart. If you have to be shy about pulling on the wire, you should do a better

connection. The connection should be at least as good as the wire."

Purchasing items like fuel injector plugs for the new wiring harness ahead of time is a necessity, and for those Morgan recommends using Driftnotion.com. Having the right plugs on hand will really speed up the installation process.

There's also the issue of grounding the wiring system. "More grounds are not better than a good ground," Morgan warns. "Ten bad grounds are worse than one good one. And 10 bad grounds are sometimes worse than one bad ground. You can't just go and plug everything to everything else, because you can turn the entire car into a giant radio station with a lot of resonance and noise."

And, if you're installing new individual coils, it's also advisable to have some space between each unit.

EVERYTHING'S CONNECTED. NOW WHAT?

With everything installed, the next step is to start the car for the first time. "There is a wizard to build your initial [computer] map, depending on fuel injector size, etc.," says Jesse Prather of Jesse Prather Motorsports, a racecar fab shop that deals with Electromotive. Prather also notes that the initial ECU profile will help get the car started to determine if there are any installation issues.

"Once you verify everything is working, the injectors are firing, the coils are firing at the right time, you can rev the motor," says Schuettler. "If [the engine] sounds relatively good,

then you can start manipulating the fuel curve to get the idle mixture right, and you can start putting some load on the engine to make sure the fuel is good as the load increases."

But while you might attempt the installation process yourself, tuning the ECU is something best left to someone with a lot of experience and a dyno.

Correct installation of a standalone engine management system is more than running a series of wires and bolting down some key items – but it's not much more. The reality is that wiring a car for a standalone system is a straightforward process. That said, although these systems do include instructions, many manufacturers warn that first-time installers shouldn't take the process lightly.

"To successfully install an engine management system you will need a good understanding of the ECU, as well as your engine," notes Haltech Engine Management Systems in its literature, also stating the importance of first-time installers finding guidance from authorized dealers. Similar wording can be found in most standalone engine management manuals, including those of MoTeC, AEM, and more.

Consequently, the standalone engine management system you choose should not only offer all of the technical features your motor needs, but you should also consider access to dealers, installers, and the manufacturer.

"Support and accessibility are things that should weigh into the

Some standalone systems, like Electromotive, include new ignition coils.





process of deciding which unit is best for you,” says Schuettler.

Whether you choose to install the standalone engine management system yourself or have someone else do it, the end result is the same: complete control over your engine. Ultimately, that means more power, putting you closer to the win. 🍷

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(ABOVE) Certain standalone engine management systems can get their ignition and fuel timing measurements from a high resolution trigger wheel (right) mounted to the crank shaft. A magnetic sensor (left) then sends the signal to the ECU. (RIGHT) We tested our car with a piggyback unit (blue) and then a standalone engine management system (red). The standalone provided more tuning control and a much smoother power curve.

WE DID IT, AND SO CAN YOU

IN THE JUNE 2012 issue, we introduced an SCCA Club Racing STU Mazda RX-7 the editors of *SportsCar* had built. In that issue, we mentioned our installation of an Electromotive TEC-GT standalone engine management system. What we didn't include were the details of our adventure.

Our search started for an ECU reprogramming solution, but for our RX-7 those offered limited adjustments and virtually no rev limiter controls. Next, we acquired a Greddy E-Manage Ultimate piggyback computer and a plug-and-play harness. Installation was simple, but on the dyno we discovered that while the engine picked up power, the unit's rev limiter controls also rivaled that of the reprogrammed stock ECU option. The next call we made was to Electromotive for a TEC-GT.

We chose the TEC-GT for a variety of reasons, not the least of which is that we had access to several Electromotive installers and tuners, so questions could be dealt with quickly.

The majority of the installation of the TEC-GT took place in the home garage of Joe Morgan, an experienced standalone engine management installer who deals extensively with Electromotive. He completed much of the install with tools most of us already own, and did so in one day.

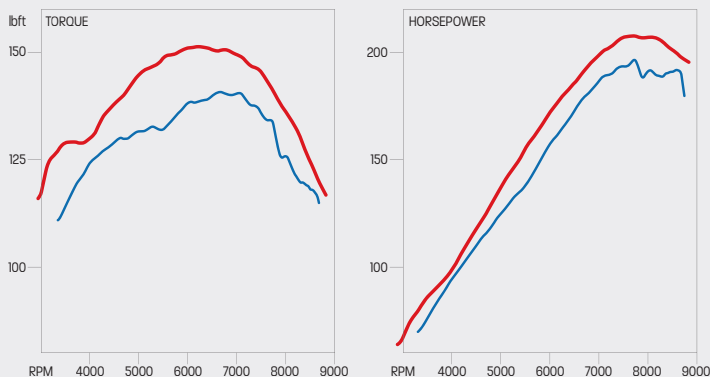
We buttoned up the installation in our own garage by finalizing the mounts for the coils and computer and fired up the car. Turning the key for the first time is nerve wracking, but as Morgan says, “If the car doesn't start, the problem is rarely ever the computer.”

The startup program was supplied to us by Jesse Prather at Jesse Prather Motorsports in Topeka, Kan., who also supplied the crank trigger wheel and sensor mount specific to the 13B rotary motor. The startup profile also allowed us to resolve a few vacuum leaks before heading to the dyno.

Tuning was completed by Shawn Church at Church Automotive Testing in Wilmington, Calif. Church had previously tuned our car with the piggyback unit. Within an hour, Church had the RX-7 running like a top on the TEC-GT.

Ultimately, the dyno chart tells the tale. Compared to the piggyback unit, the Electromotive TEC-GT offered a dramatically smoother torque and horsepower curve, with more than 10 additional peak horsepower and a 15 lb-ft of torque growth at 5,500rpm. The Electromotive also allowed us full control of the rev limiter.

Would we recommend installing a standalone engine management system like the Electromotive TEC-GT yourself? Sure, but you need to be detail oriented and very proficient with wiring and crimpers. Having assisted in this process once, we wouldn't hesitate to do it again, this time completely on our own – but that's the case with almost anything the second time around. Just be sure to take your time, follow the directions, and ask questions when you have them.





THE NORTHERN PAC

Portland Int'l Raceway
Portland, Ore. | July 13-15, 2012

BY REECE WHITE

Though the morning cloud cover and a fine mist soaked the Portland Int'l Raceway surface and began the BFGoodrich Tires SCCA Super Tour race day with cool temperatures, the sunshine ultimately decided one race and shone down on Sunday's event as a whole. With qualifying still to be held for five of six race groups on Sunday morning, most drivers tiptoed around the 12-turn, 1.967-mile circuit to set the grid.

When the first race for Formula F, Formula 500, and Formula Vee began just prior to lunch, the pavement was still soaked, but the mist had stopped falling. Dennis Andrade showed up on the grid as the only car with slicks to start the scheduled 23-lap or 35-minute race.

When the green flag flew, Andrade's No. 87 D+D Racing



KEN DWAINELL

“ANDRADE WASN'T AFRAID TO ADMIT TO SOME LUCK”

Vortech immediately fell to the back of the field, with Quinn Posner, Robert Posner, and Brian McCarthy rushing out to a three-way battle for the lead. Robert Posner's No. 4 Protoform led early, with Quinn Posner's No. 9 Posner Law Office Protoform taking the lead just a few laps later.

With the sun poking through, a dry line began to form by lap nine – but, at that point, Andrade found himself 7.4sec behind the lead battle. With the three drivers on wet tires looking for puddles to drive through, Quinn Posner kept pushing at the front, but Andrade was closing to third place.

By lap 11 of 22, Andrade was in third, still 7.1sec behind the lead but beginning to turn much quicker laps. One lap later, he had passed Robert Posner for second and was only five seconds behind the leader.

Andrade had knocked another second off the deficit by lap 13, and two more on lap 14, and by then it was just a matter of time before Andrade was in the lead. That happened one lap later and, by the end of the 22 laps, Andrade had a six-second victory.

While the dry tires were the right choice, Andrade wasn't afraid to admit to some luck in the decision in victory



WAYNE ELYNN

WAYNE ELYNN

IFIC SUPER TOUR



(ABOVE) EP saw Stephen Epperly (82) battle Kenneth Shreve (41). Shreve dropped out early, giving Epperly an easy win. (LEFT) Jim Hargrove bested two other GT-L competitors for the win. (TOP RIGHT) James Blackwell won FA and finished first overall in his group. (MIDDLE RIGHT) SSC saw two B-Spec cars battle, with Leo Matthews (7) taking the win. (RIGHT) In a four-car field, R. Lawrence Bangert won FF.

circle. Andrade had given up his lone set of rain tires to his daughter, Laura Andrade, and her No. 97 D+D Racing Caracal for the race. The younger Andrade finished fifth.

A wet track would not be a factor for the rest of the day. Larry Vollum was the lone Formula 1000 competitor, but turned the fastest lap of the day in his No. 05 Stohr at 1:11.435 (99.607mph) on the way to a win. In the same group, Miles Jackson outlasted a competitive DSR field to take the win in his No. 5 Jackson Dean Construction Stohr 01D.

On Sunday, the No. 71 CorkSport Mazda 2 of Derrick Ambrose and the No. 7 Matthews Motorsport Honda Fit of Leo Matthews ran practically nose to tail for 20 laps in the SSC race, with



KEN DOWNE



WAYNE FLYNN

“VERY SLOWLY, SCHRADER WALKED AWAY FROM SCHULTZ TO THE CHECKERED FLAG”

Ambrose setting the pace in the Mazda. With one lap to go, Matthews used the long straight to get a draft and then out-brake Ambrose, holding him off for the final two miles for a 0.480sec win.

With the big bore machines on track, the two top GT-3 drivers laid down another exciting race. Collin Jackson led early in the No. 53 Nissan 240SX, with his mirrors full of Gary Bockman's No. 09 Bockman and Son Inc. Mazda RX-3. Bockman took the point for one lap with an out-braking maneuver on lap six in the first corner, but one lap later Jackson was back in front.

Jackson had opened up a small gap, but Bockman took the lead again on lap 17 with the same move. That visit to the front was short lived, as Jackson was the class leader again when the pair crossed the stripe to start lap 18.

An unfortunate turn of events would hand Bockman his second victory of the weekend. With a lap and a half to go, a safety tow truck was dispatched to recover a stalled car. Jackson, surprised to see it on track, unnecessarily slowed and stayed behind it. Bockman passed both the truck and the slowed Jackson and, in an act of sportsmanship he described later, tried to wave Jackson back around him to reclaim the lead. Jackson, unsure of the rule in the heat

The battle in Spec Miata didn't disappoint, with Will Schrader (87) squeaking out the win over 11 other competitors.

of the moment, didn't follow Bockman until it was too late. Bockman cruised to the win, with Jackson the runner-up.

Two of SCCA's most popular classes, the spec classes of Spec Racer Ford and Spec Miata, ended the weekend.

Spec Racer Ford saw Todd Harris (center) claim the win over John Black (left) and Steve Fogg (right).



DOUG BERGER

While Todd Harris spectacularly sped away from the SRF field to claim victory by 3.285sec in the No. 24 Pro Drive Racing SRF, the Spec Miata race was a battle nearly from flag to flag.

The SM race started with a five-car battle in the lead pack, with Ken Sutherland (No. 94 Wyatt Fire Protection Miata), Jason Rawlins (No. 20 Miatacage.com Miata), Will Schrader (No. 87 Miatacage.com Miata), and Thomas Micich (No. 12 Dan's Auto Center Miata) all taking a turn at the front of the field in the first 12 laps of the race.

Joined by Matt Schultz's No. 16 SMI Motorsports Miata, Micich, Schrader, and Sutherland continued to run in a group, swapping positions through the field. Sutherland lost touch with the lead group, and when Micich pulled off with mechanical issues on lap 16, it was down to Schrader and Schultz to battle for the win.

Very slowly, Schrader walked away from Schultz to the checkered flag and a 2.222sec win to cap the day.

The final round of the 2012 BFGoodrich Tires Super Tour takes place at Blackhawk Farms Raceway on Aug. 4-5, with the BFGoodrich Tires CenDiv Super Tour co-hosted by the Blackhawk Valley and Milwaukee Regions. Look for coverage on SCCA.com and in the November issue of *SportsCar*. 

NPDIV NATIONAL

OREGON REGION / PORTLAND INT'L RACEWAY / JULY 13-15, 2012



GT1: (1 starter) 1. Jason Firoito (Ford) 1:22.525;
GT2: (2 starters) 1. Steven Streimer (Porsche) 1:19.762;
2. Tom Wickersham (Porsche); **GT3:** (4 starters) 1. Gary Bockman (Mazda) 1:20.854; 2. Collin Jackson (Nissan); 3. Dave Humphrey (Nissan); **GTL:** (3 starters) 1. Jim Hargrove (Honda) 1:27.146; 2. Joe Harlan (Nissan);

3. Lans Stout (Nissan);

AS: (2 starters) 1. John Rissberger (Chevrolet); 2. Dylan Olsen (Ford); **EP:** (2 starter) 1. Stephen Epperly (Datsun) 1:25.638; no other finishers;

STO: (5 starters) 1. Pratt Cole (Ford) 1:25.321; 2. Will Hunholz (Ford); 3. Scotty White (Ford); **STU:** (1 starter) 1. Scotty White (Ford) 1:31.923; **STL:** (1 starter) 1. Oscar Jackson Jr. (Mazda) 1:33.531; **T2:** (4 starters) 1. Tom Wickersham (Honda) 1:27.774; 2. John H. Baker (Nissan); 3. Pratt Cole (Ford); **SSB:** (1 starter) 1. Lynne Griffiths (Ford) 1:33.992; **SSC:** (2 starters) 1. Leo Matthews (Honda) 1:39.396; 2. Derrick Ambrose (Mazda); **SM:** (12 starters) 1. Will Schrader 1:31.656; 2. Matt Schultz; 3. Ken Sutherland;

DSR: (4 starters) 1. Miles Jackson (Stohr) 1:15.991; 2. John Vernon (Amac); 3. Kevin Roggenbuck (West); **S2000:** (1 starter) 1. Mark Schue (Swift) 1:20.730; **SRF:** (15 starters) 1. Todd Harris 1:29.57; 2. John Black; 3. Steve Fogg;

FA: (3 starters) 1. James Blackwell (Reynard) 1:13.798; 2. John Hill (March); no other finishers; **FC:** (1 starter) 1. Russ Werner (Van Diemen) 1:16.684; **FM:** (1 starter) 1. Mel Kemper 1:16.297; **FB:** (1 starter) 1. Larry Vollum (Stohr) 1:11.453; **FF:** (4 starters) 1. R. Lawrence Bangert (Swift) 1:33.622; 2. Mark Keller (Piper); 3. Stan Townes (Swift); **FV:** (5 starters) 1. Dennis Andrade (Vortech) 1:35.379; 2. Quinn Posner (Protoform); 3. Brian McCarthy (unknown); **F500:** (1 starter) 1. Lance Spiering (KBS) 1:31.764.

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OXIDATIVELY STABLE

Breaking Down the Realities of Engine Oil Oxidation

BY PHILIP ROYLE

You hear the word fairly regularly: oxidation. Steel oxidizes, and so does copper. And, believe it or not, your motor oil will even oxidize. While oxidation on a copper statue or a penny might only physically affect that item, if your engine's oil oxidizes, the level of protection to your engine's internals deteriorates. Operating a motor with heavily oxidized oil can ultimately lead to complete engine failure. So what is oil oxidation, and what causes it?

"There are a number of situations that can occur which cause the breakdown of an engine oil," explains Roger Hood, the U.S. Motorsports Technical Advisor for ExxonMobil (Mobil 1 is the official oil of the SCCA). "One of these is oxidation due to extreme conditions, such as overheating. This can be due to running an oil that is not 'oxidatively stable,' or [in] conditions beyond the capability of an oil."

"Oxidatively stable" is a term used to describe an oil's ability to resist oxidation, commonly referred to as oil breakdown. The oxidation itself occurs when the oil's molecules combine with oxygen under high temperatures.

Hood explains that synthetic oils are, by design, more resistant to oxidation when compared to conventional oils, and can resist degradation for a much longer period of time. "Conventional oil molecules are more prone to oxygen attack and thus can degrade more quickly."

When oil oxidizes, it thickens and loses its ability to protect the engine's internal components – and it's that protection which is the point of engine oil in the first place. When an engine's oil loses its ability to

lubricate effectively, bad things happen – and in a competition car that's being pushed to the limit, bad things can happen fast.

"Thicker [oxidized] oil does not flow as easily and therefore cannot pull heat away from inside the engine, [the oil] cannot flow as easily through oil passageways to lubricate critical engine parts, and it may start to leave deposits, which insulate the internal engine surfaces," says Hood.

Hood continues by explaining that it's this insulation process that can then cause a motor to heat up, compounding the problem.


"These deposits inhibit heat transfer, which is critical to keeping the engine protected from wear," says Hood. "As an engine wears and iron particles are introduced into the oil, the oxidation rate may increase, eventually causing a failure."

Changing your oil regularly or using an oil analysis lab to decide how long you can use your oil before it breaks down are two solutions to keeping your engine and its oil in tip-top shape. Regardless, unless your engine builder specifically recommends against it, Hood

suggests utilizing synthetic – not conventional – oils to help reduce the chance of oil oxidation.

"Synthetic oils can protect against oxidation much longer than conventional oils by their very molecular structure," he explains.

To keep oil breakdown to a minimum, Hood also recommends keeping the entire engine cooling system in tune. "Using the right oil and maintaining cooling systems and oiling systems to help pull heat away from the engine will help to protect against failure."

The bottom line is that your engine's oil is important. If your last oil change saw a sludgy, black goop ooze from the oil pan once you removed the drain plug on an otherwise perfectly maintained motor, you might want to revisit your oil changing habits. 



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Series Reports

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

RACING ROOM

CLUB RACING BY JIM WHEELER, CHAIRMAN, CLUB RACING BOARD

IS THIS EASY?

I just returned from racing my Spec Miata at the Majors Double National at Heartland Park Topeka in Topeka, Kan. Two days of maximum track time took care of the “fun” part of SCCA’s recent slogan, “Make it easy, make it fun.” The easy part is another thing. Nothing about racing is “easy.”

This was the first outing for my SM after a friend crashed it in a Drivers School earlier this year. Just to get it to Topeka required a frame pull, two fenders, a front bumper and a big box of bits and pieces. I hate to even think about the hours I spent working on it. Easy? That’s not the word I’d use to describe the prep.

The race weekend, however, was pretty easy when it came to registration, tech, and the way the event was put together and executed. In impound following the first qualifying session, I found my fuel test port did not work. The tech crew put a note in the car’s logbook that it had to be fixed before the next event. If they wanted to make things difficult for me, they certainly had that option. That helpful type of attitude is something that should be part of every event.

The American Sedan I usually race is in the shop awaiting a rebuilt engine. I won’t even get started on how “easy” that has been.

I spent several days installing the roof air in the Big Kahuna trailer, and it is now blowing cold air. The first unit didn’t work and it meant removing it from the roof,

returning it to the distributor, picking up another one, and replacing it on the top of the trailer – all in more than 100-degree F weather. Nothing easy there.

I once towed five hours to the old Gateway Int’l Raceway where I blew the engine taking the car off of the trailer. I have towed to Mid-Ohio Sports Car Course for a double race and found that my brand-new engine had a circle track oil pan, rather than the road race pan. It ran great on the dyno, but didn’t do very well on right-hand turns – a setup that’s not too good at Mid-Ohio. I put the car on the trailer and towed all the way back to Kansas City. All that work, time, and expense resulted in one lap of the track. There were a couple of drivers at the Heartland Park Topeka Majors race weekend who had similar experiences.

I could go on and on about the work, expense, and disappointments of being a racer – and I’m not alone in these experiences. Everyone I know, who does what we do, has a similar story of long hours, frustration, busted knuckles, pain, and agony. So, in my opinion, take the “easy” part out of the racing equation.

Yet, we are still out there racing, so there must be something really special about the time in the driver’s seat and the time we spend with our friends in the paddock. That is the message we need to send to anyone who thinks they might want to try our sport.


The Kansas City Regional Executive **Joe Tasler** put together a program that started out as a way to expose Solo racers to Club Racing. At a Solo meeting he asked for anyone who would be interested in being a crewmember for the Heartland Park Topeka races; then, at the race group meeting, he asked for Club racers who would welcome a one-time crew person. **Norma Williams** then imbedded the Solo folks with Club racers. The result was that about half of the Kansas City Region Club racers had an additional crew person. In my case, **Lance Hamilton**, was my one and only crew person (I never have a crew). Hamilton had done a few Solos and he had run his modified Monte Carlo at a PDX at Heartland Park Topeka. (I remember the car at that event, since he was out there with about 25 Corvettes. He was annoyed that the ‘Vettes would blow by him on

No one would deny that racing is fun – it’s just that some of the times are easier than others.

“THE EASY PART IS ANOTHER THING. NOTHING ABOUT RACING IS ‘EASY’”

the straights and then hold him up in the corners.)

During the Majors race, Hamilton took tire pressures in the hot pits and towed the wounded Miata back from post race impound on Saturday for me. I think we got the hook into him. I would be really surprised if he does not go Club Racing in the future.

On a side note, I was going to write this month’s column about the fact that there is nothing easy about the efforts to consolidate some of our Club Racing classes. Instead, I am just going to say that the work that has been done over the past two years to bring the Touring and Showroom Stock classes down to four solid classes is going to be worth the effort. 



IRINA BOUZENKOVA

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LEAVING THE LINE

NATIONAL SOLO BY PAUL BROWN

AVOIDING TRAVEL ADVENTURES

Any “adventure” while on the road to a Solo event is a bad thing. A flat tire is a minor adventure. More than one in a trip, especially if they happen at the same time, start to be more of a serious adventure. Tow vehicle engine failure? Major adventure. Trailers offer their own set of potential adventures. Fortunately, most of these can be prevented or planned for.

A good word of advice is to walk around the tow rig and trailer every time you stop – fuel stop, overnight, or when you get to the event site – and touch the back of your hand to each hub and tire. Most failure modes on the trailer are going to generate significant heat, so if they are fairly cool, it is reasonable to conclude that all is well with bearings, lugs, and tires. And if you see smoke coming from a hub, don’t touch it.

Careful maintenance – which for most of us means an annual repack of the wheel bearings – will go a long way toward guaranteeing that this heat check will always come back OK. However, no matter how careful

you are with maintenance, you can still have a mechanical failure. An awful lot of the parts we use seem to be sourced from third-world countries these days, and even if they happen to be careful with their tolerances the day they made the part, who knows what sort of alloy they happened to make the part out of. So, even if things work great for 5,000 miles, something just might decide that it has reached the end of its useful life at 6,000 miles. A quick check at each stop is cheap insurance.

Say you’ve done that annual wheel bearing repack. Pace American recommends rechecking wheel lug torque at 10 miles, again at 25 miles, and once again at 50 miles any time a wheel has been removed. It’s safe to say that most of us follow this procedure, but while you don’t often hear of wheels falling off trailers, it is a good idea to recheck the wheel lugs shortly after reinstalling a wheel. Loosening wheel lugs may be more of a problem on aluminum wheels, as they don’t have the spring effect that the lugs on a steel wheel will have.

SCCA field staff member **Clancy Schmidt** had a pretty big travel adventure on his way to Blytheville, Ark., with one of the SCCA Solo trailers. The trailer had been in for regular maintenance, and halfway

through the trip, all of the studs on one wheel sheared off. This was almost certainly due to them being too loose rather than too tight, though either one can lead to the same adventure.

Schmidt said they haven’t generally worried about that 10-, 25-, and 50-mile recheck of the torque on the lugs, but after this adventure they’ll be more careful about following that, as it cost roughly 16 hours of travel time and much cursing to get the trailer roadworthy again.

It turns out that most local auto parts stores don’t stock studs for the heavy axles used on the big SCCA trailer and, when they finally found some, the studs were too short for the aluminum wheels that were on the trailer. Consequently, the SCCA is now in possession of a steel wheel for one spare tire in addition to all the nice matching aluminum wheels. Schmidt recommends traveling with a full spare hub and drum assembly, complete with bearings all packed with grease and ready for installation (and, yes, the Solo trailers are now doing just that).

Here’s wishing everyone no travel misadventures!

CONTACT PAUL BROWN
L8apexrs@q.com

When is the last time
you checked the torque
on the wheels of your
rusty old trailer?



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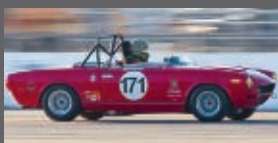
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TEAM WORK

Collaboration is in. Closing credits, at one time nonexistent, are vying with movie trailers (that no longer trail) for longest length. “Circle time” has a Wikipedia entry.

In keeping with the times, SCCA RoadRally turns to Detroit Region on Oct. 19-21 to host the 2012 United States Road Rally Challenge (USRRC). The individual talent of that region’s members is multiplied by their group efforts in organizing and presenting great events.

The USRRC will complete the region’s schedule this year that began with **Scott Harvey’s** January Son of Sno* Drift and included the 63rd running of Press on Regardless.

Headquarters for the three-day event will be the Best Western on Main Street in Whitmore Lake, Mich., about 45 miles from downtown Detroit. Registration and the starting point for all three rallies will be there.

A Course event, a Tour event, and a GTA make up the three RoadRallies of the USRRC. Detroit Region will present them in that order.

The USSRC sometimes highlights places of interest within the region, but Chairman **Rob Moran** is confident that the routes will be the places of interest.

The first rally, Letters of Intent, is scheduled for Friday, Oct. 19. The route will be contained in an area between Ann Arbor and Jackson, Mich., and for the most part, north of I-94. Paved and unpaved roads will be used.

This course event will use letter instructions along with the standard numbered instructions. The Main Road Determinants will be kept to a minimum and are planned to be the same for the entire rally. All controls are planned to be open controls.

Saturday, Oct. 20, is scheduled to be the running of a region classic Tour rally, CAST in Stone. The route will use roads in the same area as Friday’s event. Both paved and unpaved roads will be used.

CAST in Stone was run as a Regional RoadRally from 1997-’00. From 2001-’04 and again from 2009 to the present it was run as a National rally.

Although the event typically has only one CAST, this year’s

presentation may have multiple CASTs. However, those speed changes will always be referenced to signs, not the apexes of the intersections. Again, like the Friday event, all controls are planned to be open controls.

The concluding RoadRally on Sunday, Oct. 21, will be a GTA event, Rivals. It will also use the area between Ann Arbor and Jackson for its route. However, this time nearly one-half of the route will run north of I-94, with the remainder south of the interstate.

Like Letters of Intent, numbered and lettered instructions will be used, but in this case the lettered instructions will only be used to calculate points. Observation of things along the rally route will determine the points. The point totals for each leg will be turned in at the controls.

Like the other two events, the route will use both paved and unpaved roads, and the committee expects that all controls will be open controls.

Events don’t tell the whole story of a USRRC weekend. Hospitality is part of the story, too. CAST in Stone will conclude with food and rally stories at a farm owned by Detroit’s Regional Executive **Jennifer Glass**. The Town Hall meeting with the RoadRally Board will also be that evening. The other two events will end at local bars and restaurants.

Ken Wiedbusch assures that “Our USRRC committee’s goals are to meet the expectations of the national competitors with events that are run to the highest DRSCCA standards.” Along with Wiedbusch, **Aaron Usher** will be part of the committee’s backbone.

Competitors can expect the involvement of the entire committee in all aspects of the rally weekend. Committee members’ input and critique begins with the events themselves and continues to the execution of the Saturday social.

Detroit Region is defining collaborative effort.

GOING THE SHORTEST DISTANCE

In RoadRally’s conventional team effort, 13 RoadRally teams ran Washington DC Region’s Frederick County Shortest Distance Rally on July 15. DC’s growing program includes six RoadRallies and a rally school. The rallies are a mix of three Regional rallies, a social rally and two National rallies.

Steve and Julie Gaddy were the



This year, the best RoadRally competitors in America will head to Michigan for the USRRC.

“THE ROUTE WILL USE THE ROADS IN THE SAME AREA AS FRIDAY’S EVENT”

organizers for July’s effort. The event’s general instructions explained that, “a shortest distance rally is an untimed RoadRally following an undefined route.” Their shortest distance rally asked contestants to travel the shortest route to 12 locations spread throughout Frederick County, Md. A question that was answered from information at each location confirmed that each contestant visited there.

Typical of almost every RoadRally, this one required an odometer calibration section so that everyone’s odometer mileage could be compared to a standard mileage. Along with the total mileage traveled, contestants received points for the wrong answers to questions, taking longer than the allotted time and a penalty for not entering mileage information.

The three classes were defined by the equipment carried. Equipped Class had unlimited use of maps and GPS equipment, Limited Class used only the provided map while Novice Class was reserved for contestants using only the provided map who had never run a shortest distance rally.

Congratulations to winners **Stephen and Danielle Mayclin**, who bested the nine other Novice Class entrants with 96.3 points. First in Limited Class were **Cathie and Joe MacInnes**, while first in Equipped Class and first overall honors went to **Jim Miner** and **Bruce Gezon**.

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GETTING DIRTY

RALLYCROSS
BY ERIC ADAMS

REGIONAL RALLYCROSS HEATS UP IN COLORADO

On Saturday, July 21, 68 competitors (including six novices) and numerous spectators descended upon Pikes Peak Int'l Raceway (PPIR) for the sixth event of Colorado Region's RallyCross season. Clear blue sky, temperatures in high 90s, and the longest course in years greeted attendees. The course was the big draw as it was roughly 40-percent tarmac with four transitions between the tarmac and dirt, accompanied by one transition partially covered in gravel for an extra degree of difficulty.

Many competitors knew arriving at the paddock early was a key factor to the event and showed up before 8 a.m. That strategy paid dividends when they found out that it took more than 20 minutes to briskly walk the course. Those who got their course walk completed noted the layout meant that knowing how to drive on differing surfaces was a necessity. Also among the challenges, was a pair of four-cone slalom sections, one on tarmac and the other in dirt.

The spectators were afforded great vantage points to watch the action unfold because they were able to ascend the stairs to the shaded stairwells and platforms at the back of the grandstands for the banked oval.

This let them view the action from high above in relative comfort, as they were able to stay out of the dust clouds that are typically generated at RallyCross events.

Spectators were treated to a wide variety of cars, including several stage rally and hillclimb machines. Car types ranged from the expected Subaru, Mitsubishi, and VW, to the likes of Honda, Volvo, BMW, Audi, and even Porsche. Those cars also competed in classes adapted to fit the needs of the area. The region traditionally has few rear-wheel-drive cars show up to compete, so rather than having a few one- or two-car classes, the region rolled all three rear- and front-wheel-drive classes into their respective two-wheel-drive classes (similar to the structure the Modified class used prior to 2012). The result is more competition, which the entrants seem to enjoy.

First out were the Modified two- and four-wheel-drive classes, as well as two-wheel-drive Prepared cars. During their first runs, competitors put down times from 135 to 125 seconds. As the course got broken in, times began to fall with a few drivers able to crack into the 120-second range.

The length of the course made it necessary to break from the normal format of each run group getting to drive in both the morning and the afternoon. Instead, after the first group completed their morning runs, there was a lunch break followed by the second group getting their chance to attack the course in the afternoon.

That second group consisted of the two- and four-wheel-drive Stock class cars, as well as all-wheel-drive Prepared cars. As the day wore on, there were a few places where the ground wasn't able to hold up to the pounding – this resulted in a couple of delays, but the competitors realized the need for safety to be top priority. As a result, competitors were rewarded with a layout that was about 10 seconds quicker, allowing the fastest cumulative time of the day to be achieved in the all-wheel-drive Stock class.

By the end of the day, the cumulative scores for most competitors were in the 500-second range, which meant that although they had only four shots at the course, most drivers had just as much seat time as if they had received eight passes on an average length course.

When the dust settled and the tire squealing stopped and the sounds of cars being pushed to their limits had finished echoing off of the grandstands, the final results were tallied. These drivers won their respective classes:

Stock 2: Todd Lawrence (Porsche) 516.913

Stock 4: Mark Malsom (Subaru) 465.607

Prepared 2: Antonio Serracino (Acura) 521.162

Prepared 4: Max Lawson (Subaru) 469.721

Modified 2: Aaron Miller (Honda) 496.638

Modified 4: Eric Genack (Subaru) 489.106

Complete results for the event are available online at www.coloradorallycross.org, where the schedule for the remainder of the 2012 season can be found.

Aaron Miller, seen here at the National RallyCross earlier in the season, also competed at the Colorado Region Rally in July.



RUPERT BERRINGTON

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 18 Sebring, FL	APRIL 14 Long Beach, CA	MAY 13 Monterey, CA	JULY 7 Lakeville, CT	JULY 22 Bowmanville, Ontario, Canada	AUGUST 4 Lexington, OH	AUGUST 19 Elkhart Lake, WI	SEPTEMBER 2 Baltimore, MD	SEPTEMBER 16 Danville, VA	OCTOBER 21 Braselfton, GA
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PRO FILE 
SCCA PRO RACING
 BY THE TRANS AM RACE GROUP
 EDITED BY PHILIP ROYLE

TRANS-AM TACKLES THE GLEN

Out of the 22-car SCCA Pro Racing Trans-Am Series field at Watkins Glen, **Pete Halsmer** and **Jorge Diaz Jr.** made their way through the pack and onto the podium. Besides winning their respective divisions, they both had to fight off furious rallies from defending TA and TA2 Champions **Tony Ave** and **Bob Stretch**.

This was Diaz's first race in Trans-Am this year. Diaz started in first position with his No. 8 Diaz Racing Jaguar XKR and never relinquished the position. The feat was not a particularly easy one, as Ave provided constant pressure on the eventual race winner.

Two-time defending champion Ave started with a vengeance, passing five cars in the first lap. Ave was forced to

start last on the TA grid due to a change in the qualifying schedule brought about by storms. Still, Ave was quick to catch up to the leaders and passed **Amy Ruman** for second place during a restart on the 14th lap. Ave held the position, consistently challenging Diaz until losing power steering midway through the 25th lap and having to pit. Due to that pit stop, Ave's surge only resulted in a fourth-place finish, but Diaz was well aware of Ave's presence on the track.

"My crew kept telling me about the time difference, we kept pace with [Ave], and every time he got close I just pushed a little harder and we were able to hold the lead," said Diaz.

Ruman crossed the finish line in second in her No. 23 McNichols Chevrolet Corvette, marking her fourth consecutive podium placement.

"We had a really tough weekend, my crew has worked day in and day out on this car, I couldn't be happier with their work," said Ruman. "The McNichols Corvette was fast today, but Jorge had a real strong showing.

At the Watkins Glen round of the SCCA Pro Racing Trans-Am series, **Pete Halsmer** claimed the TA2 win.

Jorge Diaz's first Trans-Am race for 2012 came in Round 5, where he scored a significant win.

But we're happy. We've been consistent and we're going for the championship. That's what it's going to take: consistency."

TA points leader going into the event, **Simon Gregg** came in third in the No. 29 Gregg Motorsports Chevrolet Corvette after a hard-fought race with **John Baucom**.

"I just had a consistent race," said Gregg. "If I can improve a bit at Road America and take that momentum into



JOHN THAWLEY PHOTOS

“[WE] PRETTY MUCH HAD TO BUILD A WHOLE NEW CAR” Bob Stretch

the end of the year, I should have a good chance at taking home a championship.”

Gregg is riding an incredible streak of reliability; this marked the 68th race that the car has finished without a mechanical failure

In TA2, Halsmer took his second victory of the season. The win puts him in second place in the point standings for TA2. Halsmer was, as he has been all year, consistent. However, the real story this weekend was **Bob Stretch**, who retained the TA2 points lead after the event despite a disappointing sixth-place finish.

The TA2 defending champion crashed during the second practice on Friday. He and his crew then worked nonstop to get a new car ready to compete. “I’ve never crashed a car like that in my whole career,” said Stretch. “It was extremely disappointing. After that, we had a backup car that we’d built, but it had never turned a lap. It had never gone anywhere on its own power and it had a motor in it that wouldn’t run. So, after that crash, we had to pull a lot of things out of the old car and pretty much had to build a whole new car.”

Finishing second in the TA2 class was Stretch’s teammate **Tom Sheehan** in his No. 65 Guardian Angle Motorsports.com Chevrolet Camaro, and in third was Kurt Roehrig in the No. 04 Roehrig Enders Suspension Chevrolet Camaro. This was the first podium placement for both racers this year.

GGT had one entry, **C. David Seuss** in the No. 9 Northern Lights Porsche GT3. Seuss completed 21 laps before retiring with mechanical problems.

The Trans-Am Series next travels Road America on Aug. 17-19 for the sixth race of the season, followed by Round 7 at Brainerd Int’l Raceway on Aug. 31-Sept. 2. Coverage of both races will appear in the November issue of *SportsCar*. 🕒

TRANS-AM SERIES

ROUND 5 / WATKINS GLEN INTERNATIONAL / JULY 6-8, 2012

TRANS-AM

1. Jorge Diaz Jr. (Jaguar) 1:49.925; 2. Amy Ruman (Chevrolet); 3. Simon Gregg (Chevrolet); 4. John Baucom (Ford); 5. Tony Ave (Chevrolet); 6. Denny Lamers (Ford); 7. Andrew Romocki (Ford); 8. Bob Monette (Jaguar); 9. Ian Patterson (Chevrolet); 10. Allan Lewis (Chevrolet); 11. Blaise Csida (Chevrolet).

TRANS-AM 2

1. Pete Halsmer (Chevrolet) 2:00.576; 2. Tom Sheehan (Chevrolet); 3. Kurt Roehrig (Chevrolet); 4. Geoff Fane (Chevrolet); 5. Joe Sturm (Chevrolet); 6. Bob Stretch (Chevrolet); 7. Mel Shaw (Chevrolet); 8. Cameron Lawrence (Chevrolet); 9. Ricky Sanders (Chevrolet); 10. Michael Wilson (Chevrolet).

GGT

1. C. David Seuss (Porsche) 2:00.662.

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Divisional Reports

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

KNEE DEEP IN NEDIV

NORTHEAST DIVISION BY G.W. HENDERSON

THE RACING AIN'T OVER YET

There are a few quick dates you should remember. Here's a September late warning: Sept. 21-22 is the NARRC Runoffs at Lime Rock Park – you know the drill. Sept. 29-30 there is the Mahoning Valley Region Double Regional at Nelson Ledges with a PDX. Score! Then on Oct. 6-7 there is the Glen Region Enduro and Pro-IT (with a late-season Drivers School) at Watkins Glen.

That same weekend Ohio Valley Region is hosting a Double Regional at Mid Ohio and Washington DC Region a late MARRS at Summit Point. On Oct. 20-21 there will be a JRB/NJMP Regional at Thunderbolt and, on that same weekend, Neohio Region will host a Quad Regional at Nelson Ledges. It's time to get your jollies out before winter!

THANKS TO THE WORKERS

As this article is being penned in late July, I'd like to take some column space for some big ups and shout outs. Now, as I can't possibly know the outcome at this early stage, I'll leave the hard facts to what you will, by now, undoubtedly know, and move on from there.

In the past I have compiled, sometimes rather comprehensively, lists of who was leading in their respective championships, those who were mere scant points ahead of their next closest competitor, whose Mazda would be victorious over whose Honda, which formula phenom was moving up – yadda, yadda, yadda. Well, guess what? You, your competitor, your team, your spouse, and entire family probably already know what a great, terrible, wiz-bang, fizzle, highest of highs, down in the dumps, worst-ever, best-ever season you've had. And my platitudes won't make it any better (or worse). So this issue is for the folks who don't get the bronze, silver, or gold, or get to make a heartfelt speech to their spouse, team, engine builder, or sponsors. This one is for the people who get up at the same time their hero driver does, drive the same number of hours to the track, pay tolls on the same road, stop to use the same scary bathrooms, eat at the same spooky dirty spoons, fill up at the same gas pumps, and do it using vacations, holidays, sick days, and whatever. I am, of course, talking about the workers.

The folks who show up to make sure the show goes on. And, because they don't get medal recognition at the events, I'll do that here. I thus present to you the "The Dubbies." The "Best Supporting Happy Face You See First Thing After a 325-Mile Tow" Dubbie goes to that sweetheart in the registration window. These folks lift and tote boxes, reams of paper, and files to locations yet undiscovered. They get you into and onto the course. Sometimes they even give you goodies.

Another strongly contested category was the "You Wreck'em, We Check'em" group, sometimes combined with the "Does This Look Swollen to You" group. This

year's Dubbie is awarded to Emergency Services, Fire and Rescue.

In the "You Want Me to Go Out There?" category, there was really no decision to be made. The 2012 Dubbie goes to the Flagging and Communications groups across the division, tapping and pumping out numbers, waving flags, doing re-entry, and shaking fire bottles in all kinds of weather, sun up through sun down – and longer. Flat tow, rope tow, tilt bed, wrecker, green flag, yellow flag, black flag, checker. Also a special Dubbie is awarded to this group for "Best Choreography."

As this is a new award system this year, I didn't get enough Dubbies made to present to all who deserved them, but I'm sure you all know who you are (even those of you who don't carry a license anymore). You will get your Dubbie, I promise. In the meantime take comfort in the fact that we all know that without you, it couldn't be done.

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REVVIN' IN SEDIV

SOUTHEAST DIVISION
BY SUSAN H. YOUNG

ATLANTA REGION'S KUMMER TAKES POSITION WITH SCCA

GTA driver and Atlanta Region member **Butch Kummer** is welcoming the challenge of his huge new job. Many SEDiv members know Kummer through his "BK Racing" e-mails and by talking with him at the tracks, but now the rest of the Club will get to know him through his job at the SCCA National Office as the Director of Club Racing, where his main job will be continuing the rollout of the Majors program.

"One of the first things on my list is to develop an elevator speech describing the Majors program, but it's seen as a step beyond the current SCCA National races," says Kummer. "A couple of years ago, the [Board of Directors] decided the distinction between Regionals and Nationals had blurred enough that everything has become 'just races,' so they wanted to



put some sizzle back into the mix.

"The June Sprints and the ARRC by GRM are what they envision – victory laps, Victory Circle interviews, track announcer, live Timing and Scoring and live audio, etc. – but instead of the individual regions figuring that out on their own (which we've done with the ARRC) they want the National Office to have more control over the events.

"The goal is fewer, more prestigious events with deeper competition in all classes and a consistency in 'touch and feel' from event to event."

Kummer plans to split his time between his Georgia home and the SCCA National Office in Topeka, Kan. Consequently, you haven't seen the last of Kummer at SEDiv races.

"I'll [probably] compete in the SIC in October, and the ARRC by GRM in November. I'm giving up my position as 'Associate Pastor of the First Church of GTA,' but I'll still be

involved in the movement. As I've said to many people many times, there's no better bang for the buck in road racing. I will definitely continue sending out my BK Racing updates on a fairly regular basis."

In his new position with the SCCA, Kummer will assist with the selection of the Zone Managers field staff for the Majors program, provide program coordination, support and oversee Zone Managers, and schedule the annual Majors events. He will also assist regions in their selection of the "event in a box" Majors components, as well as assist SCCA's marketing department with competitor outreach. If you see Kummer at the SIC, or at PRI or Jekyll, do share some ideas with him.

CHECKERED FLAG: DR. SHELLY DOBKIN,

Can you imagine being a member for more than 50 years?

Sheldon "Shelly" Dobkin, a 55-year SCCA member, practiced optometry in Miami for nearly 40 years. He was in the West Dade Lions Club, Coral Gables Jaycees, was a driver and steward for SCCA's Florida Region, and was part of the Power Squadron (CMDR) and Coast Guard Auxiliary. Dobkin was an avid sportsman who enjoyed boating, deep sea fishing, scuba diving, sports car racing, motorcycles, world travel, and flying. He was married for 63 years and is survived by his wife, **Rosalind Dobkin**, as well as three sons and two grandchildren. In lieu of flowers, the family has asked that contributions be made to the Coast Guard Foundation at www.coastguardfoundation.org.

VEE TURNS 50!

Did you know that Formula Vee is about to turn 50? Yes, and one of the planet's most popular racecars will be celebrating at Roebling Road sometime in spring 2013. It's another feather in the SEDiv cap that the golden anniversary will be in our division! Get with **Fred Clark** or other Vee folks for details. And did you know that FVs are raced in South Africa, Australia, and in Europe – literally across the globe.

And, by the way, Florida Region is celebrating its 60th year (the region was founded in 1952). The "sand in shoes" folks were the 11th region founded in the Club.

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(OPPOSITE) Could "The Dubbies" eventually rival some of the most sought after SCCA Club awards, like the Woolf Barnato Award – a trophy many volunteers have been presented with since its inception in 1948?

(BELOW) SEDiv member Butch Kummer (right) is SCCA's new Director of Club Racing in charge of the Majors Club Racing program.

NORTH COAST NEWS

GREAT LAKES DIVISION
BY NANCY SCHILLACE

THE LONG, HOT SUMMER

On one of the hottest weekends on record in July in Ohio, Ohio Valley Region held its 44th Solo Governors Cup. The temperature soared to 104 degrees F on Saturday and was over 90 degrees for the Sunday races. But the heat didn't stop the competition "heats," with 39 trophies earned on Saturday and 43 trophies on Sunday. Kudos to all of the participants and workers who endured the scorching temperatures to reinforce to us just how *cool* Solo competition is.

REFLECTIONS

Looking back at some of the summer fun, Spec Miata racer **A.J. Roderick** had a good time at the Neohio Firecracker race weekend at Nelson Ledges, especially on Sunday as he and **Charlie Campbell** battled for the race win.

"I thought the Firecracker was a great race weekend," reflects Roderick. "[We] couldn't have asked for better weather. The track was quite greasy in the afternoon for my race, but it was still really fast. Charlie Campbell made me work really hard to catch back up after making a couple mistakes. The race came down to who would make fewer mistakes and, unfortunately, I made one too many."

Roderick's 2012 race season doesn't end with this win, either. "As of right

now, we are planning on [competing at] the [National Championship] Runoffs," he says. "We have enough races and points to be qualified. Our only setback is affording to be gone for a week. I am really looking forward to going, so I hope I can have the funds or find a good sponsor for the event."

LONG TIME TO RACE

Racing for 12 or 24 hours at the Neohio Region's Longest Day of Nelson at Nelson Ledges Road Course must have seemed like an eternity. While that particular SCCA race is no longer run, that doesn't mean endurance racing at Nelson is gone completely. On Oct 6-7, the Chump Car World Sereis will run an endurance race at Nelson for 25 hours, 25 minutes, and 25 seconds, comically dubbed "The Longer Longest Day." You'll find a number of SCCA members are planning to partake in the fun.

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THE FISH WRAP

CENTRAL DIVISION
BY SAM KARP

THE MYTH, THE DYNASTY, THE HELGA

It may not be as fancy or as precious as your first Tire Rack Solo National Championships trophy, but the ol' gal known as Helga (middle name "Heidi" – no last name) is one of the most prestigious items a CENDiv Solo competitor can yearn for.



Helga first made an appearance at a two-event weekend in 2008 at Miller Park. Saturday-Sunday events held at Miller Park in the gut of the summer months will often attract those from all around. This was especially true in the heyday of asphalt when Solo Nationals was held at Heartland Park Topeka and loads of drivers from around CENDiv would flock to Miller Park for practice before the big event.

After Saturday's competition, Milwaukee Region member (representing Minnesota) **Pat Washburn** discovered a rare item for a Solo event in the back of **Kevin Wallace's** van – a coconut hula girl prop. With the help of some daiquiris, provided by Chicago Region members **Tracy Ramsey**, **Anne Robinson**, and **Greg Meier** and some simple fabrication, Helga was born.

This year marked the fifth year of what has now become known as the Tri-Pod Challenge. A two-day weekend in summer is designated well in advance so Minnesota and Illinois area drivers can prepare. The challenge has been dominated by Wisconsin since the last screw was installed into the base of the trophy. The host state has secured the trophy for four consecutive years. Illinois came close in 2008 and 2009, and Minnesota came close last year. The state with the most drivers in the top 20 places on index each day determines the winner. The driver who places top on index each day earns a bonus point for their state.

Properly, the CENDiv Divisional Championship was determined to be the weekend the competition went down. The absence of several key Chicago Region members really made this a two state race between Wisconsin and Minnesota but there were also some very good class battles to speak of.

Milwaukee area's D Street Prepared usually sees healthy competition with lightly prepped cars that are typically street capable and front-wheel drive. The rumbles of the BMW

Stephen Jones pulled out of his trailer meant the game was changing. Jones has been known to offer seats to local drivers in the past, but this year offered the co-drive to someone who would help his own state compete for Helga. He lent the drive to the creator himself: Washburn. The two enjoyed healthy competition all weekend with the renter edging the owner by only 0.117sec after the completion of Saturday's runs. Washburn did let up



Helga has been awarded annually during the CENDiv Solo Tri-Pod Challenge. Although this picture is from her first year, rest assured that the three previous Milwaukee Region members who have laid claim to the trophy have made notable enhancements.

on Sunday, though, and despite only getting five runs, he pulled out another 0.2sec to take an overall win of 0.339sec.

The all-wheel-drive Road Tire class has seen some new names. Many of the Milwaukee and Chicago drivers who dominated the class in the past have purchased new cars or slapped race tires on to run in the Stock classes. Wisconsin drivers **Andy Smedegard** and **Eric Koehler**, however, have boosted onto the scene at Miller Park events this year driving a 2011 Subaru WRX. Minnesota had an ace in the hole with **Preston Jordan** driving a 2011 WRX, as well. Koehler dug himself into a bit of a hole on Saturday, so Jordan and Smedegard were left battling for the top. Smedegard ended up 0.179sec ahead of Jordan after the first day. Jordan battled back on day two, though, and ended up having the fastest time in class that day. But it was not enough for the class win, as Smedegard claimed the narrowest margin of victory of the event, winning by 0.063sec!

The final tight battle took place in a class one would not normally expect: Formula Junior A. **Zach Moore** has been running laps around the class for a few years now in Milwaukee. Moore is getting into his late teens, though,

and is putting on more muscle every day. Chicago Region driver

Kate Regganie has been learning a lot over the past few years. Moore nearly threw away a 0.4sec lead after Saturday. The door was open for Regganie all day since Moore peaked on his first run on Sunday. Regganie ended up beating Moore by 0.2sec on Sunday, but still fell 0.196sec short combined over both days.

As for Helga – well, it's a "five-peat." Some would call it a dynasty. The Wisconsin drivers of Milwaukee and Blackhawk Valley Regions made sure Helga still has not seen the other side of her motherlands' borders. Wisconsin took 22 out of a possible 42 points. Minnesota was seven points behind and Illinois and Indiana managed only five points.

Tradition calls for the top placing index driver of the home region to not just take Helga come, but also add an item to her decoration. The top placing Wisconsin driver ended up being **Chris Fenter**. Being a mechanical engineer, several people hope that Fenter is going to add a little structural integrity to Helga.

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GATEWAY TO MIDIV

MIDWEST DIVISION
BY EILEEN WATERS

ST. LOUIS REGION MEET UP

In this day of high-tech communications, sometimes we lose the benefits brought about by an actual face-to-face membership meeting. The July general membership meeting for St. Louis Region was bound to be a bit "heated" and not just because of the recent record-breaking days of high temperatures.

Following a well-run, but financially unsuccessful, May Club Racing weekend, the St. Louis Region board canceled the July National race and sought input from its members about how to still have our fun without breaking the bank. E-mail blasts, postcards, and the newsletter read: "Help wanted! Ideas wanted! Committee wanted! Your participation is vital to the future of the Club Racing Program!" The region also invited representatives from the SCCA National office and Gateway Motorsports Park (GMP) to participate with their ideas.

The weekend before meeting, at the Heartland Park Topeka race, the cancellation of the St. Louis race was the buzz of the paddock, and it had sent shockwaves through the entire division. The cancellation left a lot of drivers scrambling to find a replacement National event that would work with their schedule and budget.

Motorsports, in general, is currently struggling for any number of reasons. Just read Chairman of the national SCCA Board of Directors **Jerry Wannarka's** *From the Chair* column in the January 2012 edition of *SportsCar*. He talks about the NEDiv Mini-Con where two young people attended the Club Racing forum and were asked what brought them there. "They were both quite candid in their responses to the question, but even more revealing were other comments they made," wrote Wannarka. Wannarka went on to say the two young people felt the Club could develop ways to better welcome younger people.

In February, Wannarka noted that if each SCCA member introduced just one new person to the Club, we could double our membership numbers.

Terry Ozment, SCCA's Vice President of Club Racing, joined the meeting via conference call to answer several questions and, among other things, we learned the SCCA National office is working to improve the GCR.

What was the end result of the

meeting? Did everyone brainstorm their way to solutions? There were certainly a lot of ideas discussed, ranging from what types of races to hold to the idea of a combined race weekend with other clubs – there were even suggestions and help offered by GMP owner and region member **Curtis Francois**.

While the region doesn't have a solid concrete plan in place for 2013 and beyond, the region was looking to form a new race committee, and **Chuck Udell** stepped up to become the chairman.

Ultimately, we all need to share our passion for the SCCA in order to make regions, and the SCCA as a whole, grow. At the next event, bring a friend, explain how things work, making the process of getting involved simple, while showing how even in 100-degree weather with parts and cars failing on the race track, we all still have a blast!

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SOWDIV SUNSET

SOUTHWEST DIVISION
BY SYDNEY DAVIS

BIANNUAL MEETING SETS 2013 SCHEDULE, TOURS COTA

At the Lone Star Grand Prix in May, there was a rumor that the Lone Star Region was trying to set up a tour of Circuit of the Americas (COTA), the future Formula

1 track located outside of Austin. The tour was apparently being planned for after the biannual divisional meeting.

"After several phone calls with COTA, we finally got the OK for a Saturday tour, but we also were told everybody had to come via bus," says Lone Star Region's **Paula Taylor**.

Arrangements were then made for transportation, with the Elroy Community Library as a meeting site. All was going fine until Friday afternoon.

"Al Mays, Tour Director for COTA, called to say no tour on Saturday because the site was a mud pit," Taylor says. "The contractor had told Mays the gate would be locked and nobody would get in."

Mays offered another afternoon but Taylor explained how our volunteer group had folks coming from regions throughout Texas and Louisiana on that specific Saturday. Taylor then made secondary arrangements with **Jordan Buys**, COTA's sales and marketing manager, who said he would host us at the downtown office in the preview room.

"We would be able to see a layout and models of what would be there," Taylor says. "It wasn't what was originally planned, but a good plan B."

As the meeting began, we were all grumbling about the tour that could have been, when Taylor's phone rang. She ran out of the room for a few minutes, before coming back grinning from ear to ear.

"Mays called me just before we

Members of the Southwest Division received a private tour of the very impressive Circuit of the Americas Formula 1 track outside Austin, Texas, during the biannual divisional meeting.



were going to decide if the trip downtown was a go or no go,” Taylor explains. “He said he had a surprise and was on his way to the library. He declined to tell me what it was – just that he wanted to surprise our group.”

And boy did he deliver. He walked into the room, and said, “I was really scared and disappointed I wasn’t going to be able to show you all the track, but it’s back on! And I wanted to personally come here and let you all know.”

And the tour was fantastic! Many cannot wait to see a race there, and maybe even eventually race there themselves. The folks at COTA know what they are doing, and it’s obvious that they are building a first-class facility.

With the tour over, the group headed back to the library and got down to the business of their meeting. Here’s the brief lowdown on what’s happening in the Southwest Division:

- A committee is hard at work planning a divisional event to include Club Racing, Solo and rally. Locations and dates are currently being discussed for a 2013 event.

- The division as a whole is looking at new and creative ways to increase participation and retention among members.

- A committee has been tasked with streamlining the Club Racing preparation process, looking to consolidate race groups, create standardized schedules and include new classes and elements including PDX and Time Trials.

- The 2013 Club Racing schedule has been set, with a tentative race weekend to be determined for the divisional event. The schedule is due to the SCCA National Office by Dec. 1, so hopefully we will have more information on the divisional event by then, but the initial plan is to have a Double Rational at MSR Houston on Feb. 23-24, a Double National at Texas World Speedway on March 8-10, a Double Rational at Eagles Canyon Raceway on April 26-28, a Double Rational at Texas World Speedway on May 25-26, a Double Rational at MSR Houston on Sept. 7-8, a Double Regional at Eagles Canyon Raceway on Oct. 12-13, and a Double Regional at MSR Houston on Dec. 7-8.

It’s shaping up to be another great year in the Southwest Division, and 2012 isn’t even close to being over. Be sure to check www.sowdivscca.com for upcoming events and current point standings.

As always, anyone who’s interested



JASON BILEY

Seat Time, located in Santa Monica, Calif., offers advanced simulator technology anyone can afford. The company’s simulator even includes Road America, for those looking for extra experience prior to attending the National Championship Runoffs.

in sharing their thoughts about their region or the division, please e-mail me and I’ll get them to the appropriate person. Either send them to davis.sydney@gmail.com or call me at (713) 628-8337.

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PONY EXPRESS

ROCKY MOUNTAIN DIVISION
BY DAVID MURAMOTO

SUMMER HEAT

The 2012 season may well be remembered for the heat.

Particularly in the summer, when temperatures rose to record proportions. Across RMDiv, heat shimmered from dawn to dusk. In Colorado, heat was *the* story of the year, as dry conditions led to wildfires, like the historic Hayman burn in northwest Colorado and the Waldo Canyon fire in the southern side of the state.

But heat and fires didn’t stop 104 racers spanning 10 states from venturing to High Plains Raceway (HPR) on the eastern plains in late June. Located 60 miles east of Denver near the small town of Byers, HPR again played host to the “Freedom Sprints” BFGoodrich Tires Super Tour National Club Racing weekend, hosted by Colorado Region.

Saturday dawned clear and the cool early morning temperatures quickly rose as the day went on. In Group 1, it was a BMW battle all weekend, as the red STO E46 of **Scott Bove** ran in tandem with the revised tubeframe GT-2 E46 of **Jim Valdez**. Bove took the overall title in Saturday’s race, while

resetting the STO lap record. Valdez turned the tables on Sunday’s Super Tour race, just holding off Bove at the checkered flag.

Group 2 was for Spec Racer Ford, and Texans **Keith Verges** and **Denny Stripling** came north to cool down in the dry Colorado heat. Verges took Saturday’s National, while Stripling took the Sunday race. Spec Miata was next up, and while the racing was close all weekend, Texan **Matt Reynolds** had the field covered, edging out Colorado Region member **Mark Franklin** both days. In Group 4, **David Loken’s** Swift DB-1 ran to victory on both days, while Super Tour points leader **Charles McAbee** made the trip from Topeka, Kan., worthwhile in resetting the Formula 500 lap record and taking victory in Sunday’s race.

The last two groupings were for production cars and the various “wings ‘n’ things” sports racers and formula racecars. On Saturday, Matt Reynolds again tasted victory as he took his EP Miata to his second checkered flag of the day, while **Jesse Prather** rebounded to take Sunday’s victory lap. In the last race, **Kirk Kindsfater** was on a different planet with his Speads RS11 DSR, as he ran away from the field. Behind him, two FB pilots took turns finishing second overall, first in class and resetting the class lap record. **J.R. Osbourne** (on Saturday) and **Jake Lathem** (on Sunday) had outstanding drives in a large field. Formula Continental Super Sweep points leader **Gerald Szykulski** must have had a pleasant tow back to Minnesota, as he reset the Formula Continental lap record while winning both races.

“The Freedom Sprints has continued to garner a lot of attention nationally,” says Colorado Region R.E.

Michelle McColl (who also served as the event's race chair). "It's been a real positive for the region. Besides the drivers from out of state, we had over 80 volunteers come out to help run the event."

It was, indeed, great to see full corner crews around the 2.2-mile circuit, as well as other specialties, with enough personnel to avoid being overloaded.

"We also had people from [the SCCA] National Office and BFGoodrich Tires who were extremely helpful and experienced at putting on Super Tour events," continues McColl. "It all counted in making sure everything went off without a hitch."

McColl had a lot on her plate as well, delegating and coordinating everything from dinners and drinks to arranging trophies and tents.

Is there anything she'd like to do differently in the future? "Ah, well, there's probably 10,000 details I learned this year, but if I had to choose one thing, I wish we could bring in more spectators to watch the racing."

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SKID MARKS

SOUTHERN PACIFIC DIVISION
BY JASON ISLEY

THE BIG SHOWS

Where has the year gone? By the time this hits your mailbox, many of our division's members will be on the road to Solo nirvana in Lincoln, Neb., for the Tire Rack ProSolo Finale and Tire Rack Solo National Championships. At the 2011 Solo National Championships, SPDiv claimed 14 championships, and chances are excellent that the trophy count will grow in 2012.

Also packed into the month of September is the National Championship Runoffs at Road America in Elkhart Lake, Wis. Workers, drivers, and crews from all over the division will make the long trek across the country for the premier event, and we hope to see many return after standing on the podium.

Safe travels and good luck to all the workers and competitors.

VIRTUAL REALITY

The 2011 U.S. version of the Nissan GT Academy took SCCA Soloist **Bryan Heitkotter** from autocrossing and

gaming to competing in professional road races around the world, and the 2012 iteration will do the same for one lucky individual – and that person could very well be an SPDiv member.

The 2012 round of Nissan GT Academy kicked off in May 2012, and reportedly more than 400,000 competitors logged on through the Gran Turismo game on the Sony PlayStation 3 and put in laps attempting to nab to one of the 32 slots in the national finals.

The national finals took place at Jolt 'N' Joes Restaurant in San Diego, Calif., alongside the world famous Comic-Con convention. Among the 32 finalists was Cal Club Region's **Jeff Stuart**, who went in with the top qualifying time from online play.

Stuart has been a regular at both Solo and PDX events over the last few years, and racked up a fifth-place finish in Street Touring Xtreme at the 2011 Solo National Championships.

After two days of head-to-head competition, Stuart graduated to the top 16, which qualified him for the weeklong boot camp at Silverstone racing circuit in England, which took place in August and will air at a later date on Spike TV.

By the time you read this, we should know if Stuart is joining the Nissan team as a professional racer for the 2013 season.

Jeff Stuart, who finished fifth at the 2011 Tire Rack Solo National Championships in STX, scored in the top 16 of Nissan GT Academy competition, meaning he's on his way to Silverstone for a racing boot camp.

GAME ON

There is nothing worse than having a weekend where you're not competing. Seat Time can fill that hole in your schedule, preparing you for that first visit to a new track, or just helping you sharpen your skills on the track.

Located in Santa Monica, adjacent to the Santa Monica Airport, Seat Time is the only dedicated simulator-racing center in the western United States, and utilizes state-of-the-art CXC professional simulators. Seat Time offers everything from individual driving sessions to practice time with a professional driving coach, and even group sessions to do battle with friends or coworkers.

Many of the professional drivers who reside in California already practice at Seat Time and, leading up to the Toyota Grand Prix of Long Beach weekend, it could be the best place in town to spot top name racers as they tune up for the challenging circuit – which is just one of many road courses offered at Seat Time.

For those of you who are heading to the Runoffs, it's not too late to stop by Seat Time and get some valuable virtual laps of Road America. For more information, check out www.seattimesims.com.

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DAVID COSBERG/GETTY IMAGES

Record Book

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

GLDIV NATIONAL

NEOHIO REGION

NELSON LEDGES ROAD COURSE / JULY 1, 2012

GT1: (2 starters) 1. Jim McAleesi (Chevrolet) 1:05.986;
2. Al Gaudino (Chevrolet); **GT2:** (2 starters) 1. David Finch
(Porsche) 1:09.099; 2. Bill Pintaric (Nissan);
GT3: (3 starters) 1. Mike Cyphert (Toyota) 1:09.346; no
other finishers; **GTL:** (1 starter) 1. Joel Hipp (Mini) 1:17.068;
AS: (2 starters) 1. Mark Muddiman (Ford) 1:15.585; no
other finishers; **EP:** (1 starter) 1. Jud Scott (Porsche)
1:26.380; **FP:** (2 starters) 1. Scott Lunder (Honda)
1:16.206; no other finishers; **HP:** (4 starters) 1. Matt
Brannon (Fiat) 1:18.672; 2. Debbie LaFond (Honda);
3. Michael Sestili (Honda);
STO: (1 starter) 1. David Pintaric (Dodge) 1:12.226;
STU: (1 starter) 1. J Scott Lane (Honda) 1:18.735;
TI: (2 starters) 1. Tom Sloe (Chevrolet) 1:13.114; 2. Greg
Vandersluis (Chevrolet); **T2:** (2 starters) 1. William Moore
(Pontiac) 1:13.895; 2. Bill Baten (Chevrolet);
SSB: (1 starter) 1. Keith Jones (Mazda) 1:24.827;
SM: (5 starters) 1. Charlie Campbell 1:18.933; 2. AJ
Roderick; 3. Mark McAllister;
CSR: (1 starter) 1. Jacek Mucha (Swift) 1:05.263;
DSR: (2 starters) 1. David William O'Leary (West)
1:08.255; 2. Robert Mazza (OMS); **S2:** (1 starter)
1. E. B. Lunken (Doran) 1:12.402; **SRF:** (3 starters)
1. Scott Rettich 1:15.731; 2. Michael Hausknecht;
3. Dave Lancaster;
FA: (1 starter) 1. Jacek Mucha (Swift) 1:03.168;
FE: (1 starter) 1. Keith McDonald 1:08.794; **FF:**
(3 starters) 1. Bob Perona (Piper) 1:09.230; 2. Wes Allen
(Merlyn); 3. Robert L. Albert (Chevron); **FV:** (6 starters)
1. Guy Bellingham (BRD) 1:17.406; 2. Rick Ruckman
(Mysterian); 3. David Satterley (Protoform);
FS: (2 starters) 1. Jeff Blumenthal (Invader) 1:12.604;
2. F R Strate Jr (Rocketech).

NPDIV DOUBLE RAT'L

SAN FRANCISCO REGION

SONOMA RACEWAY / JULY 7-8, 2012

SATURDAY

GT1: (1 starter) 1. John Watkins (Ford) 1:56.803;
GT2: (1 starter) 1. Tom Wickersham (Porsche) 1:44.592;
GT3: (1 starter) 1. Jose Rodriguez (Mazda) 1:47.079;
GTL: (1 starter) 1. John Bower (Nissan) 1:57.224;
EP: (3 starters) 1. Bruce Ackerman (Volvo) 1:50.171;
2. Aaron Downey (Mazda); no other finishers;
HP: (3 starters) 1. Neil Verity (MG) 1:56.946; 2. Thomas
Lepper (Honda); no other finishers;
STO: (3 starters) 1. Jim Tway (Chevrolet) 1:49.113;
2. Vafa Kordestani (Maserati); no other finishers;
STL: (3 starters) 1. Clement Lee (Mazda) 1:56.257;
2. Grant Westmorland (Mazda); 3. Ramon Niebla
(Mazda); **TI:** (4 starters) 1. Kyle Kelley (Chevrolet)
1:47.757; 2. William Brinkop (Chevrolet); 3. Chuck
Matthews (Chevrolet); **T2:** (2 starters) 1. Tom
Wickersham (Honda) 1:53.278; 2. John H. Baker (Nissan);
SSB: (1 starter) 1. Lynne Griffiths (Ford)
2:01.327; **SM:** (9 starters) 1. Matt Schultz 1:57.489;
2. Jason Rawlins; 3. Ken Sutherland;
CSR: (2 starters) 1. Chuck Bona III (Stohr) 1:31.880;
2. Joseph Schilfni (Stohr); **DSR:** (7 starters) 1. Chris Farrell
(Stohr) 1:28.388; 2. Lee Alexander (Stohr); 3. Dave
Tweedie (Stohr); **S2:** (3 starters) 1. Sterling Ellsworth
(Swift) 1:42.209; 2. Laird Owens (Swift); 3. Rob Thomson
(Van Diemen); **SFR:** (15 starters) 1. Mike Miserendino
1:52.738; 2. John Black; 3. Todd Harris;
FA: (1 starter) 1. Randy Cook (Reynard) 1:33.395;
FC: (3 starters) 1. Michael Manning (Van Diemen)
1:38.210; 2. Colin Cross (Van Diemen); 3. Kim Wilcox

(unknown); **FM:** (2 starters) 1. Jeffrey Tucker 1:39.820;
FF: (5 starters) 1. R Lawrence Bangert (Swift) 1:45.570;
2. Stan Townes (Swift); 3. Timothy Wise (Swift);
FV: (5 starters) 1. Ron Wake (Mysterian) 1:53.293;
2. Terran Swanson (Caldwell); 3. Derek Harding (HC5).

SUNDAY

GT2: (1 starter) 1. Tom Wickersham (Porsche) 1:41.352;
GT3: (1 starter) no finishers; **GTL:** (1 starter) no finishers;
EP: (1 starter) 1. Aaron Downey (Mazda) 1:51.422;
HP: (3 starters) 1. Neil Verity (MG) 1:57.250; 2. Thomas
Lepper (Honda); no other finishers;
STO: (1 starter) 1. Vafa Kordestani (Maserati)
2:07.257; **STL:** (2 starters) 1. Clement Lee (Mazda)
1:56.465; 2. Grant Westmorland (Mazda); 3. Ramon
Niebla (Mazda); **TI:** (5 starters) 1. William Brinkop
(Chevrolet) 1:46.900; 2. Jim Tway (Chevrolet); 3. Kyle
Kelley (Chevrolet); **T2:** (2 starters) 1. Tom Wickersham
(Honda) 1:52.575; 2. John H. Baker (Nissan);
SSB: (1 starter) 1. Lynne Griffiths (Ford) 2:02.610;
SM: (9 starters) 1. Ken Sutherland 1:56.045; 2. Jason
Rawlins; 3. Clement Lee;
CSR: (2 starters) 1. Chuck Bona III (Stohr) 1:31.537;
2. Joseph Schilfni (Stohr); **DSR:** (7 starters) 1. Chris Farrell
(Stohr) 1:27.788; 2. Lee Alexander (Stohr); 3. Kelly Gallant
(Stohr); **S2:** (3 starters) 1. Sterling Ellsworth (Swift)
1:45.480; 2. Laird Owens (Swift); no other finishers;
SFR: (10 starters) 1. TJ Acker 1:52.693; 2. Mike
Miserendino; 3. Todd Harris;
FA: (1 starter) 1. Randy Cook (Reynard) 1:35.884;
FC: (3 starters) 1. Michael Manning (Van Diemen)
1:37.795; 2. Colin Cross (Van Diemen); no other finishers;
FM: (2 starters) 1. Jeffrey Tucker 1:39.479; 2. Edward
Lever; **FF:** (5 starters) 1. Timothy Wise (Swift) 1:46.796;
2. Sherm Johnston (Crossle); 3. R Lawrence Bangert
(Swift); **FV:** (4 starters) 1. Terran Swanson (Caldwell)
1:54.392; 2. Gavin Sweeney (Crusader); 3. Ron
Wake (Mysterian).

NEDIV NATIONAL

GLEN REGION

WATKINS GLEN / JULY 7-8, 2012

GT1: (9 starters) 1. Amy Ruman (Chevrolet) 1:52.695;
2. Zachary Monette (Ford); 3. Scott Ouale (Chevrolet);
GT2: (6 starters) 1. Jim Goughary (Nissan) 2:00.021;
2. David Seuss (Porsche); 3. Jeff Gainsborough
(Porsche); **GT3:** (1 starter) 1. Roger Welling (Nissan)
2:17.486; **GTL:** (2 starters) 1. Kyle Disque (Toyota)
2:12.736; 2. Bob Dowie (Nissan);
AS: (6 starters) 1. Michael Lavigne (Ford) 2:08.667;
2. Dennis Careri (Ford); 3. JW Brewer
(Chevrolet); **EP:** (5 starters) 1. Rick Kavitski (Mazda)
2:11.372; 2. William Smith (Mazda); 3. George Kline
(Caterham); **FP:** (3 starters) 1. Charles Campbell (Mazda)
2:13.603; 2. Walter Handly (Porsche); 3. Jeffrey Norris
(Mazda); **HP:** (2 starters) 1. Tom Broring (Triumph)
2:22.845; 2. Gib Stine (Austin Healey);
STO: (2 starters) 1. John Yarosz (Chevrolet) 2:02.198;
no other finishers; **STU:** (4 starters) 1. David Brand
(Lotus) 2:10.824; 2. Robert Nimkoff (BMW); 3. Michael
Head (Mazda); **STL:** (12 starters) 1. Bob Beede (Honda)
2:15.463; 2. Bill Fenton (Honda); 3. Greg Amy (Acura);
TI: (4 starters) 1. Joe Aquilante (Chevrolet) 2:06.611;
2. Matthew Pullano (Chevrolet); 3. Judi Warren
(Chevrolet); **T2:** (6 starters) 1. Brian Kleeman (Ford)
2:10.035; 2. Chris Outzen (Nissan); 3. Joey Wang
DeFilippis (Mitsubishi); **S2C:** (2 starters) 1. Joel Lipperini
(Honda) 2:28.711; 2. David Beccaris (Ford);
SM: (19 starters) 1. Elivan Goulart 2:19.459; 2. Nick
Leverone; 3. Alan Lendrum;
CSR: (2 starters) 1. Steve Forrer (Ralt) 1:44.509;
2. William Goldkind (Viking); **DSR:** (5 starters) 1. Greg Bell

(Stohr) 1:52.681; 2. Sherman Chao (Stohr); 3. Dennis
Hanratty (West); **SFR:** (35 starters) 1. Shawn Morrison
2:15.975; 2. Randy Youngsma; 3. Michael Hausknecht;
FA: (7 starters) 1. Jason Byers (Swift) 1:46.173;
2. Connor Burke (Swift); 3. John Burke (Swift);
FC: (1 starter) 1. Alain Matrat (Van Diemen) 2:03.440;
FM: (3 starters) 1. Bruce Crockett 1:59.495; 2. Paul
Subject; 3. Gary Phillips; **FE:** (6 starters) 1. Justin Huffman
1:58.425; 2. Joseph Sturm; 3. Joel Janco; **FB:** (1 starter)
1. Jeremy Hill (Photon) 2:20.292; **FF:** (5 starters) 1. Greg
Rice (Van Diemen) 2:05.986; 2. Daniel Pyanowski (Swift);
3. Raymond Boyer (Van Diemen); **FV:** (13 starters)
1. Jonathan Weisheit (JK Technologies) 2:16.350; 2. Gary
Blanarik (Silver Bullet); 3. Gary Kittell (Caracal);
FS: (15 starters) 1. Michael Brent (Invader) 2:03.643; 2. T J
Shaughnessy (Invader); 3. Katie Lapham (Invader).

GLDIV DOUBLE NAT'L

SOUTH BEND & DETROIT REGIONS

GINGERMAN RACEWAY / JULY 7-8, 2012

SATURDAY

GT1: (2 starters) 1. Thomas G Stanford (Chevrolet) 1:37.310;
2. Dave Ruehlow (Ford); **GT2:** (3 starters) 1. Tom Patton
(Sunbeam) 1:37.271; 2. David Finch (Porsche); no other
finishers; **GT3:** (7 starters) 1. Mike Cyphert (Toyota)
1:38.250; 2. Rob Warkocki (Mazda); 3. Joe Kristensen
(Acura); **GTL:** (1 starter) 1. Steve Sargis (Triumph) 1:45.291;
AS: (12 starters) 1. Thomas West (Chevrolet) 1:42.381;
2. Andy Modernier (Ford); 3. Edward Hosni (Ford);
EP: (12 starters) 1. John Schmitt (Honda) 1:43.017; 2. Rob
Hummel (Mazda); 3. Jason Albright (Mazda);
FP: (7 starters) 1. Kevin Ruck (Acura) 1:43.808; 2. John
Walker (Lotus); 3. Robert Keller (Volvo); **HP:** (5 starters)
1. Dayle Frame (Austin) 1:50.301; 2. Mike Origer
(Volkswagen); 3. John Stanford (Triumph);
STO: (2 starters) 1. Danny Kellermeyer (Chevrolet)
1:38.462; no other finishers; **STU:** (5 starters) 1. Rob
Huffmaster (Pontiac) 1:41.728; 2. Charles Tobel (Pontiac);

CLUB RACING

GT1-3 = GT-1, GT-2, GT-3
GTL = GT-Lite
AS = American Sedan
EP-HP = E-H Production
STO, STU, STL = Super Touring
Over, Under, Light
TI-T3 = Touring 1-3
SSB = Showroom Stock B
SSC = Showroom Stock C
SM = Spec Miata
CSR = C Sports Racing
DSR = D Sports Racing
S2 = Sports 2000
SFR = Spec Racer Ford
FA = Formula Atlantic
FC = Formula Continental
FM = Formula Mazda
FE = Formula Enterprises
FB = Formula 1000
FF = Formula Ford
FV = Formula Vee
FS = 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



D.E. BAER



KEN BROWN

David Brand drove his Lotus Elise to the STU class win at the Glen Region National.

Chuck Bona III (42) and Chris Farrell (58) each took a pair of wins at the Sonoma Raceway Double National, with Bona winning CSR and Farrell taking DSR.

3. Tim Anastopoulos (BMW); **STL:** (4 starters) 1. Ray Huffmaster (Mazda) 1:45.914; 2. Rich Walke (Mazda); 3. Barry Pybas (Mazda); **T1:** (2 starters) 1. Tom Sloe (Chevrolet) 1:38.668; 2. Norman Betts (Chevrolet); **T2:** (2 starters) 1. William Moore (Pontiac) 1:44.414; 2. Todd Napieralski (Chevrolet); **SSB:** (2 starters) 1. Dave Kutney (Pontiac) 1:50.220; 2. Ralph Porter (BMW); **SSC:** (1 starter) 1. Jonathan start (Mazda) 1:57.038; **SM:** (18 starters) 1. David Bednarz 1:50.552; 2. Chris Williams; 3. Michael Novak; **CSR:** (4 starters) 1. James French (Swift) 1:28.503; 2. John Gyann (Stohr); 3. Brian French (Ralt); **DSR:** (8 starters) 1. Lawrence Loshak (Stohr) 1:27.187; 2. Dave Knaack (Stohr); 3. Jon Staudacher (Staudacher); **S2:** (2 starters) 1. Courtney Jahn (Lola) 1:42.145; no other finishers; **SRF:** (20 starters) 1. Scott Rettich 1:46.266; 2. Jeff Beck; 3. Lauren Scarpace; **FA:** (4 starters) 1. Doug Campbell (Swift) 1:28.256;

2. Jacek Mucha (Swift); 3. Charles C. Duncan (Swift); **FC:** (8 starters) 1. Thomas Gaffney (Reynard) 1:32.126; 2. Gregory Rempel (Reynard); 3. Steve Myers (Van Diemen); **FM:** (4 starters) 1. Jason Vinkemulder 1:31.756; 2. Dale VandenBush; 3. Thomas Peet; **FE:** (6 starters) 1. Scott Rettich 1:32.034; 2. Carl Przyborowski; 3. Dean Oppermann; **FB:** (4 starters) 1. Alex Mayer (Elan) 1:31.601; 2. Nicho Vardis (RFR); 3. Mike Beauchamp (Van Diemen); **FF:** (4 starters) 1. Russell Ruedisueli (Van Diemen) 1:36.609; 2. Mark Davison (Swift); 3. Michael R Kolthoff (Swift); **FV:** (13 starters) 1. Jeff Loughhead (Vortech) 1:45.515; 2. Charles McCormick (Vortech); 3. Sean McCormick (Protoform); **F5:** (6 starters) 1. Brian Brothers (TRI) 1:39.500; 2. Jerry Weida (Scorpion); 3. Michael Vacek (Invader).

SUNDAY

GT1: (2 starters) 1. Dave Ruehlow (Ford) 1:35.129; 2. Thomas G Stanford (Chevrolet); **GT2:** (2 starters) 1. Tom Patton (Sunbeam) 1:36.008; 2. David Finch (Porsche); **GT3:** (6 starters) 1. Rob Warkocki (Mazda) 1:36.798; 2. Mike Cyphert (Toyota); 3. Joe Kristensen (Acura); **GT4:** (1 starter) 1. Steve Sargis (Triumph) 1:43.013; **AS:** (11 starters) 1. Andy Modernid (Ford) 1:41.331; 2. Thomas West (Chevrolet); 3. Edward Hosni (Ford); **EP:** (10 starters) 1. John Schmitt (Honda) 1:41.712; 2. Rob Hummel (Mazda); 3. Jason Albright (Mazda); **FP:** (7 starters) 1. Kevin Ruck (Acura) 1:43.137; 2. Joe Walker (Lotus); 3. Larry Funk (Honda); **HP:** (4 starters) 1. Mike Moser (Honda) 1:49.323; 2. Dayle Frame (Austin); 3. William Trainer (Volkswagen); **STU:** (4 starters) 1. Charles Tobel (Pontiac) 1:40.327; 2. Gino Carini (Acura); 3. Rob Huffmaster (Pontiac); **STL:** (5 starters) 1. Ray Huffmaster (Mazda) 1:45.959; 2. Rich Walke (Mazda); 3. Chris Childs (Mazda); **T1:** (2 starters) 1. Tom Sloe (Chevrolet) 1:37.893; 2. Norman Betts (Chevrolet); **T2:** (2 starters) 1. William Moore (Pontiac) 1:43.033; 2. Todd Napieralski (Chevrolet); **SSB:** (2 starters) 1. Dave Kutney (Pontiac) 1:50.854; 2. Ralph Porter (BMW); **SM:** (17 starters) 1. Voytek Burdzy 1:48.557; 2. Chris Williams; 3. David Bednarz; **CSR:** (4 starters) 1. Brian French (Ralt) 1:28.503; 2. John Gyann (Stohr); 3. Doug Schumacher (Mazda); **DSR:** (8 starters) 1. Lawrence Loshak (Stohr) 1:27.125; 2. Richard Colburn (NosTendo); 3. Jon Staudacher (Staudacher); **S2:** (2 starters) 1. Courtney Jahn (Lola) 1:38.031; 2. Tony Sleath (Carbir); **SRF:** (20 starters) 1. Scott Rettich 1:45.679; 2. Jeff Beck; 3. Jim Marinangel; **FA:** (3 starters) 1. Jacek Mucha (Swift) 1:27.440;

2. Charles C. Duncan (Swift); 3. Doug Campbell (Swift); **FC:** (7 starters) 1. Gregory Rempel (Reynard) 1:32.524; 2. Thomas Gaffney (Reynard); 3. Tim Walsh (Van Diemen); **FM:** (5 starters) 1. Jason Vinkemulder 1:32.480; 2. Dale VandenBush; 3. Steve Johncock; **FE:** (6 starters) 1. Dean Oppermann 1:32.377; 2. Scott Rettich; 3. Keith Carter; **FB:** (3 starters) 1. Alex Mayer (Elan) 1:30.105; 2. Nicho Vardis (RFR); 3. Mike Beauchamp (Van Diemen); **FF:** (4 starters) 1. Russell Ruedisueli (Van Diemen) 1:37.077; 2. Mark Davison (Swift); 3. Michael R Kolthoff (Swift); **FV:** (11 starters) 1. Jeff Loughhead (Vortech) 1:45.255; 2. Chris Jennerjahn (Vortech); 3. Andrew Abbott (Vector); **F5:** (5 starters) 1. James Weida (Scorpion) 1:35.772; 2. Michael Vacek (Invader); 3. Jerry Weida (Scorpion).

NPDIV DOUBLE NAT'L

OREGON REGION
PORTLAND INT'L RACEWAY / JULY 14-15, 2012

SATURDAY

GT1: (1 starter) 1. Jason Florito (Ford) 1:23.089; **GT2:** (2 starters) 1. Steven Streimer (Porsche) 1:19.972; 2. Tom Wickersham (Porsche); **GT3:** (4 starters) 1. Gary Bockman (Mazda) 1:21.259; 2. Collin Jackson (Nissan); 3. Dave Humphrey (Nissan); **GT4:** (3 starters) 1. Jim Hargrove (Honda) 1:28.051; 2. Lans Stout (Nissan); no other finishers;

AS: (2 starters) 1. John Rissberger (Chevrolet)

1:32.880; 2. Dylan Olsen (Ford); **EP:** (2 starters)

1. Stephen Epperly (Datsun) 1:25.646; 2. Kenneth W Shreve (Mazda);

STO: (4 starters) 1. Pratt Cole (Ford) 1:26.306;

2. Lance Stewart (Ford); 3. Scotty White (Ford);

T2: (3 starters) 1. John H. Baker (Nissan) 1:28.506; 2. Tom Wickersham (Honda); 3. Spencer Gorham (Nissan);

T3: (2 starters) 1. Scotty White (Ford) 1:32.559; no other finishers; **SSB:** (1 starter) 1. Lynne Griffiths (Ford) 1:34.333;

SSC: (2 starters) 1. Leo Matthews (Honda) 1:40.326;

2. Derrick Ambrose (Mazda); **SM:** (13 starters) 1. Thomas Micich 1:31.889; 2. Ken Sutherland; 3. Matt Schultz;

DSR: (3 starters) 1. Miles Jackson (Stohr) 1:15.071;

2. Kevin Roggenbuck (West); 3. Thomas Hamilton

(Aerospeed); **S2:** (1 starter) no finishers;

SRF: (16 starters) 1. Todd Harris 1:28.945; 2. Steve Fogg;

3. John Black;

FA: (6 starters) 1. Kyle Kaiser (Mazda) 1:12.145;

2. Andrew Brown (Mazda); 3. Frank McCormick (Mazda);

FC: (1 starter) 1. Russ Werner (Van Diemen) 1:17.895;

FM: (2 starters) 1. Mel Kemper 1:16.997; 2. TJ Fischer;

FB: (1 starter) 1. Larry Vollum (Stohr) 1:2.507;

FF: (4 starters) 1. Stan Towers (Swift) 1:22.672; 2. R

Lawrence Bangert (Swift); 3. Arnie Loyning (Lola);

FV: (6 starters) 1. Dennis Andrade (Vortech) 1:30.908;

2. Quinn Posner (Protoform); 3. Robert Posner (Protoform);

F5: (1 starter) 1. Lance Spliering (KBS) 1:23.293.

SUNDAY

See Super Tour coverage on pg.52

MIDIV MAJORS INVIT'L

KANSAS &
KANSAS CITY REGIONS
HEARTLAND PARK TOPEKA / JULY 14-15, 2012

SATURDAY

EP: (10 starters) 1. Jesse Prather (Mazda) 1:48.802;

2. Rick Kosdrosky (Caterham); 3. Brian Haupt (Mazda);

FP: (5 starters) 1. Eric Prill (Mazda) 1:49.601; 2. Kyle Baker

(Mazda); 3. Frank Fisher (Mazda); **HP:** (4 starters) 1. Bob

Eichelberger (Austin Healey) 1:58.817; 2. Jack Schulz

(MG); 3. Rob Horrell (Austin Healey);

STU: (1 starter) 1. Tom Kraft (Mazda) 1:54.711;

SM: (3 starters) 1. Matt Reynolds 1:55.391; 2. Bruce

Bettinger; 3. Jim Wheeler;

SRF: (8 starters) 1. Scott Goolsbey 1:52.418; 2. Brian

Schafer; 3. Jim Cote Jr;

FM: (3 starters) 1. Russell Lindemann 1:39.636;

2. Gary Phillips; 3. David Vanhooser; **FF**: (1 starter) no finishers; **FV**: (8 starters) 1. Bill Johnson (Vortech) 1:52.669; 2. Lisa Noble (Vortech); 3. Charles Hearn (Vortech); **F5**: (7 starters) 1. Charles McAbee Jr. (AJ's) 1:41.977; 2. Timothy Friest (KBS); 3. David Vincent (KBS).

SUNDAY

EP: (8 starters) 1. Jesse Prather (Mazda) 1:47.395; 2. Rick Kosdrosky (Caterham); 3. Brian Haupt (Mazda); **FP**: (5 starters) 1. Eric Prill (Mazda) 1:48.369; 2. Rick Harris (Mazda); 3. Mark Weber (Mazda); **HP**: (4 starters) 1. Jack Schulz (MG) 1:59.867; 2. Rob Horrell (Austin Healey); 3. Ralf Lindow (Volkswagen);

STU: (1 starter) 1. Tom Kraft (Mazda) 1:49.351;

SM: (3 starters) 1. Matt Reynolds 1:57.526; 2. Jim Wheeler; 3. Bruce Bettinger;

SRF: (8 starters) 1. Scott Goolsbey 1:52.224;

2. Grayson Strathman; 3. Brian Schafer;

FM: (3 starters) 1. Russell Lindemann 1:40.778;

2. David Vanhooser; 3. Gary Phillips; **FF**: (1 starter)

1. Frank Chambers (Swift); **FV**: (5 starters) 1. Lisa Noble

(Vortech) 1:52.134; 2. Bill Johnson (Vortech); 3. Neil Cox

(Protoform); **F5**: (6 starters) 1. Charles McAbee Jr. (AJ's)

1:40.240; 2. Timothy Friest (KBS); 3. David Vincent (KBS).

CENDIV NATIONAL

MILWAUKEE REGION
ROAD AMERICA / JULY 22, 2012

GT1: (12 starters) 1. Simon Gregg (Chevrolet) 2:09.218;

2. Cliff Ebben (Ford); 3. Ryan McManus (Ford);

GT2: (6 starters) 1. Mark Boden (Porsche) 2:19.549;

2. Mark Jurozyk (Porsche); 3. Jeff Dernehl (Mazda);

GT3: (2 starters) 1. Rob Warkocki (Mazda) 2:29.332;

2. Roger Boguse (Mazda); **GTL**: (2 starters) 1. Steve

Sargis (Triumph) 2:37.417; no other finishers;

AS: (8 starters) 1. Andy McDermid (Ford) 2:31.038;

2. David Venhaus (Ford); 3. Edward Hosni (Ford);

EP: (11 starters) 1. Jon Brakke (Mazda) 2:29.980;

2. Michael Sturm (Honda); 3. James Simaras (Mazda);

FP: (7 starters) 1. Ken Kannard (Mazda) 2:36.950;

2. David Strittmatter (Lancia); 3. Roy E Carrera (Honda);

HP: (6 starters) 1. Greg Gauper (Honda) 2:46.570; 2. Tom

Hannagan (Datsun); 3. Todd Buehrer (Datsun);

STO: (4 starters) 1. Mark Pauly (BMW) 2:25.810;

2. Gary Kachadurian (BMW); 3. Robert Schmidt (BMW);

STU: (5 starters) 1. Joel Weinberger (Audi) 2:29.085;

2. Rob Huffmaster (Pontiac); 3. Gino Carini (Acura);

STL: (6 starters) 1. Ray Huffmaster (Mazda) 2:40.448;

2. Bruce Andersen (Mazda); 3. Mike Smith (Honda);

TI: (1 starter) 1. Michael Waszak (Chevrolet) 2:34.770;

T2: (12 starters) 1. Steve Jenkins (Porsche) 2:31.273;

2. John Kachadurian (BMW); 3. Alan Kossof (BMW);

T3: (1 starter) 1. Cheyne Daggett (Ford) 2:44.359;

SSC: (3 starters) 1. Tom Daly (Volkswagen) 2:53.143;

2. Jim Ebben (Ford); 3. Steve Hendricks (Volkswagen);

SM: (17 starters) 1. Andrew Carbonell 2:47.251; 2. Tom

Sager; 3. Bruce Andersen II;

CSR: (8 starters) 1. James French (Swift) 2:03.453;

2. Jean-Luc Liverato (Swift); 3. Steve Forrer (Ralt);

DSR: (5 starters) 1. Lawrence Loshak (Stohr) 2:06.163;

2. Tom Bootz (Stohr); 3. William Goldkind (Swift);

S2: (6 starters) 1. Corey Fergus (Carbir) 2:18.746; 2. M

Bart Wolf (Carbir); 3. David Doran (Doran);

SRF: (18 starters) 1. Jeff Beck 2:42.864; 2. Jim

Marinangel; 3. Rick Bartuska;

FA: (6 starters) 1. Jason Byers (Swift) 2:05.242;

2. Michael Mallinen (Swift); 3. Jeff Kowalik

(Swift); **FC**: (12 starters) 1. Gerald D Szykulski (Van

Diemen) 2:13.366; 2. J. R. Smart (Van Diemen); 3. Peter

Lesueur (Van Diemen); **FM**: (2 starters) 1. Jason

Vinkemulder 2:18.463; 2. Dale VandenBush;

FE: (6 starters) 1. Dean Oppermann 2:18.085; 2. Denny

Marklein; 3. Steve Grundahl; **FB**: (5 starters) 1. Alex

Mayer (Elan) 2:15.901; 2. Daniel Robinson (Van Diemen);

3. Richard Robinson (Essex); **FF**: (8 starters) 1. Tim Kautz

(Piper) 2:23.359; 2. Reid Hazelton (Van Diemen); 3. Marc

Blanc (Swift); **FV**: (4 starters) 1. Ron Whitston

(Protoform) 2:46.230; 2. Jim Dziewior (Citation);

3. Andrew Whitston (Protoform); **F5**: (9 starters)



Andy McDermid (24) and Thomas West (58) had a great battle at the Gingerman Raceway Double National, with each of them taking a win during the weekend.

John Schmitt made it look easy, winning EP both days in his Honda at the GLDiv Double National.

1. Michael Mueller (Red Devil) 2:25.163; 2. William B Cobb (CNB); 3. Steven A Jondal (Red Devil).

SOLO NAT'L TOUR

ROUND 6
DEVENS, MA / JUNE 16-17, 2012

SS: 1. Grant Reeve (Corvette) 120.707; 2. Pat Salerno (Lotus); 3. Sam Strano (Chevrolet); **SSL**: 1. Stephanie Zadrozny (Chevrolet) 127.854; 2. Shelly Monfort (Chevrolet); 3. Holly Schwedler (Chevrolet); **AS**: 1. Paul Kozlak (Chevrolet) 125.901; 2. Matt Murray (BMW); 3. Lynne Rothney-Kozlak (Chevrolet); **BS**: 1. Nick Barbato (Honda) 124.019; 2. Justin Lau (Honda); 3. Kenny Sorensen (Porsche); **CS**: 1. Bud Collins (Pontiac) 125.578; 2. Chris Carmenini (Mazda); 3. Keith Scala (Mazda); **DS**: 1. Todd Kean (Infiniti) 128.481; 2. Nicolas Deluy (Mini); 3. Andrew Barrette (Subaru); **ES**: 1. Eric Chiang (Mazda)

125.858; 2. Joseph Barbato (Mazda); 3. Grant Winston (Mazda); **GS**: 1. Andy Thomas (Mazda) 135.180; 2. Mike Wilson (Honda); 3. Mark Valera (Chevrolet); **HS**: 1. Joseph Austin (Mini) 135.832;

STF: 1. Shaun Hallam (Scion) 140.743; 2. Chris Shenefield (Honda); **STFL**: 1. Joanne Ago (Honda) 163.398; **STC**: 1. Adam Koback (Honda) 130.269; 2. Dale Kunze (Honda); 3. Change Ho Kim (Honda); **STS**: 1. Ben Wagstaff (Mazda) 127.327; 2. William Brundige (Mazda); 3. Matt Poynter (Mazda); **STSL**: 1. Christine Murdocco (Mazda) 148.003; **STX**: 1. Jeff Anderson (Mazda) 128.784; 2. Eric Simmons (Mazda); 3. Jeff Hurst (Mazda);

STR: 1. Jon Caserta (Honda) 128.261; 2. James Dunham (Mazda); 3. Austin Golaniewicz (Honda); **STU**: 1. Jay Shin (BMW) 135.262; **SM**: 1. David White (Nissan) 120.698; 2. PJ Corrales (Nissan); 3. Michael Fineberg (Mitsubishi); **SMF**: 1. Aaron Telage (Mini) 147.628;

SSM: 1. Jake Namer (Mazda) 120.869; 2. Brian Kuehl



DENNIS WOOD PHOTOS



(Honda); 3. Jenna Corrales (Nissan);

ASP: 1. Joshua Noble (Subaru) 126.473; 2. Matthew Mickle (Subaru); 3. Dan Cernese (Mazda); **BSP:** 1. Hank Wallace (BMW) 124.555; 2. John Rappa (Mazda); 3. Marc Monnar (Mazda); **BSPL:** 1. Lana Tsurikova (BMW) no time; **CSP:** 1. Charles Koulik (Mazda) 120.916; 2. Bob Davis (Mazda); 3. Billy Davis (Mazda); **CSPL:** 1. Dawn Ammirata (Mazda) 128.789; 2. Tina Reeves (Mazda); 3. Linda Duncan (Mazda); **DSP:** 1. Alex Shchipkov (BMW) 122.825; 2. Nathan Whipple (BMW); 3. Chris Dressler (BMW); **ESP:** 1. Samuel Krauss (Eagle) 125.263; 2. Charles Moss (Eagle); **FSP:** 1. Neil Schelly (Subaru) 133.600; 2. Greg Cullen (Saturn); 3. Shawn Gayton (Mazda); **CP:** 1. Mark Daddio (Ford) 125.854; 2. Russell Burckhard (Ford); 3. Don Slevin (Ford); **EP:** 1. Allen Kugler (Honda) 122.969; 2. Brian Levesque (Honda); 3. Daryl Beck (Volkswagen); **FP:** 1. Robert Lang (Triumph) 128.758; **GP:** 1. Denise Kugler (Honda) 125.162; 2. David Dill (Triumph);

AM: 1. William Goodale (Dragon) 108.714; 2. Stacey Strout (Dragon); **BM:** 1. Will Schambach (Cheetah) 109.732; 2. Jim Garry (Cheetah); 3. Mark Seelbinder (Downs); **CM:** 1. Joshua Parker (Reynard) 116.993; 2. Ken Hurd (Reynard); 3. Eckelman Stephan (unknown); **DM:** 1. Mark Van De Carr (Triumph) 130.067; 2. Daniel Boudria (Triumph); **FM:** 1. Ron Fish (KBS) 119.317; 2. Paul Shaver (KBS); 3. James Fisher (Invader); **FML:** 1. Julie Shaver (KBS) 129.316; **KM:** 1. James Newman (CRG) 113.806; 2. Gregory Vincent (MBA); 3. Timothy Vincent (MBA); **FJA:** 1. Kevin Vincent (Birel) 132.488; 2. Evan Woodsom (GP); 3. Adam Woodsom (GP); **FJB:** 1. Kimsoo Gopnik (CRG) 162.105;

RTF: 1. Marshall Cone (Mini) 112.267; 2. Paul Zahornasky (Mazda); 3. Thomas Soja (Mini); **RFTL:** 1. Jojo Corrales (Mini) 122.379; **RTR:** 1. Henry Hoeh (Porsche) 110.403; 2. Rich Wayne (Porsche); 3. George Modlin (Pontiac).

SOLO NAT'L TOUR

ROUND 7

PACKWOOD, WASH / JUNE 29-JULY 1, 2012

SS: 1. Matthew Braun (Lotus) 99.313; 2. Steve Barnes (Chevrolet); 3. Dennis Healy (Lotus); **AS:** 1. Mark Snell (BMW) 102.785; 2. Jill Snell (BMW); **BS:** 1. Ambrose Fung (Honda) 100.641; 2. John Yeung (Honda); 3. Reijo Silvennoinen (Honda); **BSL:** 1. Michelle Burton (Honda) 112.319; 2. Jo Peterson (Honda); **CS:** 1. Kevin Schultz (Mazda) 101.085; 2. Ryan Johnson (Mazda); 3. Brian Pimm (Pontiac); **DS:** 1. Dieter Beldi (Chevrolet) 105.807; 2. TJ McGeary (Chevrolet); 3. Ralph Elder (Acura); **ES:** 1. Jerry Jenkins (Mazda) 101.981; 2. Cam Withell (Toyota); 3. Oliver Taylor (Mazda); **ESL:** 1. Kyra Jenkins (Mazda) 106.490; 2. Jenna Tronti (Mazda);



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FS: 1. Michael Martens (Ford) 105.707; 2. Tim Weidemann (Cadillac); 3. Mileen Martens (Ford); **GS:** 1. Steve Wynne (Dodge) 105.776; **HS:** 1. Robert Lu (Mini) 106.014; 2. Arnold Yee (Mini); 3. Bill Zerr (Ford);

STF: 1. Andy Hollis (Mazda) 106.286; 2. Ann Hollis (Mazda); 3. Jeffrey McVey (Mazda); **STC:** 1. Jim Harnish (Honda) 103.994; 2. Shane Jensen (Honda); 3. Jovan Vuksic (Honda); **STS:** 1. Kraig Klippel (Mazda) 102.124; 2. Eric Stoltz (Mazda); 3. Richard Basford (Mazda); **STSL:** 1. Kat Chong (Mazda) 115.587; **STX:** 1. Michael Carpenter (Subaru) 103.794; 2. Jason Morrow (Subaru); 3. George Hudetz (Mazda); **STR:** 1. Michael Lillejord (Honda) 100.688; 2. Kevin Dietz (Honda); 3. Adam Ruff (Mazda); **STR1:** 1. Terri Mayo (Honda) 103.761; **STU:** 1. Geoff Clark (Mitsubishi) 101.319; 2. Brent Vitolins (Mitsubishi); 3. Doug Mikko (Mitsubishi); **STUL:** 1. A. Tasha Mikko (Mitsubishi) 105.033; 2. Michelle Miller (Mitsubishi); **SM:** 1. Eric Hyman (Nissan) 97.884; 2. Michael Vesecky (Nissan); 3. Don Nimi (Nissan); **SML:** 1. Laurie Hyman (Nissan) 100.606; 2. Miltzi Vesecky (Nissan); 3. Alison Deibel (Nissan); **SMF:** 1. Tom Kotzian (Mini) 99.260; 2. Allan Zacharda (Mini); 3. Gilbert Calkins (Dodge); **SSM:** 1. David de Regt (Mazda) 95.826; 2. Bob Bundy (Mazda); 3. Duke Langley (Chevrolet); **SSML:** 1. Orieta Zelazo (Chevrolet) 105.108;

BSP: 1. Trevor McDermott (BMW) 100.135; 2. Matt Lowell (Porsche); 3. Jared Floyd (BMW); **CSP:** 1. Scott Fraser (Mazda) 96.110; 2. Jim McLaughlan (Mazda); 3. Brian Hemming (Mazda); **CSPL:** 1. Jodi Fordahl (Mazda) 97.280; 2. Anna Goeke (Mazda); **ESP:** 1. Stacey Molleker (Ford) 100.892; 2. Kit Gauthier (Ford); 3. Laura Molleker (Ford); **ESPL:** 1. Jessica Gauthier (Ford) 106.103; **FSP:** 1. Norman Hayton (Ford) 102.138; 2. Quinn Campbell (Volkswagen); 3. Ken AuYeung (Ford); **FSPL:** 1. Elisha White (Volkswagen) 116.947;

XP: 1. Britain Smith (Porsche) 97.628; 2. Josh McCall (Mazda); 3. Zack Morgan (Mazda); **CP:** 1. Frank Stagnaro (Ford) 99.295; 2. Jesus Villarreal (Chevrolet); 3. Jason Braunberger (Chevrolet); **DP:** 1. Jim Daniels (Mazda) 95.240; Ron Bauer (Mazda); 3. Keith Brown (Mazda); **DPL:** 1. Tami Daniels (Mazda) 98.860; 2. Amy Coleman (Mazda); 3. Paula Baker (Mazda); **EP:** 1. Dan Kuehn (Mazda) 101.799; 2. George Wilder (Mazda); 3. Darrin Linders (Honda);

AM: 1. Gary Milligan (Tui) 92.139; 2. John Haftner

(Volkswagen); **CM:** 1. Michael Marich (Swift) 93.810; 2. Richard Arienzele (Swift); 3. Joe Goeke (Crossle); **CML:** 1. Carol Wong (Swift) 94.723; 2. Avril Morrison (Swift); 3. Rebecca Zacharda (Crossle); **DM:** 1. Ron Babb (Lotus) 97.386; 2. Alan Rae (Caterham); 3. Karen Babb (Lotus); **EM:** 1. Ryan Allen (Subaru) 105.757; 2. Don Cisney (Chevrolet); **FM:** 1. Glen Barnhouse (Lucifer) 92.082; 2. Bruce Schlaebitz (Red Devil); 3. Angela Previte (Lucifer); **KM:** 1. Jon Clements (CRG) 91.240; 2. Darrell McVey (Paul Tracy);

RTR: 1. Stephen Hui (Scion) 88.304; 2. Des Toups (Scion); 3. Michael Walker (Lotus);

RTRL: 1. Gretchen Everett (Porsche) 91.404;

Index Class 1: 1. Mark McCooney (Dodge) 96.082; 2. Bret Swigard (Chevrolet); 3. Chuck White (Chevrolet);

Index Class 2: 1. Jonathan Clements (Volkswagen) 44.922; 2. Ryan Rosell (Volkswagen).

SOLO NAT'L TOUR

ROUND 8
FOUNTAIN, COLO / JULY 14-15, 2012

SS: 1. Chris Carreras (Chevrolet) 116.693; **AS:** 1. Paul Brown (Chevrolet) 117.711; **ASL:** 1. Meredith Brown (Chevrolet) 117.611; **BS:** 1. Bob Klingler (Honda) 118.453; 2. Devin Ramsey (Honda); 3. Dan Heydlauff (Honda); **CS:** 1. Mark Mauro (Mazda) 120.242; 2. Andy George (Mazda); **DS:** 1. Mark Smith (Audi) 117.864; 2. Andy Hecox (BMW); 3. Greg Paine (Mazda); **DSL:** 1. Connie Smith (Audi) 122.402; **ES:** 1. Thomas Johnston (Toyota) 125.789; 2. Mike DiGiuseppi (Mazda); 3. Denise Cushing (Toyota); **FS:** 1. Kevin Youngers (Ford) 121.263;

HS: 1. Joseph Austin (Mini) 125.263; 2. Linda Duncan (Mini); 3. Gardner Nichols (Volkswagen);

STF: 1. Andy Hollis (Mazda) 124.751; 2. Brandon Clayton (Ford); 3. Ann Hollis (Mazda); **STC:** 1. Jim Harnish (Honda) 118.727; 2. Jay Yost (Honda); 3. Stephen Murphy (Honda); **STCL:** 1. Alicia Feder (Dodge) 132.451; 2. Lori Gill (Honda); **STS:** 1. Corky Newcombe (Mazda) 127.214;

STX: 1. Tyler Gronowski (Subaru) 119.653; 2. Bryce Kliever (BMW); 3. George Curtis (BMW); **STXL:** 1. Kim Kliever (BMW) 123.435; **STR:** 1. Mike McShane (Mazda) 116.655; 2. Mark Melchior (Honda); 3. Robert Thorne (Honda); **STR1:** 1. Amanda Hahn (Honda) 123.427; 2. Allison Melchior (Honda); **STU:** 1. Sean Grubb



DENNIS WOOD

(Mitsubishi) 118.228; 2. Kevin Murphy (Mitsubishi); 3. Ryan Schossow (Mitsubishi); **SM:** 1. Christopher Mayfield (BMW) 113.931; 2. Hsun Chen (BMW); 3. Mike Forsythe (Honda); **SSM:** 1. Michael Feldpusch (Chevrolet) 112.115; 2. Chris Swearingen (Mazda); 3. Jessica Feldpusch (Chevrolet);

SSP: 1. Ryan Johnson (Lotus) 110.664; 2. Mark Wortham (Chevrolet); 3. Chris Gladu (Lotus);

ASPL: 1. Kelly Gladu (Subaru) 133.639; **BSP:** 1. Mark Baer (BMW) 112.480; 2. Shane Kuroski (BMW); 3. Brett Kuroski (BMW); **DSP:** 1. David Jobusch (BMW) 113.687; 2. Lee Michael (BMW); 3. Tom Pora (BMW); **ESP:** 1. James Darden (Chevrolet) 115.735; 2. Jonathan Newcombe (Chevrolet); 3. Steven King (Subaru); **FSP:** 1. Kevin Wenzel (BMW) 114.948; 2. Van Townsend (BMW); 3. Jamie Leben (Volkswagen); **FSPL:** 1. Jamie Yost (BMW) 122.604;

XP: 1. Mark Mauro Jr. (Mazda) 111.767; 2. Bob Ely (Ford); 3. Rick Wlaford (Chevrolet);

Jeff Beck came out on top of the 18 car SRF class at the July Road America National.

Dry tires on the wet Portland track was the right choice for Dennis Andrade (87), as he went on to win the FV race.

KEN DWINELL





BM: 1. Paul Leonard (Radical) 103.137; 2. Evan Leonard (Radical);
 3. Brian Ball (LeGrande); **CM:** 1. Barry Ott (Van Diemen) 105.328;
DM: 1. Peter Raymond (Lotus) 104.383; **EM:** 1. Bob Tunnell (BMW)
 107.99; 2. Patty Tunnell (BMW); **FM:** 1. Jerry Gallegos (Red Devil)
 117.575; **KM:** 1. Shawn Hill (Mike Wison) 102.604; 2. Jordan Hill (Mike
 Wison); 3. Nate Pierce (MBA); **FJA:** 1. Willy Taylor (Maranello)
 123.129; 2. Petra Mannix (Margay); 3. Dana Gill (Haase Blitz);
FJB: 1. Jonathan Yost (Invader); **FSAE:** 1. Ryan Neff (CSU) 105.516;
 2. Tyler Neff (FSAE); 3. Tyler Faucett (CSU);
RTF: 1. Michael Hill (Mini) 101.274; 2. Joe Lavelle (Volkswagen);
RTR: 1. Tad Kaminski (Nissan) 100.699; 2. Salil Shukla (Nissan);
RTA: 1. Tom Reynolds (Subaru) 99.664;
 2. Jeffrey Hugo (Audi); 3. Mike Michaelson (Audi).

SCCA PROSOLO C'SHIP

ROUND 6
 PACKWOOD, WASH / JULY 7-8, 2012

SS: 1. Matthew Braun (Lotus) 55.861; 2. Sam Strano (Chevrolet);
 3. Scott McHugh (Chevrolet); **BS:** 1. Alan Dahl (Pontiac) 58.457;
 2. John Yeung (Honda); 3. Dean Chen (Honda); **DS:** 1. Jack Yeung
 (Acura) 61.053; 2. Dieter Beldi (Chevrolet); 3. Ralph Elder (Acura);
HS: 1. Joseph Austin (Mini) 63.072; 2. Barbara LeRoy-Boehme
 (Mini); 3. Bill Zerr (Ford);

STC: 1. Jim Harnish (Honda) 60.272; 2. Shane Jensen (Honda);
 3. Jovan Vuksic (Honda); **STS:** 1. Glen Hernandez (Mazda) 59.888;
 2. Kraig Klippel (Mazda); 3. Don Nimi (Honda); **STU:** 1. Geoff Clark
 (Mitsubishi) 56.905; 2. Doug Mikko (Mitsubishi); 3. Brent Vitrolins
 (Mitsubishi); **STR:** 1. Ryan Otis (Mazda) 58.349; 2. Kevin Dietz
 (Honda); 3. Michael Lillejord (Mazda); **SMF:** 1. Tom Kotzian (Mini)
 59.320; 2. Allan Zacharda (Mini); 3. Charles Aggenbach (Ford);
SSM: 1. David de Regt (Mazda) 56.040; 2. Duke Langley
 (Chevrolet); 3. Lynn Proctor (Dodge);

ESP: 1. Karen Kraus (Subaru) 57.559; 2. Kit Gauthier (Ford);
 3. Stacey Molleker (Ford);

Race Tire Index 1: 1. Jeff Kiesel (KFR) 48.117; 2. Richard
 Arienza (Swift); 3. Michael Marich (Swift);

Race Tire Index 2: 1. Jim Daniels (Mazda) 48.673; 2. Keith Brown
 (Mazda); 3. Ron Bauer (Mazda); **FJA:** 1. Kevin Jung (Birel) 60.486;
FJB: 1. Zak Kiesel (Nelson) 62.626; 2. Kaila Kiesel (Nelson);

Ladies Class 1: 1. Christine Grice (Mitsubishi) 48.149; 2. Avril
 Morrison (Swift); 3. Laurie Hyman (Chevrolet);

Ladies Class 3: 1. Meredith Brown (Chevrolet) 49.279; 2. Laura
 Molleker (Ford); 3. Shelly Monfort (Mazda);

Bump Class 1: 1. Marshall Grice (Mitsubishi) 46.660; 2. Tom
 Berry (Mitsubishi); 3. Scott Fraser (Mazda); **Bump Class 2:** 1. Andy
 Hollis (Mazda) 48.788; 2. Paul Brown (Chevrolet); 3. Ryan Johnson
 (Mazda); **Road Tire Index:** 1. Stephen Hui (Subaru) 50.264;
 2. Charly Spyksma (Subaru); 3. Dennis Healey (Lotus);

Gumout Super Challenge: 1. Stephen Hui; 2. Jack Yeung;
 3. Tom Kotzian; **Ladies Challenge:** 1. Meredith Brown; 2. Avril
 Morrison; 3. Laura Molleker; **Bonus Challenge:** Doug Mikko.

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GT1	EP	STU	SSC	FB
CHEVROLET 22	MAZDA 27	MAZDA 18	ACURA 9	STOHR 8
FORD 10	BMW 7	BMW 11	MAZDA 7	RFR 5
OLDSMOBILE 4	DATSUN 5	PONTIAC 5	HONDA 5	CITATION 4
SHELBY 4	HONDA 4	LOTUS 3	TOYOTA 5	ELAN 3
JAGUAR 2	CATERHAM 3	VOLKSWAGEN 2	VOLKSWAGEN 4	PHOTON 2
DODGE 1	VOLVO 2	AUDI 2	CHEVROLET 3	SPEADS 2
PONTIAC 1	PORSCHE 1	HONDA 1	DODGE 2	VAN DIEMEN 2
QVALE 1	FP	STL	CSR	FF
	MAZDA 25	MAZDA 38	SWIFT 16	SWIFT 22
GT2	MG 5	HONDA 2	STOHR 13	VAN DIEMEN 16
PORSCHE 30	ACURA 3	T1	RALT 2	PIPER 4
SUNBEAM 7	LOTUS 2	CHEVROLET 33	WYNNFURST 2	SAUCE 2
BMW 3	NISSAN 2	DODGE 1	BEASLEY 1	CHEVRON 1
NISSAN 3	DATSUN 1	T2	MAZDA 1	FV
ROVER 3	HONDA 1	BMW 14	NORMA 1	VORTECH 22
TOYOTA 2	LANCIA 1	NISSAN 7	SCCA 1	MYSTERIAN 7
	PORSCHE 1	MITSUBISHI 6	VAN DIEMEN 1	PROTOFORM 3
GT3	VOLKSWAGEN 1	HONDA 4	VIKING 1	RACER'S WEDGE 3
MAZDA 26	HP	FORD 3	DSR	SPEED SPORT 3
TOYOTA 9	HONDA 12	PONTIAC 3	STOHR 28	AGITATOR 1
NISSAN 4	MG 9	PORSCHE 3	WEST 6	ANDURIL 1
FORD 2	AUSTON HEALEY 5	CHEVROLET 2	SPEADS 3	BRD 1
ACURA 1	TOYOTA 5	T3	CRITTER 2	CALDWELL 1
	VOLKSWAGEN 4	HONDA 7	S2000	CARACAL 1
GTL	DATSUN 3	FORD 5	LOLA 16	CRUSADER 1
NISSAN 11	FIAT 3	NISSAN 4	CARBIR 8	GLAMDRING 1
MAZDA 6	TRIUMPH 3	VOLKSWAGEN 4	SWIFT 3	JK TECHNOLOGIES 1
TRIUMPH 5	STO	BMW 2	VAN DIEMEN 2	F500
HONDA 4	DODGE 13	SSB	FA	SCORPION 8
TOYOTA 3	CHEVROLET 12	FORD 11	SWIFT 21	AJ'S 5
VOLKSWAGEN 1	BMW 3	BMW 10	STAR-MAZDA 12	KBS 5
AS	FORD 3	HONDA 6	REYNARD 6	NOVAKAR 5
FORD 22	ASTON MARTIN 2	MAZDA 5	FC	INVADER 4
PONTIAC 11	HONDA 1	PONTIAC 5	VAN DIEMEN 33	RED DEVIL 4
CHEVROLET 9	MASERATI 1	CHEVROLET 1	REYNARD 2	RAPTOR 2
	PORSCHE 1			TRI 2
				ROCKTECH 1

SCCA PROSOLO C'SHIP

ROUND 7
FARMINGTON, NM / JULY 22-23, 2012

SS: 1. Gary Thomason (Porsche) 61.063; 2. Matt Lucas (Chevrolet); 3. Mark Gadway (Chevrolet);
HS: 1. Barbara LeRoy-Boehme (Mini) 67.43; 2. James Arnold (Volkswagen); 3. Joseph Austin (Mini);
STC: 1. Kinch Reindl (Honda) 64.389;
 2. Sebastian Rios (Honda); 3. Will Kalman (Honda);
STS: 1. David Whitener (Honda) 66.089; 2. Andrew Hahn (Honda); 3. Steve Nelson (Mazda);
STX: 1. Michael Carpenter (Subaru) 63.794; 2. Mark Sipe (Mazda); 3. George Curtis (BMW); **STR:** 1. Ken Motonishi (Mazda) 62.655; 2. Robert Thorne (Honda); 3. Max Hayter (Mazda);
ESP: 1. Jonathan Newcombe (Chevrolet) 62.717; 2. James Darden (Chevrolet); 3. Drew Little (Subaru);
FSP: 1. Kevin Wenzel (BMW) 64.434; 2. Ed Cushing (Toyota); 3. Jamie Yost (BMW);
Race Tire Index 2: 1. Fred Zust (Lotus) 50.636; 2. Brianne Corn (LrGrand); 3. Mark Mauro Jr (Mazda); **FJA:** 1. Kency Christopher (RenSpeed) 66.266; 2. Willy Taylor (Maranello); 3. Kristina Clark (Arrow); **FJB:** 1. Johan Yost (Nelson) 73.179; 2. Robert Ekstrand (Tony Kart);
Ladies Class 1: 1. Rachel Saunders (LeGrand) 51.740; 2. Su Brude (Porsche); 3. Beth McClure-Strelneiks (Mazda); **Ladies Class 2:** 1. Meredith Brown (Chevrolet) 54.069; 2. Connie Smith (Audi); 3. Jodi Fordahl (Chevrolet); **Ladies Class 3:** 1. Nicole Nagler (Honda) 53.281; 2. Kim Whitener (Honda); 3. Leslie Cohen (Honda);
Bump Class 1: 1. Paul Russell (Honda) 51.322; 2. Jason Ugeda (Honda); 3. Erik Strelleks (Mazda);
Bump Class 2: 1. Brian Peters (Ford) 52.068; 2. Mark Smith (Audi); 3. Paul Brown (Chevrolet);
Road Tire Index: 1. James Wilson (Subaru) 53.124; 2. Tom Reynolds (Subaru); 3. Morgan Trotter (Dodge);
Gumout Super Challenge: 1. Paul Brown; 2. Brian



(MAIN) David Jobusch drove his BMW to the DSP win at the Fountain, Colo., Solo National Tour. (OPPOSITE) At Round 8 of the Solo National Tour, Tad Kaminski won the RTR class in his Nissan.

Peters; 3. David Whitener; **Ladies Challenge:** 1. Meredith Brown; 2. Rachel Saunders; 3. Kim Whitener; **Bonus Challenge:** Nick Bjoin.

SCCA PROSOLO C'SHIP

ROUND 8
TOLEDO, OHIO / JULY 27-29, 2012

SS: 1. Jason Burns (Chevrolet) 55.895; 2. Matthew Braun (Chevrolet); 3. Sam Strano (Chevrolet); **AS:** 1. Tony Savini (Chevrolet) 58.061; 2. Lynne Rothney-Kozlak (Chevrolet); 3. Jeff Jacobs (Chevrolet); **BS:** 1. Kenny Sorensen (Porsche) 58.585; 2. Chris Travis (Honda); 3. Tim Kong (Honda); **CS:** 1. Chris Fenter (Mazda) 57.619; 2. Jerry Enger (Nissan); 3. Mark Labbancoz (Nissan); **ES:** 1. Bartek Borowski (Mazda) 58.365; 2. Eric Chiang (Mazda); 3. Hubert Borowski (Mazda); **FS:** 1. Mark Daddio (Ford) 57.822; 2. Ron Bistrals (Ford); 3. Justin Lau (Ford); **GS:** 1. Jonathan Rogers (Dodge) 61.021; 2. Mark Valera (Chevrolet); 3. William Loring (Toyota); **HS:** 1. David Santel (Mini) 61.470; 2. Tim Carritte (Mini); 3. James Fineberg (Mini);

STF: 1. Andy Hollis (Mazda) 62.283; 2. Ann Hollis (Mazda); 3. Brian Harmer (Toyota); **STC:** 1. Jason Frank (Honda) 58.977; 2. Jeff Mabrey (Honda); 3. Brian Stone (Honda); **STS:** 1. Darrin DiSimo (Mazda) 58.985; 2. Ian Baker (Honda); 3. Dave



RUPERT BERRINGTON

Montgomery (Honda); **STX:** 1. Kenneth Tsang (Mazda) 59.560; 2. Dennis Sparks (Mazda); 3. Allen Chen (Subaru); **STU:** 1. John Laughlin (Mitsubishi) 58.067; 2. Corey Ridgick (Mitsubishi); 3. Andrew Brumleve (Subaru); **STR:** 1. Marc Pfannenschmidt (Honda) 59.547; 2. Jon Caserta (Honda); 3. Andy Thomas (Honda); **SM:** 1. Aaron Shoe (Mitsubishi) 54.675; 2. David White (Nissan); 3. Michael Fineberg (Mitsubishi); **SFM:** 1. Brian Kuehl (Honda) 56.009; 2. Andy Walker (Honda); 3. Brian Karwan (Honda); **SSM:** 1. Jake Namer (Mazda) 53.858; 2. Carter Thompson (Mazda); 3. Brian Johns (Mazda);

ASP: 1. Aaron Miller (Mitsubishi) 54.788; 2. Martin Kriz (Subaru); 3. Timothy Moyer (Pontiac); **DSP:** 1. Alex Shchipkov (BMW) 55.545; 2. John Vitamvas (BMW); 3. Nathan Whipple (BMW); **ESP:** 1. Samuel Krauss (Eagle) 56.234; 2. Greg McCance (Subaru); 3. Dave Heinrich (Ford); **FSP:** 1. Sean Grogan (Dodge) 59.074; 2. Dan Shalkowski (Honda); 3. Mark Sommer (Volkswagen);

Race Tire Index 1: 1. Jeff Colegrove (Red Devil) 46.190; 2. Jeff Cashmore (Sprinto); 3. Clemens Burger (LeGrand);

Race Tire Index 2: 1. Allen Kugler (Honda) 47.534; 2. Scott Giles (Honda); 3. Anthony DeFiore (Honda); **KM:** 1. Jeremiah McClintock (Renspeed) 49.362; 2. Mike Kline (ORG); 3. Ryan Lower (ORG); **FJA:** 1. Julian Garfield (Arrow) 58.563; 2. Jackson MacLeod (Top Kart); 3. Carson Garfield (Kosmic); **FJB:** 1. Trey White (Invader) 62.336; 2. Burke Everett (Interpid);

Ladies Class 1: 1. Denise Kugler (Honda) 48.708; 2. Denise Cashmore (Sprinto); 3. Mindi Cross (Mitsubishi); **Ladies Class 2:** 1. Leario Cramer (Nissan) 49.567; 2. Tara Johns (Mazda); 3. Heather Everett (Chevrolet); **Ladies Class 3:** 1. Shelly Monfort (Honda) 49.647; 2. Laura Campbell (Mazda); 3. Teddie Alexandrova (Mazda);

Bump Class 1: 1. Don Fitzpatrick (Nissan) 48.248; 2. Mike Lane (Nissan); 3. Todd Kean (Infiniti); **Road Tire Index:** 1. Andrew Barrette (Subaru) 49.715; 2. Michael Eckert (Subaru); 3. David Corasro (Mitsubishi);

Gumout Super Challenge: 1. Jason Burns; 2. Chris Fenter; 3. Tony Savini; **Ladies Challenge:** 1. Mindi Cross; 2. Teddie Alexandrova; 3. Michelle Quinn; **Bonus Challenge:** Hillary Anderson.



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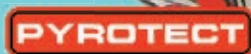
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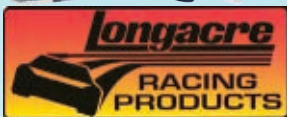


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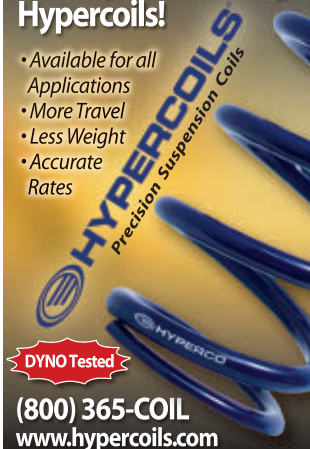
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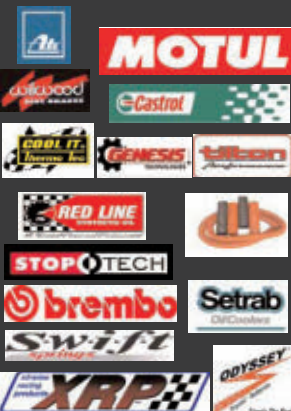


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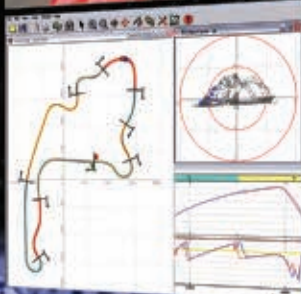
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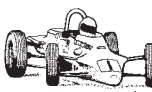


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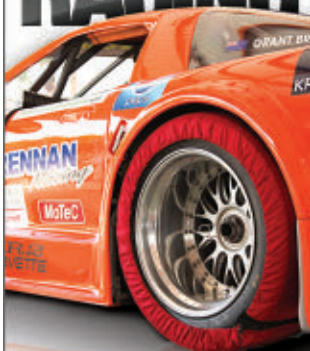
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Continental Motorsports
Mason, OH 513-459-8888

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Peoria, IL 866-851-RACE

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Concord, NC 704-662-0901

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McHenry, IL 815-363-8560

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Summit Racing Equipment
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DEADLINES

NEXT AVAILABLE ISSUE:
DECEMBER 2012

- Personal Classifieds: October 1, 2012
- **BUSINESS DISPLAY ADS:**
- **Space reservations:** October 3, 2012
- **Materials due:** October 15, 2012
- **Mails:** October 19, 2012

TO PLACE AN AD

To place a display ad, call Sophia at (949) 417-6722 or e-mail Sophia.Lopez@racer.com. For classified ads, call Mark at (949) 417-6713 or e-mail Mark.Carballo@racer.com

CLASSIFICATIONS

- | | |
|--------------------------|---------------------------------|
| 10 Accessories, Apparel | 116 Formula Mazda |
| 20 Announcements, Events | 117 Solo Cars & Equip. |
| 21 Timing & Scoring | 118 Rally Cars & Equip. |
| 24 Computers & Equip. | 120 Road Sports Cars |
| 25 Communications | 125 Tow Cars, Trailers |
| 26 Artwork, Collectibles | 128 Race Car Constructors |
| 27 Automotive | 133 Wanted |
| 45 Vintage Cars | 134 Safety Equipment |
| 46 Trans-Am Cars | 135 Opportunities |
| 47 World Challenge Cars | 140 Parts/Tools/Shop Equipment |
| 48 MX-5 Cup Cars | 141 PitTools/Accessories |
| 49 Competition Cars | 150 Tires & Wheels |
| 50 Spec Racer | 160 Engines, Transmissions |
| 51 Sports 2000 | 162 Canopies |
| 52 Sports Racers | 165 Fuels/Oils/Lubricants |
| 53 Spec Miata | 168 Opportunities Available |
| 54 Improved Touring | 170 Performance Driving Schools |
| 55 Touring | 174 Karting |
| 56 Showroom Stock | 176 Driver Data Coach |
| 57 Production Cars | 180 Services/ Sponsorship |
| 58 GT Cars | 183 Entertainment |
| 59 American Sedan | 190 Real Estate |
| 60 Super Touring Cars | 191 Scooters |
| 65 Formula Cars | 192 Games, Accessories |
| 70 Formula 500 | 194 Racing Opportunities |
| 75 Formula Vee | 195 Graphics |
| 111 Formula 1000 | 196 Miscellaneous |
| 112 Formula Enterprises | |
| 113 FF1600 | |
| 114 FF2000/Continental | |
| 115 Formula Atlantic | |

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Calendar

SPORTS CAR CLUB OF AMERICA OCTOBER 2012
FIND SCCA CLUB RACING, RALLY AND
SOLO EVENTS NEAR YOU

PRO RACING



WORLD CHALLENGE

www.world-challenge.com

Mar 23-25 Streets of St.

Petersburg, Fla. (double)

Johnny O'Connell (GT); Justin Bell (GTS);

Michael Cooper (TC)

Lawson Aschenbach (GT); Justin Bell (GTS);

Michael Cooper (TC)

Apr 13-15 Streets of Long Beach, Calif. (GT, GTS)

Andy Pilgrim (GT); Jack Baldwin (GTS)

Apr 27-29 Miller Motorsports Park, Utah

Patrick Long (GT); Andy Lee (GTS)

Todd Lamb (TC); Jonathan Start (TCB)

Michael Cooper (TC); Jonathan Start (TCB)

Tristan Herbert (TC); Sage Marie (TCB)

May 10-12 Mazda Raceway Laguna Seca, Calif.

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 Kwak (TC); Michael

Cooper (TC)

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

Rapone (TCB)

Aug 3-5 Mid-Ohio Sports Car Course, Ohio (dbl)

Randy Pobst (GT); Peter Cunningham (GTS);

Michael Cooper (TC)

Randy Pobst (GT); Kevin Gleason (GTS);

Todd Lamb (TC)

Aug 24-26 Infineon Raceway, Calif.

TRANS-AM SERIES

www.trans-amracing.com



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

Doug Peterson (TA); Peter Holsmer (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);

Jon Heylen (GGT)

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

Amy Ruman (TA); Pete Holsmer (TA2)

Jul 6-8 Watkins Glen Int'l, N.Y.

Jorge Diaz Jr. (TA); Pete Holsmer (TA2);

C David Seuss (GGT)

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 Row Laguna Seca, Calif. (dbl)

Elliot Skeer; John Dean II

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

Stevan McAleer

Jun 20-22 Road America, Wis.

Ara Malkhossian

Jul 20-22 CTMP (Mosport), Ontario, Canada

John Dean II

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

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 Gooden; 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)

Robert LaRocca; Wyatt Gooden

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)

Colin Thompson; Shae Davies

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

Sep 29-30 Daytona Int'l Speedway, Fla. (double)

Oct 20-21 VIRginia Int'l Raceway (double)

Nov 2-4 Road Atlanta, Ga. (double)

CLUB RACING



Date Track/Region

Phone numbers are or region registrars

NATIONAL

SOUTHEAST www.sedivracings.org

Aug 31-Sep 2 Barber Mtrsprts Prk/Atlanta, Alabama

Atlanta/Alabama (770) 455-7222

MIDWEST www.midiv.org

Aug 18-19* Motorsport Park Hastings/Nebraska

Nebraska (402) 592-7918

SOUTHWEST www.sowdivscca.org

Sep 1-2* MSR Houston/Houston

ROCKY MOUNTAIN www.coloradoscca.org

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

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* Summit Point/Washington DC

Oct 20-21 NJMP/JRB-N. New Jersey/South Jersey

Finger Lakes (315) 597-9637

Glen (607) 739-2953

Mahoning Valley (330) 854-4889

Mohawk-Hudson (518) 885-0841

New England (508) 561-2188

New York (914) 674-2481

South Jersey (609) 926-4842

Steel Cities (412) 831-0361

Tri-Region Race Group (610) 282-3932

Washington DC (800) 879-4722

SOUTHEAST www.sedivracings.org

Aug 18-19* Charlotte Motorspeedway/CCR

Aug 31-Sep 2* Barber Motorsports Park/

Atlanta, Alabama

Sep 1-2* Sebring-Long Course/Central Florida

Sep 1-2 Sebring-Long Course/Central Florida

Sep 15-16* Homestead/Spdwy

Sep 29-30* Daytona Int'l Speedway/Central Florida

Oct 6-7* Roebling Road/Buccaneer

Oct 6-7 Roebling Road/Buccaneer

Oct 20-21 Sebring-Short Course/Central Florida

Oct 20-21* VIR/North Carolina

Oct 26-27* VIR/North Carolina

Nov 2-4 Road Atlanta/Atlanta

Nov 4* Road Atlanta/Atlanta

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

Nov 24-25 Sebring-Long Course/Central Florida

Atlanta/Alabama (770) 455-7222

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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

Aug 18-19* Nelson Ledges/Neohio

Sep 1-2* Mid-Ohio Sports Car Course/Ohio Valley

Oct 6-7* Mid-Ohio Sports Car Course/Ohio Valley

Oct 20-21* Nelson Ledges/Neohio

Oct 20-21* Nelson Ledges/Neohio

Cincinnati (513) 528-9217

Neohio (440) 933-8420

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OVR/Cincy (614) 735-7561

SBR/DET (574) 286-1321

Western Michigan (269) 217-2489

CENTRAL www.cendiv-scca.org

Aug 25-26* Road America/Chicago

Sep 1-2* Brainerd Int'l Raceway/Land O' Lakes

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All dates/events subject to change.

* = Double Event **CH** = Charity Rally

= Enduro **R** = Restricted

+ = Addition/Change **V** = Vintage

HC = Hill Climb **T** = Tentative

CT = Club Trial **TT** = Track Trial

PDX = Performance Driving Experience

RR = Regional Rally **D** = Divisional

GTA = Game, Tour, Adventure Rally

GRC = Great Race Class **NT** = National Tour

NC = National Course **RT** = Regional Tour

CR = Course Rally **SR** = Social Rally

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

FOR CHANGES to the SCCA Club Racing Schedule, call (785) 232-7229. For changes to the Solo or Road Rally schedule, call (785) 232-7656. For changes to the Rally schedule, call (785) 357-7259.

Oct 13-14 Blackhawk Farms Raceway/Chicago

Blackhawk Valley (815) 790-2209

Chicago (847) 729-2211

Land O' Lakes (952) 479-7467

Milwaukee (262) 241-8371

MIDWEST www.midiv.org

Aug 18-19* Motorsport Park Hastings/Nebraska

Nebraska (402) 592-7918

SOUTHWEST www.sowdivscca.org

Sep 1-2* MSR Houston/Houston

Oct 13-14* Eagles Canyon Raceway/Texas

Dec 8-9* MSR Houston/Houston

ROCKY MOUNTAIN



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(248) 623-0070 www.waterfordhills.com

TIME TRIALS

NORTHEAST www.nediv.com
Aug 18-19 HC Duryea/Blue Mt.
Sep 1-2 TT Jefferson at Summit Point/Steel Cities
Sep 15 PDX TT Summit Point/Washington DC
Sep 15-16 HC Fall Weatherly/NEPA
Sep 29-30 PDX Nelson Ledges/Mahoning Valley
Blue Mt. (610) 804-9047
Mahoning Valley (330) 854-4889
NEPA (610) 863-4709
Steel Cities (412) 654-4523
Washington DC (800) 879-4722

SOUTHEAST www.sedivacing.org
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 Roebbling Road/Buccaneer

Atlanta/Alabama (770) 455-7222
Buccaneer (912) 897-1444
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
Aug 31 PDX Mid-Ohio Sports Car Course/Ohio Valley
Ohio Valley (614) 846-1228

CENTRAL www.cendiv-scca.org
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
Aug 18-19* PDX CT High Plains Raceway/Colorado
Oct 13-14* PDX CT Pueblo Motorsports Park/
Continental Divide
Utah (801) 835-3036

NORTHERN PACIFIC www.norpacscca.org
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
Jun 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.
Paul Brown; Meredith Brown
Jul 27-29 Toledo Express Airport, Toledo, Ohio
Jason Burns; Mindi Cross

TIRE RACK SCCA ProSolo FINALE

Aug 30-Sept 2 Lincoln Air Park, Lincoln, Neb.

TIRE RACK SCCA SOLO NATIONAL TOUR

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
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

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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
SCCA Enterprises (303) 693-2111

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Pro Racing info and results: www.sccapro.com

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Area 13: Todd Butler

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



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
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 3 Oak Mountain Amphitheater/Alabama
Sep 15-16 Orange Cnty Cnvntr Cntr/Cen. Florida
Sep 16 Music City Raceway/Tennessee
Sep 16 Hutchinson Island/Buconeer
Sep 23 Atlanta Motorsports Park/Atlanta
Sep 23 Eastgate Town Center/Chattanooga
Sep 29-30 Daytona Int'l Speedway/Central Florida
Oct 6-7 Turner Field/Atlanta
Oct 13-14 MCAS Cherry Point/North Carolina
Oct 14 Eastgate Town Center/Chattanooga
Oct 14 Oak Mountain Amphitheater/Alabama
Oct 27-28 Orange County Cnvntr Cntr/Cen. Florida
Nov 4 Music City Raceway/Tennessee
Nov 12 Eastgate Town Center/Chattanooga
Nov 14 Hutchinson Island/Buconeer
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
Buconeer (912) 398-0147
Central Florida (407) 382-0770
Chattanooga (706) 506-5259
North Carolina (910) 619-2227
Tennessee (615) 355-6590
Wiregrass (950) 423-1131

GREAT LAKES www.greatlakes-scca.org
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 NW

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
Aug 19 Hawkeye Tech Transportation Center/Iowa
Sep 30 Oskaloosa Airport/Iowa
Sep 30 Route 66 Raceway/Chicago
Oct 7 Marshalltown Go-Kart Track/Iowa
Oct 20-21 Route 66 Raceway/Chicago
Oct 28 Hawkeye Tech Transportation Center/Iowa
Chicago (630) 973-7381
Iowa www.iowaregionscca.org

MIDWEST www.midiv.org
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
Sep 1-2 NOLF Waldron Field/South Texas Border
Sep 23 600 Coleman Ave/Red River
Oct 6-7 NOLF Waldron Field/South Texas Border
Oct 7 600 Coleman Ave/Red River
Nov 3-4 NOLF Waldron Field/South Texas Border
Nov 4 600 Coleman Ave/Red River
Dec 1-2 NOLF Waldron Field/South Texas Border
Delta www.delta-scca.org
Houston (281) 782-7512
Red River (318) 245-8007
South Texas Border (361) 980-8000
Southwest Louisiana (337) 478-5347

ROCKY MOUNTAIN www.coloradoscca.org
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
Sep 8-9 Mountain Home Airport/Snake River
Sep 29-30 Expo Idaho/Snake River
Sep 30 Street Survival – Portland Int'l Raceway/
 Oregon
Oct 20-21 Idaho Center/Snake River
Oregon (503) 327-8990
Snake River (208) 869-2928

SOUTHERN PACIFIC www.scca-sopac.org
Aug 26 Marana Regional Airport/Arizona Border
Aug 26 Maui Raceway Park/Hawaii
Aug 26 Aloha Stadium/Hawaii
Sep 26 Firebird Int'l Raceway/Arizona
Sep 23 Maui Raceway Park/Hawaii
Sep 30 Marana Regional Airport/Arizona Border
Sep 30 Aloha Stadium/Hawaii
Oct 14 Firebird Int'l Raceway/Arizona

Oct 27-28 Marana Regional Airport/Arizona Border
Oct 28 Maui Raceway Park/Hawaii
Nov 18 Firebird Int'l Raceway/Arizona
Nov 18 Marana Regional Airport/Arizona Border
Dec 1-2 Firebird Int'l Raceway/Arizona
Dec 9 Marana Regional Airport/Arizona Border
Arizona kempvet@aol.com
Arizona Border (520) 907-4797
Hawaii (808) 283-1705
Hawaii-Aloha (808) 349-8813

ROADRALLY

NATIONAL

Sep 15-16 NT NC Oktoberally, Badger Trails/LOL
Oct 19-21 USRRD/Detroit

REGIONAL

NORTHEAST www.nediv.com
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 ericssalminen@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 (608) 685-6572

SOUTHWEST www.sowdivscca.org
Oct 27 Great Pumpkin Rally/Texas
Dec 1 Network Children's Bike Run/Texas
Texas (972) 235-4305

RALLYCROSS

NATIONAL

Aug 25-26 National Trail Raceway/Ohio Valley

RALLYCROSS NATIONAL CHAMPIONSHIP

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

REGIONAL

NORTHEAST www.nediv.com
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
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 1lostsoldier@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



**Qualifying sessions for the 2012
 National Championship Runoffs start
 at Road America on Tuesday, Sept. 18.**

JEFF LORWIE



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This month's issue previews the National Championship Runoffs, which takes place Sept. 20-23 at Road America. The man responsible for the racetrack's existence is Cliff Tufte, seen here in 1938 while fishing with his daughter Ann. Tufte built the circuit in the 1950s following a ban on races held on public roads.

10 years ago in *SportsCar*...



A feature article profiled the revival of the D Sports Racing class. DSR had once been Club Racing's strongest entry point for personal innovation, the home for every designer/racer who was absolutely certain he had a better idea no one else had thought of. There was a time when virtually every car on the DSR grid had been a self-designed, homebuilt masterpiece of innovation. Some worked, some didn't – but they were certainly interesting to watch. However, with time, entries in the class fell off, as fewer and fewer drivers had either the time, interest, or finances to design, fabricate, and build their own racecar. The DSR revival came about with an influx of new "turnkey" cars that fit the class rules, allowing a driver who wanted a quick and sexy sports racing car to purchase one ready to roll out of the trailer and go fast. While the nature of the class had drastically changed, these cars are still great to watch.

Compare the DSR on the cover of this issue to the DSRs featured in *SportsCar* 10 years ago. These racecars have come a long way in a very short period of time.



25 years ago in *SportsCar*...



It was time for the annual *Who Will Win the National Championship Runoffs* article, one of *SportsCar*'s most popular and longest running features. A quick comparison with the same article from the "10 years ago" pile of *SportsCar* showed two interesting tidbits. One driver was listed as a good bet to win in *both* issues, 15 years apart. It was Dave Finch, a perennial favorite in GT-2. Also, the C and D Sports Racing categories featured a common name, as Al Beasley Sr., Al Beasley Jr., and Ben Beasley transitioned their family domination of those classes across the years. Proof that SCCA Club Racing is both a family activity and one that a dedicated racer can turn into a lifetime of enjoyment.

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Driver: Cooper MacNeil; 12 Hours of Sebring, March 17, 2012

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