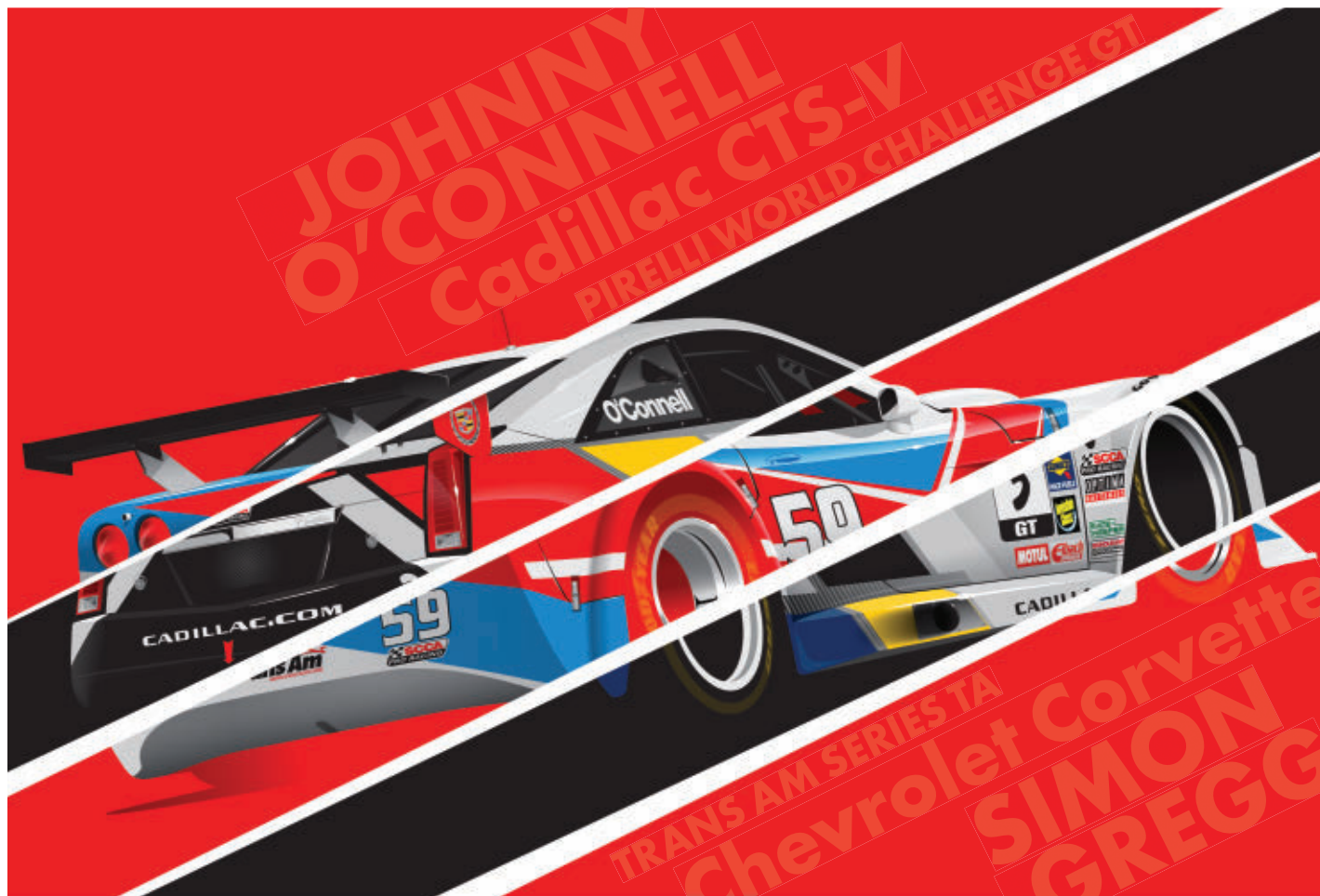


# SPORTSCAR<sup>®</sup>

The SCCA Member Magazine



# 71.1

JANUARY 2013 U.S. & CAN \$5.99 [SCCA.COM](http://SCCA.COM)

## 2012 SCCA Pro Racing Review

**SOLO** What 2013 Has in Store

**MAJORS** Points Plan Revealed

**ROADRALLY** USRRC's Motown Hit





## TIRES

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

### BFGoodrich

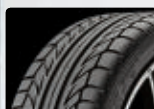


#### g-Force R1-S Competition

P 205/50 ZR-15	\$194
P 225/50 ZR-15	205
P 225/50 ZR-16	199
P 245/45 ZR-16	206
P 225/45 ZR-17	248
P 235/40 ZR-17	245
P 245/40 ZR-17	269
P 255/40 ZR-17	280
P 275/40 ZR-17	290
P 315/35 ZR-17	334
P 225/40 ZR-18	285
P 245/40 ZR-18	299
P 265/35 ZR-18	303
P 275/35 ZR-18	338
P 285/30 ZR-18	339
P 335/30 ZR-18	386

#### g-Force R1 Competition

P 205/50 ZR-15	\$193
P 225/50 ZR-15	203
P 205/55 ZR-16	177
P 225/50 ZR-16	170
P 245/45 ZR-16	206
P 225/45 ZR-17	249
P 235/40 ZR-17	242
P 245/40 ZR-17	267
P 255/40 ZR-17	283
P 275/40 ZR-17	283
P 315/35 ZR-17	315
P 225/40 ZR-18	279
P 245/40 ZR-18	285
P 265/35 ZR-18	295
P 275/35 ZR-18	338
P 285/30 ZR-18	338
P 335/30 ZR-18	312



#### g-Force Sport COMP-2

195/50 R-15	\$99
195/55 R-15	100
205/45 ZR-16	111
205/50 ZR-16	102
205/55 ZR-16	102
215/55 ZR-16	115
225/50 ZR-16	119
225/55 ZR-16	111
245/50 ZR-16	111
255/50 ZR-16	157
205/40 ZR-17	111
205/45 ZR-17	122
205/50 ZR-17	122
215/45 ZR-17	114
215/50 ZR-17	139
225/45 ZR-17	128
225/50 ZR-17	139
225/55 ZR-17	139
235/45 ZR-17	135
245/40 ZR-17	149
245/45 ZR-17	136
255/40 ZR-17	134
255/45 ZR-17	141
275/40 ZR-17	152
215/45 ZR-18	154
215/50 ZR-18	164
225/40 ZR-18	137
225/45 ZR-18	167
225/50 ZR-18	151
235/40 ZR-18	161
235/45 ZR-18	176
235/50 ZR-18	177
245/40 ZR-18	177
245/45 ZR-18	177
255/40 ZR-18	198
255/45 ZR-18	189
265/35 ZR-18	204
265/40 ZR-18	231
275/35 ZR-18	208
275/40 ZR-18	207
225/40 ZR-19	185
225/45 ZR-19	197
225/50 ZR-19	199
245/40 ZR-19	207
245/45 ZR-19	207
255/40 ZR-19	218
255/45 ZR-19	218
255/50 ZR-19	233
265/35 ZR-19	253
275/35 ZR-19	229
275/40 ZR-19	235
285/30 ZR-19	237
245/35 ZR-20	179
245/40 ZR-20	193
255/35 ZR-20	191
255/40 ZR-20	181
255/45 ZR-20	199
275/35 ZR-20	237
275/40 ZR-20	214
255/50 ZR-20	314

### BRIDGESTONE



#### Potenza S-04 Pole Position

205/55 R-16	\$135
205/45 R-17	143
205/50 R-17	158
215/45 R-17	146
225/45 R-17	155
235/45 R-17	169
235/50 R-17	168
245/40 R-17	186
245/45 R-17	175
255/40 R-17	204
215/45 R-18	172
225/40 R-18	192
225/45 R-18	198
225/50 R-18	154
235/40 R-18	201
245/35 R-18	237
245/40 R-18	218
245/45 R-18	212
255/35 R-18	231
255/40 R-18	229
255/45 R-18	222
265/35 R-18	239
265/40 R-18	242
275/35 R-18	248
275/40 R-18	328
285/30 R-18	290
225/40 R-19	256
225/45 R-19	209
235/35 R-19	231
245/35 R-19	243
245/40 R-19	258
245/45 R-19	208
255/35 R-19	252
255/40 R-19	295
265/35 R-19	271
275/35 R-19	288
275/40 R-19	314
285/30 R-19	295
285/35 R-19	289
295/30 R-19	307
305/30 R-19	327
245/40 R-20	297
255/35 R-20	282
275/35 R-20	307
285/30 R-20	315

#### Blizzak LM-60 Winter

215/45 R-17	\$170
225/45 R-17	172
235/45 R-17	185
235/50 R-17	197
235/55 R-17	182
245/40 R-17	199
245/45 R-17	141
215/45 R-18	152
215/50 R-18	158
225/40 R-18	164
225/45 R-18	137
225/50 R-18	167
235/40 R-18	151
235/45 R-18	176
235/50 R-18	177
245/40 R-18	177
245/45 R-18	177
255/40 R-18	198
255/45 R-18	189
265/35 R-18	204
265/40 R-18	231
275/35 R-18	208
275/40 R-18	207
225/40 ZR-19	185
225/45 ZR-19	197
225/50 ZR-19	199
245/40 ZR-19	207
245/45 ZR-19	207
255/40 ZR-19	218
255/45 ZR-19	218
255/50 ZR-19	233
265/35 ZR-19	253
275/35 ZR-19	229
275/40 ZR-19	235
285/30 ZR-19	237
245/35 ZR-20	179
245/40 ZR-20	193
255/35 ZR-20	191
255/40 ZR-20	181
255/45 ZR-20	199
275/35 ZR-20	237
275/40 ZR-20	214
255/50 ZR-20	314

### HANKOOK



#### Ventus V12 evo K110

205/55 ZR-16	\$88
225/50 ZR-16	92
205/45 ZR-17	94
205/50 ZR-17	99
205/55 ZR-17	96
215/45 ZR-17	102
215/50 ZR-17	102
225/45 ZR-17	109
225/50 ZR-17	113
235/45 ZR-17	112
245/40 ZR-17	118
245/45 ZR-17	115
255/40 ZR-17	120
215/45 ZR-18	134
215/50 ZR-18	140
225/40 ZR-18	138
225/45 ZR-18	145
235/40 ZR-18	154
245/35 ZR-18	178
245/40 ZR-18	168
245/45 ZR-18	160
255/35 ZR-18	185
255/40 ZR-18	172
255/45 ZR-18	172
265/35 ZR-18	195
265/40 ZR-18	183
275/35 ZR-18	191
275/40 ZR-18	193
285/30 ZR-18	220
225/40 ZR-19	208
225/45 ZR-19	212
215/45 ZR-19	156
225/35 ZR-19	167
225/40 ZR-19	170
225/45 ZR-19	181
235/35 ZR-19	181
245/35 ZR-19	183
245/40 ZR-19	183
255/35 ZR-19	199
255/40 ZR-19	185
265/30 ZR-19	197
275/30 ZR-19	208
275/35 ZR-19	219
275/40 ZR-19	199
285/30 ZR-19	228
285/35 ZR-19	235
295/30 ZR-19	237
305/25 ZR-20	259
225/35 ZR-20	132
225/40 ZR-20	150
235/30 ZR-20	154
245/30 ZR-20	171
245/35 ZR-20	150
245/40 ZR-20	158
245/45 ZR-20	160
255/30 ZR-20	179
255/35 ZR-20	152
255/40 ZR-20	161
255/45 ZR-20	221
275/35 ZR-20	212
275/40 ZR-20	216
285/30 ZR-20	218
285/35 ZR-20	245
305/25 ZR-21	251
245/35 ZR-21	186
245/40 ZR-21	224

#### Potenza RE970AS Pole Position

205/55 R-16	\$117
225/50 R-16	136
215/45 R-17	144
215/50 R-17	162
225/45 R-17	159
225/50 R-17	167
235/45 R-17	172
235/50 R-17	175
245/40 R-17	184
245/45 R-17	176
215/45 R-18	182
225/40 R-18	184
225/45 R-18	169
235/40 R-18	191
245/40 R-18	218
245/45 R-18	204
255/40 R-18	232
255/45 R-18	223
255/50 R-18	216
265/35 R-18	236
265/40 R-18	228
275/35 R-18	249
225/40 R-19	233
225/45 R-19	226
225/50 R-19	244
245/40 R-19	239
245/45 R-19	252
255/40 R-19	282
275/35 R-19	287
275/40 R-19	289
285/30 R-19	314
275/35 R-20	297
285/30 R-20	299

### GOODYEAR

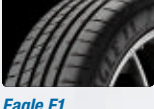


#### Eagle F1 Asymmetric All-Season

205/55 ZR-16	\$114
205/45 ZR-17	140
205/50 ZR-17	143
215/45 ZR-17	124
225/45 ZR-17	135
225/50 ZR-17	156
235/45 ZR-17	149
235/50 ZR-17	149
235/55 ZR-17	170
245/40 ZR-17	161
245/45 ZR-17	167
255/40 ZR-17	185
225/40 ZR-18	165
225/45 ZR-18	169
235/40 ZR-18	161
235/50 ZR-18	193
245/40 ZR-18	182
245/45 ZR-18	199
255/40 ZR-18	208
265/35 ZR-18	237
265/40 ZR-18	242
275/40 ZR-18	251
235/35 ZR-19	196
245/35 ZR-19	245
255/35 ZR-19	256
255/40 ZR-19	245
255/45 ZR-19	250
275/35 ZR-19	267
275/40 ZR-19	268
285/30 ZR-19	289
285/35 ZR-19	292
275/35 ZR-20	291

#### Eagle F1 Asymmetric 2

215/45 R-17	\$131
225/45 R-17	145
225/50 R-17	149
235/45 R-17	145
235/50 R-17	155
245/40 R-17	159
245/45 R-17	178
255/40 R-17	173
235/45 ZR-18	169
235/50 ZR-18	199
245/40 ZR-18	199
245/45 ZR-18	205
255/40 ZR-18	233
255/45 ZR-18	204
255/50 ZR-18	204
265/35 ZR-18	237
265/40 ZR-18	237
275/35 ZR-18	211
235/35 ZR-19	208
245/35 ZR-19	235
255/35 ZR-19	267
255/40 ZR-19	269
265/30 ZR-19	289
265/40 ZR-19	338
275/30 ZR-19	276
285/35 ZR-19	249
255/35 ZR-20	323
255/40 ZR-20	222



#### POWER KING

ST 175/80R-13	\$65
ST 185/60R-13	78
ST 185/65R-13	85
ST 215/75R-14	85
ST 205/75R-15	87
ST 205/75R-16	92
ST 225/75R-16	109
ST 225/75R-17	111
ST 235/80R-16	130
ST 235/85R-16	141

#### Towmax STR Trailer Tire

ST 175/80R-13	\$65
ST 185/60R-13	78
ST 185/65R-13	85
ST 215/75R-14	85
ST 205/75R-15	87
ST 205/75R-16	92
ST 225/75R-16	109
ST 225/75R-17	111
ST 235/80R-16	130
ST 235/85R-16	141

### HOOSIER RACING TIRE



#### A6 Competition

P 225/45 ZR-13 <sup>LL</sup>	\$209
P 225/50 ZR-13	209
P 255/40 ZR-13	230
P 205/55 ZR-14	219
P 225/50 ZR-14	231
P 205/50 ZR-15	234
P 225/45 ZR-15 <sup>LL</sup>	242
P 275/35 ZR-15	282
P 205/45 ZR-16	244
P 225/50 ZR-16	244
P 245/45 ZR-16 <sup>LL</sup>	261
P 255/50 ZR-16	267
P 275/45 ZR-16 <sup>LL</sup>	282
P 225/40 ZR-17	272





## LIGHTWEIGHT WHEELS

### ENKEI RACING SERIES



#### PF01 bright silver

Black available for some applications.  
Visit [www.tirerack.com](http://www.tirerack.com) for sizes, pricing  
and availability.

Size	Starting at	Weight (lbs.)
15x7	\$216	12.1
15x8	225	12.8-13.0
16x7	234	14.0
17x7	243	15.6-15.8
17x7.5	252	16.6-17.0
17x8	257	17.0-18.2
17x8.5	261	18.0-18.2
17x9	275	17.2-18.6
18x7.5	293	17.4-17.8
18x8	306	18.2-19.2
18x8.5	320	18.0-19.2
18x9	342	19.4
18x9.5	356	20.4-20.8
18x10.5	365	21.8-22.8

#### RC-G4 gold

Size	Starting at	Weight (lbs.)
15x6.5	\$256	16.9
15x7	261	17.3

#### RPF1 bright silver

Black and gold available for some  
applications. Visit [www.tirerack.com](http://www.tirerack.com) for sizes,  
pricing and availability.

Size	Starting at	Weight (lbs.)
14x7	\$185	8.4
15x7	203	9.5
16x7	221	13.2-14.0
16x8	230	14.5
17x7	230	14.5-15.0
17x7.5	239	15.0
17x8	243	14.5-16.0
17x8.5	248	16.0-16.5
17x9	257	15.0-15.9
17x9.5	266	16.5
17x10	275	17.0
18x7.5	279	17.0
18x8	293	18.0
18x8.5	306	19.0
18x9	333	19.3
18x9.5	342	18.6
18x10	351	18.5
18x10.5	365	19.0

### sparco



#### Assetto Gara black/bronze

Bright silver, matte graphite silver, white, red,  
orange, green, blue, fuchsia and gold available  
for some applications. Visit [www.tirerack.com](http://www.tirerack.com)  
for sizes, pricing and availability.

Size	Starting at	Weight (lbs.)
15x6.5	\$99	13.8-14.6
16x7	114	16.3-17.2
17x7	109	17.5-18.3
17x7.5	99	18.3-19.3
18x7.5	109	19.2-19.9
18x8	119	20.3-20.5

### TR Motor Sports



#### C1 light grey

Bright silver and black available for some  
applications. Visit [www.tirerack.com](http://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	104	13.0-14.6
16x5.5	118	14.4
16x7	123	15.2

#### C2 light grey

Bright silver and black available for some  
applications. Visit [www.tirerack.com](http://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	\$99	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	\$169	16.5-18.0
18x8	289	18.5-19.0
18x8.5	299	18.5-19.5
18x9.5	319	19.0
18x10	329	20.0

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

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

### OZ Italian company



#### Ultraleggera/Ultraleggera HLT bright silver

Matte graphite, gold, matte silver, white, red  
and black available for some applications  
(some special order). Visit [www.tirerack.com](http://www.tirerack.com)  
for sizes, pricing and availability.

Size	Starting at	Weight (lbs.)
15x7	\$205	12.0-12.4
16x7	232	14.5-15.0
17x7	280	15.5-16.2
17x8	285	16.7-18.0
18x7	355	16.5-17.5
18x8	357	18.4-18.8
18x9	372	19.4-20.8
19x8	420	20.0-20.6
19x8.5	455	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](http://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	529	23.0-25.8
18x12	569	26.5-27.2
18x13	579	24.4



#### Superforgiata light grey/black

Size	Starting at	Weight (lbs.)
19x8.5	\$1,391	16.5-17.5
19x9	1,402	18.3-18.4
19x10	1,414	17.7-19.9
19x11	1,437	19.0-21.0
19x12	1,484	20.0-20.7
20x8.5	1,565	TBD
20x11	1,623	TBD



#### Alleggerita HLT anthracite

Also available in blue, gold, red, black, white,  
matte graphite silver, and orange (some  
special order). Visit [www.tirerack.com](http://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



### Kosei



#### K4R light grey

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



#### K1-TS silver/light grey

Size	Starting at	Weight (lbs.)
14x6	\$119	9.3
15x7	134	12.6
17x7	196	13.7-15.0
17x8	229	15.4-15.5
17x9	219	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



**SUSPENSION**





**ON THE COVER**

All-American muscle ruled in the *Pirelli World Challenge* and *Trans Am*, thanks to Cadillac and Corvette bringing the noise. Illustration: Ricardo Santos.



Dennis Wood

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**POINT BREAK**

The U.S. Majors Tour gets a points makeover for 2013



LAT

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**CAN-AM TRANS AM MAN**

George Follmer grabs an SCCA Pro Racing title double in 1972



Rick Beattie

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**PURE MICHIGAN**

USSRC hits the Wolverine State's roads less traveled

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Remembering where we've been

**FEATURES****30 SCCA PRO RACING SEASON IN REVIEW**

2012 saw some new winners and several very familiar faces on the Pro Racing podiums.

**38 FROM ROAD TO RACER**

How to turn an Acura TSX road car into a *Pirelli World Challenge* GTS champion.

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Taking an SCCA Can-Am and Trans Am title double in the same season happened only once.

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RoadRally's showpiece event brings fun and competition to Detroit's backyard.

**REPORTS****72 SERIES REPORTS****72 RACING ROOM****74 LEAVING THE LINE****76 ON RALLYING****78 DIVISIONAL REPORTS****SPORTS CAR CLUB OF AMERICA INC.**

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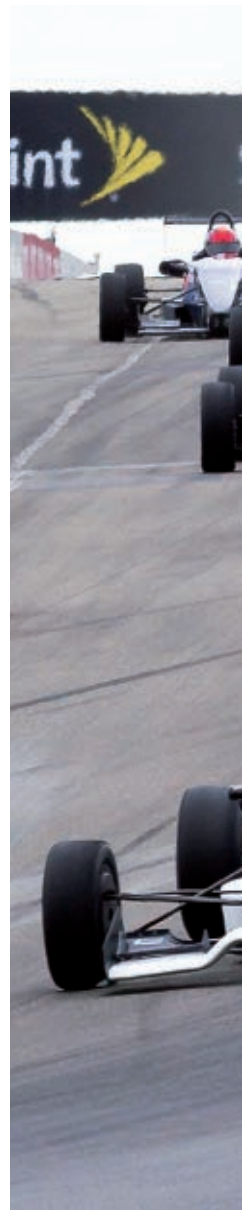
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**2012 PRO RACING REDUX**

A look back on the SCCA Pro Racing season, from the *Pirelli World Challenge*, to F2000 (ABOVE), and many more







#### ANYONE'S GAME

The 2012 SCCA Pro Racing F2000 Championship Series saw incredible racing where anyone could have come out on top.

Dennis Valet

### THIS MONTH IN FASTRACK NEWS >

The December issue of *Fastrack news* is now available for download from [SCCA.com/fastrack](http://SCCA.com/fastrack). It is also available by mail via special subscription.

Board of directors • Meeting minutes  
CLUB RACING • Board minutes • Technical Bulletins  
SOLO • Board minutes • Technical Bulletins  
ROADRALLY • Board minutes  
RALLYCROSS • Board minutes



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THE AUDIT BUREAU MEMBER  
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# CONTACT PATCH

**PHILIP ROYLE**

EDITOR, SPORTSCAR MAGAZINE

## The Glory Days

Imagine it's 1959. Some would argue, the dawn of the SCCA's heyday. The Club was growing by leaps and bounds, and some of the world's most unforgettable names in racing would soon emerge from the ranks of the SCCA. But while 1959 was only 15 years into the existence of the SCCA, there was already a feeling that the membership as a whole had lost touch with the heritage of the Club.

So it's 1959. The mailman drops the February issue of *SportsCar* through the mail slot, and you read the foreword:

*The membership of the SCCA was approximately 12,000 at the end of 1958, making it the second largest club of its kind in the world. Since many of these members have joined within the last five years, the early history of the Club is unknown to them.*

**"Today's competitors are tomorrow's stars, and those stars will become SCCA legend"**

The editorial continues, noting that the SCCA members of the day didn't know about the "enthusiasts who were responsible for the early race activity in this country, and the cars and courses they drove."

Remember, this was a mere 15 years into the Club's existence. The issue you hold in your hands was printed some 54 years after this foreword, and 69 years after seven car enthusiasts held the first meeting

of the SCCA. If the membership had lost touch with the heritage of the Club in 1959, what chance do we stand today?

But let's look at this a different way - I doubt those founding members could have begun to imagine the Club's unbelievable growth over the course of the next 70 years. They never foresaw the greatness of the National Championship Runoffs, the enormity of the Tire Rack Solo National Championships, or the great professional racing series the Club would sanction (presented in this issue) - nor could they predict the great drivers this Club would uncover.

As was the case in 1959, the membership is writing SCCA's story every minute. Today's competitors are tomorrow's stars, and those stars will become SCCA legend.

In the 1959 issue, the editors were concerned that the membership had forgotten their history. But, while remembering our past is important, what is equally essential is retaining the culture - it's the culture that leads to the greatness the Club has achieved, and it's this same culture that is already a part of you.

That brings us to today. You've undoubtedly noticed this issue is different from the past. Our goal is to capture the excitement and culture that fills the air at every SCCA event. Yes, in future issues we will tell historical tales, but equally important are the ones we'll bring you of today's up and comers - tomorrow's stars.

These are the glory days you'll look back on with fondness in years to come. ●



### TOP SPEED

The February 1959 issue of *SportsCar* presented a story of concern that the membership had forgotten its roots - and that was just 15 years after the creation of the Club.

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# VANTAGE POINT

**JEFF DAHNERT**

PRESIDENT AND CEO OF SCCA INC.

## Belonging

Talk to anyone who has been a member of SCCA for a while and you'll hear the phrase, "I came for the cars, but I stayed for the people." There is definitely a camaraderie that goes with your membership in SCCA. The energy and atmosphere that surrounds an SCCA event is addicting. I can't tell you how many times I've heard someone say, "I love the smell of race fuel!" The sights, the sounds, the smells, all combine to create the special experience of being at an event. But what makes the SCCA and its events so special are the people who are a part of it. There are people from all walks of life and they all have a love of motorsports that brings them together like nothing else I have ever seen. If you are new to the Club you will experience this and come to know what I am referring to. Get involved! Get out to an event and let people know that you are new and they will make sure you become an integral part of this great organization.

But, what do you do when you can't get to an event? How do you stay connected and keep that sense of belonging? One way is through our Website SCCA.com which shows upcoming events, results, and news from the SCCA world. Another way is through one of our many newsletters that go out on a regular basis. *Inside Line*, *Solo Matters*, *Lead Car*, and others help to keep you in tune with our many programs. We also have a social media presence on Twitter, Facebook, SmugMug and YouTube.

But, perhaps the best way to stay engaged and keep that feeling of camaraderie and belonging is by using what you are holding in your hands right now. *SportsCar* is the best way to get the feeling of being

a part of the SCCA without actually being at an event. As you may have noticed, the issue you are holding is a bit different than the one you received last month, or any of the months before that. There is a conscious effort under way to make it more about the culture of SCCA. There is an enhanced look and feel to the magazine, one which lets you know that it represents a special organization in the motorsports industry.

Last March, Paul Pfanner

### THE HEAT OF COMPETITION

The SCCA might be a club of competitors, but the sportsmanship and friendships born from that is what helps make SCCA so strong.

repurchased *Racer* and *SportsCar* from Haymarket Worldwide. If you have seen recent issues of *Racer* you know that he has made some significant changes to that publication. He has a similar vision for *SportsCar*. When we engaged our marketing and branding study last spring, one of the clear and repeated sentiments was that SCCA is aspirational. There are many amateur motorsports organizations out there, but the highest level of competition and organization exists

**What makes the SCCA and its events so special are the people who are a part of it"**

within SCCA. The new look and feel of *SportsCar* ties in perfectly with the aspirational nature of SCCA. It captures the culture and lifestyle of this Club and its members. It makes a statement about the people who choose to get involved with amateur motorsports at the highest level. If you are reading this, you are a part of this culture and you should be proud of it.

If you hadn't noticed, there are a lot of changes going on in the Club. We are building on our proud heritage and taking the steps needed to keep SCCA at the forefront of amateur motorsports. The changes to *SportsCar* are an integral part of this effort. I hope that you like what you are seeing and will be part of the movement to change SCCA for the better. ●



Jeff Lawrence



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# FROM THE CHAIR

**JERRY WANNARKA**

CHAIRMAN, SCCA BOARD OF DIRECTORS

## With Change Comes Great Opportunities

Every time I turn around, I hear discussions of Club members planning for next year's competition season. The energy and enthusiasm displayed is overwhelming. There certainly is something to the old phrase: Race drivers (and those who support them) are the perennial optimists.

As we head into 2013, remember that for all of us in the SCCA to have a successful year, we must have partnerships. These partnerships include those between regions and the SCCA National Office, between regions and neighboring regions, and between divisions. Consequently, the National Office and the Board of Directors have been hard at work developing new concepts to assist the regions in taking their programs into the future.

**"It is the Board's objective to provide an SCCA program that better enhances membership value"**

Some of these new directions include the Majors program for Club Racing, the expansion of the Solo program, new marketing initiatives with support from the Trozzolo Communications Group, and upgrading the *SportsCar* format to maximize it as one of the Club's key membership communication tools.

At the same time, we are reevaluating our risk management program with the intent of providing the same quality coverage but with a more favorable insurance cost. We will also be making it easier for regions to host events, meeting local needs for financial success while simultaneously maintaining the high standards the SCCA is known for.

And, on top of that, we'll be taking a close look at training opportunities for both our volunteers and the National Office staff.

The National Championship Runoffs is a big part of the SCCA, and we are looking at different business models for conducting this major Club Racing event. The modified scheduled used in 2012 was an exploratory concept done in an attempt to determine key aspects that could make the event more exportable to tracks around the country. The past format limited the Runoffs to a small number of facilities and had a rather restrictive business model. With some of the new ideas being considered, the Runoffs would maintain the same level of competition but also bring new and exciting possibilities. Would a West

Coast Runoffs be possible? Could the Runoffs rotate to new tracks on a regular basis? These are questions we will be answering very shortly.

What we ask is that the SCCA regions take advantage of these changes. Please let your Area Director know what you like - and what you don't. Talk to your Director about what is working and what is not. Of course, a good place to do this is at the SCCA National Convention, held on Feb. 28-March 2 in Las Vegas, Nev.

It is the Board's objective to provide an SCCA program that better enhances membership value. We recognize that these programs reflect change - and that with change comes great opportunities. It's the Board's goal to give every region the tools they need to thrive. 🍎

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Rupert Berrington



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LAT / Michael Levitt

## RADIO HEAD

I am the radio tech for the Northwest Region and other race groups and have been involved in communications going on 50 years. I am an FCC licensed tech and also an amateur radio operator and run a small radio service shop. Those SCCA members who use radio systems need to ensure that they will be in compliance with the new Federal Communications Commission rules, which take effect at midnight on Dec. 31, 2012.

Just like the TV transition that took place a couple of years ago, there is a mandate that all radio users make changes to the systems they use. This is called narrow banding - you might have seen newspaper articles about your local emergency services upgrading their system.

What this means is, if your radios are more than eight to 10 years old, you'll probably need new ones. If the radios are newer, they just have to be reprogrammed to meet the new requirements.

Basically, what is happening is that in order to allow for more radio frequencies, the FCC states that all radios will be reprogrammed to half of the current working bandwidth. Be sure that you contact your local radio service to get in compliance, and for more information on narrow banding, go to the FCC Website at [www.fcc.gov](http://www.fcc.gov) and search for "VHF/UHF narrowbanding information."

David Johnston

## SMOKE BREAK

So, Randy Pobst, your car suffered considerable fire damage because the car had no handheld fire extinguisher (Pobst Position, October 2012). I realize that the car met all existing rules for competition and was well

# RANTS & REVS

WRITE TO SPORTSCAR MAGAZINE:  
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OR E-MAIL [SPORTSCAR@RACER.COM](mailto:SPORTSCAR@RACER.COM)

prepared. What baffles me is that the rules do not also require a handheld extinguisher. I guess that, since you compete on a closed course with numerous worker stations equipped with either fire vehicles or workers with handhelds, it's assumed that any necessary fire support



Courtesy K-PAX Racing

will be immediately available. But, as you experienced, that may not always be true.

I run open-road racing events and, due to the length of the courses (as long as 90 miles), fire support may not be immediately available. Hence, all cars entered

are required to have a handheld extinguisher. Even the higher speed classes that require an on-board fire system also require a handheld extinguisher. Seems like this would be a good addition to all cars running on the track - it could save someone's car.

Charlie Friend

## MAJOR THOUGHTS

When I moved to Rocky Mountain Division, I approached Bill Kephart, the Area Director, with an idea for an enhanced Club Racing program. By the time the first serious conversation was over, I was persuaded to drop my idea and assist Bill with research on something he was going to propose as chairman of a planning committee. Without revealing any details, Bill was very skillful at enlisting my interest to crunch numbers and analyze data for what would eventually become the Majors program.

In my 45 years of SCCA membership, this is the first effort from the Board of Directors that isn't just based on solid data, but enjoys the overwhelming support of the entire Board. Previous programs have been well meaning, but ultimately failed to gather sufficient support at all levels of the Club, resulting in something less than successful. It's a remarkable feat of leadership that Bill's managed to gather the support of a historically divided group of people and get them all pulling in the same direction.

However the U.S. Majors Tour plays out, the Club owes Bill a debt of gratitude for persevering - and without calling attention to himself - to bring this all about. Thank you, Bill, for asking me to be a part of the effort, gracefully deflecting my persistent inquiries for more specifics and providing the kind of leadership that kept me interested in seeing it through.

Peter Olivola

I find myself awaiting the 2013 Club Racing season with more anticipation than usual - the new U.S. Majors Tour looks very interesting. The number of National events, particularly the "Rationals," had gotten out of hand and it was time for a change. Hopefully, the 2013 season gives the Club time to work out all of the bugs for the 2014 Majors to go full force, winding the clock back a decade or so.

Jon Rosch

## BEST...COVERAGE...EVER

The 2012 Runoffs coverage on SpeedCastTV.com was the best ever. The commentators were awesome, including new addition Randy Pobst. He has a great perspective, and it was cool to hear him after reading his column in *SportsCar* for so many years. I was also delighted that the raw video feed was made available almost immediately.

Vern Jericho





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# LATE BREAKING

Courtesy Circuit of the Americas



## CLUB RACING HITS COTA

SCCA's Lone Star Region will host an event at the Circuit of the Americas in Austin, Texas, March 8-10, 2013. It will be a Double National, with a test day on March 7. See [www.lonestarscca.org](http://www.lonestarscca.org) for details.



# CLUB RACING'S NEW POINT STRUCTURE

October saw the announcement of the point structure for the 2013 U.S. Majors Tour Conference Championships, the National Points Championship, and Divisional Points Championships.

The point standings will be used for all 28 SCCA National Championship Runoffs-eligible classes. The 2013 point structure eliminates the bonus points previously used for the National Point Championship, and weighs the Majors races more heavily than in the past for each championship. Runoffs-eligible classes will crown a Majors champion in each of the four conferences, as well as a single overall National point champion in each class.

"The National Point Standings included bonus points to weight better

attended races more than lesser attended races," Jerry Wannarka, SCCA Chairman, said. "The goal of the U.S. Majors Tour is to cluster competition, eliminating the need to count bonus points. Instead, those races will simply be given more weight, with more drivers scoring points."



## MID PACK

The new U.S. Majors Tour points structure eliminates bonus points as well as awards points to those finishing further back in the pack.

Races held during the Majors weekends that will be a part of the 2013 schedule will award points to the top 20 finishers in each class. Race winners will earn 22 points, followed by 19 and 17 for podium finishes.

"The simple way to view the Majors event points is that the events are on a 'plus 10' schedule from the traditional points," Wannarka continued. "The top nine finishers earn the regular points, plus 10. Then from 10th on down, the points start at 10 and decrease by one through 19th, with an additional point for the 20th-place finisher to round the points-paying positions out."

Points for non-Majors National races will remain on the traditional point scale for the top nine, with no bonus points.



## ROAD TO THE RUNOFFS

The U.S. Majors Tour introduces multiple paths to the National Championship Runoffs. Now, Club racers can qualify through the Majors or via Divisional points races. Find out more at [www.sccamajors.com](http://www.sccamajors.com).



Dennis Wood



Dennis Wood

### 2013 POINT STRUCTURE

Finishing Pos.	Majors	Traditional Nationals
1	22	12
2	19	9
3	17	7
4	16	6
5	15	5
6	14	4
7	13	3
8	12	2
9	11	1
10	10	
11	9	
12	8	
13	7	
14	6	
15	5	
16	4	
17	3	
18	2	
19	1	
20	1	

**The goal of the Majors is to cluster competition, eliminating the need to count bonus points"**

**JERRY WANNARKA**

The races scored toward each of the four geographic conference championships on the U.S. Majors Tour will be based on the number of actual races held in each Conference, with a driver getting a number of "drops" in his or her Conference.

While most, but not all, Majors events will be doubleheader weekends, a conference that hosts 11 or 12 races will count the top eight finishes toward the championship. A conference that hosts

nine or 10 races will score the best seven finishes, and if a conference held only eight races, the top six would score toward the conference championship.

Outside of the new point structure and the elimination of the bonus points, the National Point Championship will be tallied in the same way as 2012, with a driver able to count his or her best seven races regardless of division or conference affiliation.

Similarly, Divisional championships will count both non-Majors Nationals and Majors races, with the only change being the revised point structure for Majors events.

Additional information on the U.S. Majors Tour is available at [www.sccamajors.com](http://www.sccamajors.com).

### SETTING A STANDARD

Majors events will offer competitors consistency from one event to another, eliminating any surprises.



Irina Bouzrenkova

## MAJORS TOUR ADMINISTRATORS, STEWARDS APPOINTED

Administrative and Chief Steward roles for the U.S. Majors Tour for 2013 have been named. The Conference Administrators will serve as liaisons between the National Office and the SCCA Regions hosting the event, as well as a local information post for drivers and participants.

The role will include working with the regions on pre-event logistics and preparation and post-event awards distribution and follow-up with the participants. During the race weekends, the Administrator will assist with managing victory circle ceremonies, the live

timing system, and other customer-service-related components.

The Series Chief Steward will be the same at every Majors race within the Conference, tasked with setting the Majors "tone" and bringing consistency for drivers at each event. Local stewards will operate the event under the guidance of the Conference's Chief Steward, who will oversee the event.

The complete U.S. Majors Tour Schedule will be released shortly, with announcements appearing on [www.scca.com](http://www.scca.com) and [www.sccamajors.com](http://www.sccamajors.com).

### CONFERENCE ADMINISTRATORS AND CHIEF STEWARDS:

#### • EASTERN CONFERENCE (NEDIV, SEDIV):

Gayle Lorenz (Conference Administrator); Bob Hudson (Chief Steward)

#### • MID-STATES CONFERENCE (MWDIV, RMDIV, SWDIV):

Marina Kraft (Conference Administrator); Barrett Braun (Chief Steward)

#### • NORTHERN CONFERENCE (CENDIV, GLDIV):

Melinda Frame (Conference Administrator); Costa Dunias (Chief Steward)

#### • WESTERN CONFERENCE (SPDIV, NPDIV):

Dave DeBorde (Conference Administrator); R.J. Gordy (Chief Steward)





**LATE  
BREAKING**

Courtesy BFGoodrich Tires



## FROM ROAD AMERICA TO BAJA

BFGoodrich Tires sent two National Championship Runoffs champs to race in the SCORE Baja 1,000. Luke Wilwert (SSB) and Michael Crawford (SSC) ran buggies in the BFGoodrich/Wide Open Excursions Baja Challenge, Nov. 14-17.

## MEMBERSHIP DRIVE CONTEST

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

## REFERRAL LEADERS FOR OCTOBER 2012

NAME	REFERRALS	REGION
Warren Leach	51	San Diego
Brian Ghidinelli	45	San Francisco
Julia Aebersold	26	Kentucky
Norma Williams	24	Kansas City
Gayle Jardine	20	Cal Club
Mike Adams	16	Tennessee
Allan Coy	16	Cal Club
Don Johnson	15	Buccaneer
John Zuccarelli	15	Florida
Karen McCoy	14	Oregon
Shannon Sheffin	13	Blackhawk Valley

There are 2,049 additional members with at least one referral.

## REGION LEADERS

(Category based on 2011 year end membership)

REGION	GROWTH	RETENTION
<b>Jumbo (800+):</b>		
Detroit	7.1%	83%
Milwaukee	4.6%	82%
Oregon	3.5%	76%
<b>Large Regions (401-799):</b>		
St. Louis	12.9%	79%
Central Carolinas	8.4%	78%
Buccaneer	6.4%	77%
<b>Medium Regions (200-400):</b>		
South Bend	18.4%	80%
Kansas	10.6%	86%
Northwestern Ohio	9.3%	77%
<b>Small Regions (&lt;200):</b>		
South Texas Border	42.5%	63%
West Texas	41.7%	92%
Southern Illinois	31.0%	76%

## THE LEGACY CONTINUES

Sports 2000 competitors will have several options going into 2014.



Irma Bouzenkova

## SR2 RULES PROPOSAL TO BE ANNOUNCED BY APRIL

The Formula Sports Racing Advisory Committee has announced the list of members who will serve on the Sports Racing 2 Ad Hoc committee. Under the wishes of the Club Racing Board, the sub-committee is charged with the development of rules for the Sports Racing 2 class scheduled to begin in 2014.

The SR2 class will have a performance envelope targeted around the Euro S2000, which utilizes the MZR engine and allows the use of wings for downforce. The performance envelope is intended to capture existing Sports Racers which are not competitive with the current C and D class cars, allows for updating of the current S2000 (which will be Regional only starting in 2014) and will also be attractive to new car builders.

With the anticipated broad range of Sports Racer, all coming with different engine and aerodynamics, the rules set will include provisions for quickly making performance adjustments.

The committee anticipates a proposed rule set by April 2013. Along with the rules, the Committee intends to also publish a performance path for the most common Sports Racers should they be under or over performance specs for the new classes. With both rules and a direction path, the competitor will be able move forward with plans for participation.

Serving on the committee, led by David Arken, are Michael Alfred, Dave Ferguson, Jay Messenger, W. Burns Moore, Jay Novak, Jim Rawson, Jon Staudacher, Marc Walker, and Bart Wolf.

## MEMBER BENEFITS

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



**U.S. Bank's SCCA Visa Signature Card** offer of a \$100 statement credit with your first purchase.



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



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



**Holiday Inn Savannah-Pooler** is offering discounted room rates for both individual members and groups.



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



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

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](http://ams.scca.com).

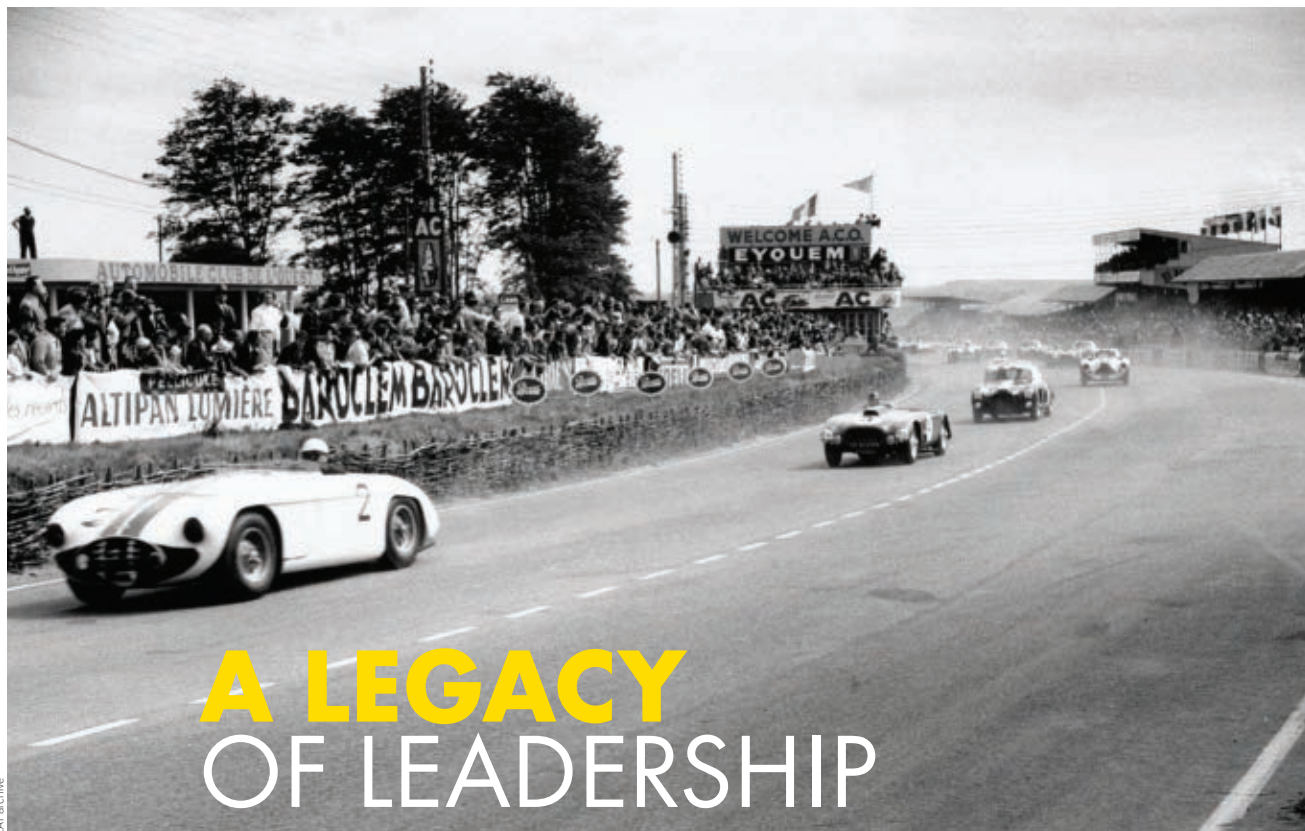


## AN ALL-AMERICAN VICTORY

Sharing a Chrysler-powered Cunningham C4-R with Phil Walters, John Fitch (left) took a famous win in the 1953 12 Hours of Sebring, giving America its first international sports car victory.



LAT archive



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# A LEGACY OF LEADERSHIP

## INFLUENCERS

(ABOVE) John Fitch finished third overall in the 1953 24 Hours of Le Mans, sharing a Cunningham C5-R with Phil Walters. (RIGHT) Bill Milliken was a key man in the history of Watkins Glen and the growth of SCCA. (BOTTOM RIGHT) Fitch celebrates winning the 1955 RAC Tourist Trophy for Mercedes-Benz with co-driver Stirling Moss.

As an organization grows from humble beginnings, it's inevitable that there will be key leaders who shape its future. It's equally inevitable that, as time passes, so will these leaders. This fall has been a tough one for SCCA, with the passing of both Bill Milliken and John Fitch.

While Milliken did drive race cars, that wasn't his area of greatest influence. No, it was Milliken's technical contributions to the sport that will be his legacy. He worked alongside Cameron Argetsinger on SCCA's first road race at Watkins Glen in 1948. While Argetsinger took on the race organization, Milliken helped him lay out the course and wrote the technical regulations for the event - a job which he continued to be involved with as those rules evolved into the first SCCA General Competition Rules. Milliken's textbook, *Race Car Vehicle Dynamics*, is still published by the Society of Automotive Engineers and can be seen on the shelves of many a race engineer, as well as in university classrooms where motorsports engineering is studied. His autobiography, *Equations of Motion*, details the earliest



**BILL MILLIKEN**  
4/8/1911-7/28/2012

LAT archive



**JOHN FITCH**  
8/4/1917-10/31/2012

LAT archive

attempts to introduce engineering style analysis into motorsports, an area where he was the most notable trendsetter.

Fitch was known, long after retiring as a driver, for his work on vehicle barriers, being one of the first to utilize the now-popular concept of energy absorbing designs. That said, it was his competition exploits for which he is most well known. He was SCCA's first National Champion driver in 1951. Also in '51, Fitch was one of a handful of SCCA drivers who traveled to Argentina to compete internationally - and in a surprise upset, he came home the winner. He subsequently became the first American driver to have success on the European circuits, raising the credibility of U.S. drivers in international competition. Fitch was SCCA's best representative on the world stage when the fledgling Club badly needed recognition and credibility.

These men were so integral to the SCCA's early growth that they were both in the initial class of inductees to the SCCA Hall of Fame. They will be missed. But they will not be forgotten.

Peter Hylton





Rupert Berrington

## THE DIRTIEST

In December's *SportsCar*, we mistakenly credited Warren Elliott with entering the 2012 RallyCross National Championship with two titles to his name. In fact, he took his second title at the event. The competitor with the most titles to his name is Jan Gerber.

## ANNIVERSARIES

### SCCA MEMBERS CELEBRATING 25-55 YEARS

#### 55-YEAR MEMBERS

Edgar A Jett III	12/1/1957	Life Member
Peter Sachs	12/1/1957	New England

#### 50-YEAR MEMBERS

Peter R Atherton	12/1/1962	New England
Charlie Kemp	12/1/1962	Mississippi
Carl Lee	12/1/1962	Chicago

#### 45-YEAR MEMBERS

John M Bisignano	12/1/1967	Colorado
Robert R Eddy	12/1/1967	Colorado/ Des Moines Valley

Dee Schweikle	12/1/1967	Central Kentucky
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#### 40-YEAR MEMBERS

Guy Frost	12/1/1972	New York
Thomas R Harkness	12/1/1972	Glen
Robert L McCormick	12/1/1972	Buccaneer
Terry M McKenna	12/1/1972	St Louis
Don Wiseman	12/1/1972	Ozark Mountain

#### 35-YEAR MEMBERS

Tom Ciesla	12/1/1977	New England
Donald D DeHart	12/1/1977	Susquehanna
Susanne French	12/1/1977	New England
Mark Grissom	12/1/1977	Oklahoma
Michael C Harrison	12/1/1977	South Carolina
Gregory A Hartley	12/1/1977	Central Carolinas
Kris Heil	12/1/1977	San Francisco
Donnie Isley	12/1/1977	Central Carolinas
Ginette Jordan	12/1/1977	Atlanta/New England
Bruce Ken Kawaguchi	12/1/1977	Cal Club
Hugh F Kluesner	12/1/1977	Indianapolis
Doug Lojinger	12/1/1977	Cincinnati
Jeffrey A Norris	12/1/1977	Washington DC
Susanna Lee Rogers	12/1/1977	Mohawk Hudson
Dennis W Scott	12/1/1977	Florida
Harry Woodard	12/1/1977	South Carolina

#### 30-YEAR MEMBERS

Kathy Barber	12/13/1982	San Francisco
William Bonow	12/9/1982	Badlands
Donald A Bruno	12/30/1982	Chicago
Judi Davis	12/30/1982	Houston
Robert Dorricott	12/30/1982	San Francisco
George Kenneth Dwinell	12/30/1982	San Francisco
Kathy L Gruenewald	12/30/1982	Ohio Valley
Dave Hummel	12/15/1982	Chicago
Paul Klespis-Wick	12/21/1982	Milwaukee
Robert Alan Qualkinbush	12/30/1982	Kansas City
Paul Eric Ramsey	12/21/1982	West Texas
Donald Sak	12/30/1982	Detroit
Martha Sak	12/30/1982	Detroit
MaryAnne Curry Shults	12/30/1982	Finger Lakes
Nick Triantos	12/13/1982	San Francisco
Steven L Zink	12/9/1982	Texas

#### 25-YEAR MEMBERS

Diane Averill	12/30/1987	Detroit
Ray Benoit	12/18/1987	New England
Ann Bothwell	12/22/1987	Cal Club
David J Clufo	12/9/1987	Finger Lakes
Jeremy C Cox	12/23/1987	Central Carolinas
Zachary J Cox	12/23/1987	Central Carolinas
Amy Maureen Finn	12/9/1987	Florida
Michael Finn	12/8/1987	Florida
Susan H Finn	12/8/1987	Florida
Matthew Frankel	12/18/1987	Arizona
Phil Gallant	12/3/1987	Cal Club
David Kittleson	12/3/1987	Milwaukee
David J Knoche	12/2/1987	North Carolina
Betty J Rogge	12/8/1987	Northwestern Ohio
Ernest E Rogge Jr	12/8/1987	Northwestern Ohio
Gordon Allan Smith	12/8/1987	Cal Club/Mid South/ Northeast Oklahoma
John Stinsmen	12/30/1987	Blue Mountain
Donna Rogers Ward	12/8/1987	Florida
Joel K Weinberger	12/18/1987	Chicago

## TINY DANCERS

B-Spec is returning to Pirelli World Challenge in 2013.



Mark Weber

## PRO B-SPEC RETURNS

Touring Car B-Spec (TCB) will return to SCCA Pro Racing Pirelli World Challenge in 2013 with an expanded schedule. In its inaugural season the TCB class visited three tracks for a total of nine races. In its second season, TCB is expected to join Touring Car at Mid-Ohio, Lime Rock, Toronto, Sonoma, and Houston.

A number of manufacturers recently supplied cars for a "rebalance test" at Virginia Int'l Raceway to help ensure parity for the 2013 season. Each car visited the

dyno for data collection purposes, and pro driver Charles Espenlaub was on hand to evaluate each car on the track.

"The testing and performance balance ensures an even playing field for this growing class of racing," said Pirelli World Challenge Director of Competition Geoff Carter. "We spent a great deal of time benchmarking handling and performance for the seven manufacturers present."

For more information on the series, head to [www.world-challenge.com](http://www.world-challenge.com)

## TRI-STATE TRIES NEW FORMAT

The Tri-State Challenge Tour visited Blytheville, Ark., Oct. 27-18, 2012, bringing the experimental Evolution Super Shootout format to the Arkansas Aeroplex for the first time.

The 177 competitors each took four runs on Saturday - one more than at a traditional Tire Rack Solo National Tour event - with those runs adjusted for PAX results to set the initial grid of the top 32 drivers. Sixteen more spots in the 64-car shootout came from two Last Chance Qualifier runs on Sunday morning, along with the top four from the Ladies Class not already in the field. A random drawing on Sunday filled the final 12 spots.

Clemens Berger (RIGHT) qualified his LeGrand Mk18 Saturday in the B Modified class, cruised through his opening three Shootout rounds, and took down former National Champion Bartek Borowski's E Stock Mazda Miata to reach the final four. In his semi-final, Berger overcame C Modified class winner Tom O'Gorman.

Andrew Pallotta's Mazda RX-8, the fastest of the Street Touring Xtreme machines, bested Erik Strelneiks in the other semi-final, but couldn't get the better of Berger in the final of the first Evolution Super Shootout at a Solo National Tour.

O'Gorman beat Strelneiks in the consolation round to claim third place.

The Evolution Super Shootout format is popular on the East Coast and could come on board for select events during the 2013 Tire Rack Solo National Tour.



Rupert Berrington





## 100 PERCENTERS RETURN

Dubbed the "100 percenters," an elite few are credited by the SCCA National Office as competing at all 40 Solo National Championships.

Those are Susan Anderson, Phil Alspach, Dick Berger, Charlie Clark, Rocky Enriken, Rick Ruth, and Dee and George Schweikle.



Perry Bennett

## SCCA BOARD OF DIRECTORS MEETING MINUTES 10/11-12/2012

The SCCA National Board of Directors met at the National Office in Topeka, Kan., on Thursday, Oct. 11, Friday, Oct. 12, and Saturday, Oct. 13 2012. The following directors participated: Jerry Wannarka, Chairman; Lisa Noble, Vice-Chairman; Dick Patullo, John Walsh, Bill Kephart, Todd Butler, Secretary; Bob Lybarger, Michael Lewis, Treasurer; R. David Jones, Robin Langlotz, Steve Harris, and Brian McCarthy. Phil Creighton participated via conference call. Several members of the staff and subcommittees also participated.

The following is a list of motions from the meeting. Full minutes and detail is available in the November 2012 *Fastrack News* available at [www.scca.com/fastrack](http://www.scca.com/fastrack).

### SOLO

SEB Chairman Steve Hudson provided an overview of the proposed rule changes and their impacts. Full detail is available in the November *Fastrack News*.

**MOTION:** To approve General Items 2-6, Stock Items 7-12, ST Items 13-15, Street Prepared Items 16-28, Street Modified Items 29-32, Prepared 33-40, Modified 41-43. Walsh/McCarthy.

**PASSED** 12-0. Creighton absent.

### CLUB RACING

**MOTION:** That the Southwest Division of the SCCA be allowed to hold a one time

only Double National race weekend at the Circuit of the Americas racetrack in Austin, Texas during the month of December 2013 counting towards the 2014 season.

**FAILED** for lack of a second. There was concern by the BoD over starting the 2014 National competition season prior to the beginning of 2014.

**POLICY STATEMENT:** The Board of Directors endorse the further national rollout of the 2013 U.S. Majors Tour and the public release of the vision for 2014 and beyond. Patullo/Kephart (include the two pager on Majors from Steve Harris would like to see before publication please) Opposed Langlotz, Lybarger. Absent: Creighton.

**PASSED** 10-2-1.

CRB Chairman, Jim Wheeler provided an overview of the Rule package. Note: the complete wording for the following rule changes can be found in Appendix B in November 2012 *Fastrack News*. Notations below are only to record the board votes per item.

**MOTION** To approve the GCR items #6027, 6259, Minor Licensing, 7640, Use of #1, 7818, 7829, 7812, 8702, 9046 and FIA Seats. Patullo/Butler.

**PASSED** 12-0. Creighton absent.

**MOTION** To approve Formula Sports Racing item 8803. Patullo/Butler.

**FAILED** 3-9. Opposed: Lybarger, McCarthy, Walsh, Jones, Lewis, Langlotz, Kephart, Wannarka, Harris. Creighton absent.

**MOTION** To approve the Formula/Sports Racing FF FC: 5636, 9030, 8799. Patullo/Butler.

**PASSED** 12-0. Creighton absent.

**MOTION** To approve the Grand Touring GT 9327, 7828, 8176, 8749, 8971; Improved Touring 4220, 4407, 9410; Super Touring 7824, 9412, 8975, 9413, 8756, 7717; Production HP item 8531. Patullo/Butler.

**PASSED** 12-0. Lewis abstained from GT item 7828. Creighton absent.

**MOTION** To approve American Sedan 8415, 8416, 8319, 8955, 9524; 9304 and 9517. Patullo/Butler.

**PASSED** 12-0. Creighton absent.

**MOTION** To accept the Touring Rule Package as presented. As part of this reorganization, STO, SSB and SSC classes will cease to exist beyond 2012. Patullo/Butler.

**PASSED** 10-1-1. Opposed: Wannarka. Abstained: Jones. Creighton absent. See Appendix C for the detailed package.

**MOTION** For item 3 # 9525 to make B-Spec a National class in 2013. Patullo/Butler.

**PASSED** 12-0. Creighton absent.

## SCCA BOARD OF DIRECTORS MEETING MINUTES 10/26/2012

SCCA Board of Directors held a conference call Friday Oct. 26, 2012 commencing at 3 p.m. CDT. Directors participating were: Dick Patullo, Jerry Wannarka, Robin Langlotz, Steve Harris, Bob Lybarger, Lisa Noble, R. David Jones, Bill Kephart, John Walsh, Phil Creighton, Brian McCarthy. Todd Butler and Michael Lewis were unable to attend due to travel. Wannarka as Chair carried

proxy vote for Lewis and Butler. Aimee Thoennes, Executive Assistant, also participated in the call.

Discussion over the impact of the current rules/racing seasons on the southern regions that would benefit from National races late in the year versus the desire to fairly enforce the policies currently in place.

**MOTION:** Because of a track

date conflict, that the Board of Directors grant a one-time waiver to GCR Appendix B.1.2.f allowing the Florida Region to hold their traditional Winter Nationals on Dec. 28-30, 2012. That the supplemental regulations be noted specifically to indicate the event will be run under 2013 rules as noted through December 2012 *Fastrack News* (which will be posted on Nov 20). And with

the provision that the region's representative, Chief Steward and Chairman of the event review the changes that take effect on 1/1/2013 in the GCR so they are prepared and can handle issues that may come up as a result. Langlotz/Kephart. For: Langlotz, Kephart, Lewis, Butler, Noble, Walsh, Patullo. Opposed: Creighton, McCarthy, Jones, Lybarger, Harris, Wannarka. **PASSED** 7-6.





### NECKSGEN YOUTH

Using technology from the standard adult Necksgen head and neck restraint, the new Youth unit offers racers aged 7-16 years old the same level of protection and the SFI 38.1 approval previously afforded to drivers who fit in the larger units.

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Royal Purple's new Max-Clean fuel system treatment is a three-in-one fuel additive that helps keep engines clean, removes existing deposits, and improves vehicle efficiency and performance.

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### TRACKTOPIA APP

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



### CENTERFORCE RX-7 CLUTCH

Centerforce introduces its Dual Friction clutch kit for the Mazda RX-7 powered by the twin turbo 13B. The clutch kit includes a pressure plate, disc, alignment tool, and pilot bearing. The Dual Friction system combines great street characteristics, with superior clamping force. [www.centerforce.com](http://www.centerforce.com)

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# SHIFTIN' GEARS

## HOW YOU CAN MAKE A DIFFERENCE IN 2013

With 2013 on the horizon, what will the New Year bring those who are active in the SCCA? I am a great planner, so I make lists to try and get my plans established well in advance. We have a brand-new year to spend time with our friends and extended family in the SCCA. The calendar will fill up in a hurry with family items, work items and, of course, SCCA events. Before the year gets away from us, let's discuss how you can become involved in new activities within the Club.

My wife Velma and I have lived in five different states since getting married. We didn't move to stay ahead of the bill collectors; we were transferred because of my job. We've had potentially a different life because

**"You'd be surprised how great you feel when you get involved and give something back"**

we never had children, so each time we moved, we made the effort to reach out and meet people through the SCCA, through work, and through our neighborhood. One of the ways to meet people is to get involved in activities and in doing volunteer work.

One of the "core values" of the SCCA is volunteerism. Our workers at races are volunteers, our workers at rallies are volunteers, and most of the people who make our local regions go day in and day out are volunteers. Volunteering is what makes the SCCA what it is today - and the SCCA Foundation is the ultimate way of volunteering. The Foundation is the opportunity to give something back.

When you are looking at your plans for 2013 and you slot in the Club race, Solo, RallyCross, and RoadRally weekends, think about the major activities of the SCCA Foundation. We can always use help with a Tire Rack Street Survival school near you.

We can also use help with the Formula SAE programs at your local college and at the two major championship events



### A SAFER WORLD

The SCCA Foundation is involved in a variety of programs, including the Tire Rack Street Survival, where teens receive real world education on vehicle safety.

**SCCA**  
FOUNDATION  
Sports Car Club of America

each year. You'd be surprised how great you feel when you get involved and give something back.

So as you plan for 2013, think of getting involved with some new or different activities with the SCCA. I guarantee you will have a great feeling when you help a young adult learn some evasive driving maneuvers through the Tire Rack Street Survival program. You can feel the excitement and enthusiasm when you help with the Formula SAE program in your area. As the military says, "We are looking for a few good men" - with SCCA we are looking for some enthusiastic volunteers.

2013 looks like it could be a great year for all of us, and I hope everyone has an exciting and successful year. ☺

### KEEP THE FOUNDATION ALIVE

The SCCA Foundation is the non-profit arm of the Club and relies on donations to fulfill its mission. Being non-profit, all donations made to the SCCA Foundation to support its endeavors are tax deductible as a 501(c)(3) educational foundation. Donations to the Foundation can be made when you renew your SCCA membership with the space allotted on the membership renewal form. In addition, donations can be mailed year-round to:

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# POBST POSITION

**RANDY POBST**

2003, 2007, 2008, AND 2010 PIRELLI WORLD CHALLENGE GT CHAMPION



## RANDY'S SEASON

Randy Pobst started his racing career in Solo, then moved to Club Racing, ultimately finding his current home in professional racing, claiming several championships along the way. In 2012, Pobst claimed the top step on the Pirelli World Challenge GT podium three times and showed speed on every type of circuit the series encountered. Undoubtedly, every time Pobst enters the concrete-lined walls of the temporary street course he is driving smooth, thinking ahead, and wishing he could see around the next turn.

What is the best driving advice with the fewest words? Say you're on a plane to the Far East, and they've closed the boarding door. The attendant has already politely but firmly, twice, asked you to turn off your phone, but a non-SCCA old friend has called out of the blue on the way to their first Solo or Drivers School, and you only have time for one sentence. What do you say?

*Just floor it and don't lift 'til you see God.* Nah, too many words. So true.

*Miata.* Nah, they probably already have a car.

*The pedals and steering are opposites.* Nah, needs further elucidation.

Or maybe, *Pobst Position.* Yes!

This is a good Facebook question. I bet you have some clever responses. Say, why don't you just go ahead and post 'em to my page and the SCCA group?

Here's the best standard answer I've refined over the years: "Be smooth and think ahead." This works on the street or track. It sums up the most important fundamentals in the least possible words. Feel free to use it as your own, for the good of driving everywhere.

I used to say look ahead, which is on the point, but it does not say as much, and thinking ahead gets your eyes there anyway. Also tried "Be smooth, and look and think ahead," but it wasn't succinct. In fact, I have noticed while driving that yes, I surely do think ahead, but I don't really look all that far ahead in the corners. Blasphemy!

I find that I read my position on the track by site pictures in the same focus as my field of vision. For example, cracks or spots on the pavement, or at the edge, as opposed to that tree or porta potty a hundred yards away, like at Road Atlanta

## Looking and Thinking

Turn 11, or any turn at Miller. As little as one second in a slow corner, up to maybe three in a fast one.

Maybe this comes from my time on motorcycles, where the condition of the pavement is constantly critical to survival on the street. But being in an exact, repeatable position is important on the track, too. It also comes, I think, from my autocross incubation. The turns in Solo are so tight you can't look very far ahead, but you better be thinking a full corner in advance. The track-out of this corner is the turn-in for the next, ad infinitum.

I often tell coaching clients to look for the brake point, but be thinking about the turn-in. Look for the apex,

but be thinking about the track-out. Always think one reference ahead of where you are looking. It keeps that smooth information flow.

I have several talented racer friends who regularly use that tree in the distance as a reference, but it feels very awkward to me to extend my focus way out there, and then blur back to the road. On rare occasions it helps me on a blind corner of a new track, but I cannot recall ever using a far away marker for longer than a session or two.

Having side references is very valuable in a close race, like Spec Miata, Spec Racer Ford, or any Production-class Spridget or Spitfire following a Golf or Civic, because the forward field of vision is the back of the car ahead. About all you have is out the side windows. It's like driving in the rain, too; The Gray Mist. In races like these you cannot look ahead, so thinking ahead is all ya got! 🚗

**I have noticed while driving that yes, I surely do think ahead, but I don't really look all that far ahead in the corners"**



Jeff Lowe



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# PACESETTER

## THE ESSENTIAL ZANES HOW ONE SOUTH JERSEY REGION FAMILY TAKES

Meet the Zane family, a multigenerational family of SCCA volunteers who do everything from work corners, handle registration, communications and, very importantly to the bellies of the South Jersey Region, cook some great food.

Brian Huen, the South Jersey race planning committee chairman, couldn't even fathom how the region would host a single event without the help of the Zanes.

"They organize and take care of so many details," says Huen. "The radios get charged, fire extinguishers are topped off, and the tech equipment is ready. Any detail for a race is done, done, and done. The Zanes are vital to our region and they come to every event. I don't know how we would do it without them."

The Zane family is comprised of volunteer workers - nobody in the family is behind the wheel on the track. They come to Club races because they enjoy the people they have met at the track.

The cast of characters that make up the family starts with the mother and father, Shirley and Everett Zane, who have been married for 47 years. They had three sons, Dan, Keith, and Craig. In 2005, Dan, the oldest son, took his mom and dad to a race at Summit

Region. But New Jersey Motorsports Park opening in 2008 changed all of that. Finally, the South Jersey Region had its own road course - something it had not possessed since Vineland Raceway closed in 1965.

For a region to start from scratch hosting its own Club Racing program was a huge undertaking. The Zanes stepped up from the start and made the transition for the South Jersey Region smooth and successful. Everett Zane built a trailer for the region, restoring a used car trailer and installing shelves, a refrigerator, and a freezer that plugs in for food, and also built a secure room for radios.

"They're so well prepared," he says.

### HELPING HAND

When South Jersey Region started hosting races at New Jersey Motorsports Park (BELOW), the Zane family stepped up to ensure those events ran smoothly.



Courtesy New Jersey Motorsports Park

electrical work, designed and built signal lights for each flag station for use at the 12-hour race, as well as a reasonably priced radio communications system for the region.

As a flagger, Craig realizes the danger of drivers who aren't informed of incidents ahead of them on track, especially tracks that have blind corners. New Jersey Motorsports Park has a difficult Turn 1 - a blind uphill corner where the flagging station isn't really in a position to warn drivers of incidents in the corner. Craig designed a signal system that is placed on the straight, ahead of Turn 1, that can be activated by the flagger. This signal warns drivers of an incident before they head over the blind curve.

Craig also sets up and delivers the radios and other gear for the corner workers, making sure everything is organized, charged up, and ready to go.

Keith Zane is the man behind the grill. Keith takes care of feeding the workers. And he doesn't just toss them a cold hamburger to eat. Keith runs a quality food service - ribs, chicken wings, and other good stuff. Each event Keith feeds the workers and also does hospitality for the Saturday night parties, which includes food for workers, competitors, and guests. Keith makes sure everyone is well taken care of.

Keith's wife, Terri, works in registration, bringing their son, Nathaniel, her daughter, Becca, and the Zane family dog, Orea, for company.

Mama Zane, Shirley, works Timing and Scoring as well as registration, and then also helps Keith with the food. Everett also goes directly from working a corner station to helping with equipment and food.

There's no question about it, SCCA events could not happen without volunteers, and South Jersey Region is especially lucky to have this entire family of dedicated volunteers. Brian Huen sums it up best when he says, "You can't go anywhere during our race weekends without running into multiple Zanes." 📍

**You can't go anywhere during our race weekends without running into multiple Zanes."**  
**BRIAN HUEN**

Point. They all enjoyed watching the sport but felt that being a part of the event would be more interesting, so at the next event they attended Dan and Everett went to a flagging station and Shirley went to registration. From that day on, the Zanes have been an integral part of the SCCA.

Even though the Zanes lived in New Jersey, they spent most of their time working at Summit Point in West Virginia as a part of the Washington DC

"They came up with the idea of using roadside flares to put out on the track during the 12-hour enduro if there was a red flag situation. They're always one step ahead."

Dan Zane first got into the SCCA as the onsite Emergency Medical Technician at South Jersey Region Solo events (insurance for this region requires an EMT at each Solo event). He began to work Club Racing events at both Summit Point and Pocono, and then he brought the entire family onboard to volunteer at races. Now Dan is South Jersey Region's Chief of Control for Flagging and Communications.

Dan brought his brother, Craig, out to the track to assist in a flagging station. Craig, who has a background in



WORDS Rob Krider

IMAGES Geoffrey Hall, HotLap Photo

## VOLUNTEERING TO A WHOLE NEW LEVEL



EVERETT



- TERRI



DAN



CRAIG

## ABOVE AND BEYOND

You think you're involved with the SCCA? The Zane family has three generations volunteering for the South Jersey Region. While the family members often work wherever they are needed, here are their main specialties and areas of expertise:

- **EVERETT ZANE:** Flagging and Communications, equipment, food services
- **SHIRLEY ZANE:** Timing and Scoring, registration, food services
- **CRAIG ZANE** (son of Everett and Shirley): Flagging and Communications, equipment, electrical wiz
- **DAN ZANE** (son of Everett and Shirley): Chief of Control for Flagging and Communications
- **KEITH ZANE** (son of Everett and Shirley): Food services (includes worker lunches and the Saturday night party)
- **TERRY ZANE** (Keith's wife): Registration
- **REBECCA ZANE** (Terry and Keith's daughter): Registration and hospitality
- **NATHANIAL ZANE** (Terry and Keith's son): Registration and hospitality



KEITH



# FIRST GEAR

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## RACHEL SAUNDERS IS DRIVING HER WAY TO THE TOP

"NASCAR," says Tommy Saunders, "rots your brain." It is but one of the sayings of the irrepressible 13-time Solo National Champion. It's also the saying that sticks in the mind of his 17-year-old daughter, Rachel, who already has her sights set on a career in the IndyCar Series. Or Formula 1. Let's not beat around the bush here.

If that all seems a bit outrageous for a teenager who has only just finished her first season competing against adults in Solo and ProSolo, think again. At the Mineral Wells ProSolo this past spring, age 16, she became the youngest winner of the Ladies Challenge, recording a perfect reaction time driving the family's fearsome B Mod LeGrand Dragon. She finished the year second overall in ProSolo Ladies Challenge points and third in L1. At the Tire Rack Solo National Championships, she drove the Dragon in the B Mod Open class and finished sixth out of 14 competitors.

If you think these achievements are down to the light and powerful LeGrand, longtime Solo observer Rocky Enriken hastens to point out that just the opposite is true. "Getting a B Mod car like the Dragon around a course is more impressive than getting a Mazda Miata or Honda Civic around," he says. "The Dragon is a beast! It's the kind of car a young autocrosser drives if she has any idea of becoming a future Danica."

Driving challenges came early, thanks to her father. When not flying the world piloting American Airline's jumbo jets or perfecting his Solo cars (since 1983 he has won those 13 titles



standout driver, 28-year-old aerospace engineering grad student Nick Roberts, winner of the FSAE class at the 2012 Tire Rack Solo National Championships, who pushed the university to allow Rachel to drive for the team.

"The Dragon is as close to FSAE as you can get," says Roberts, "so the transition has been very natural for her. She's a very mature, intelligent young woman - very open to suggestions on driving style, driving line, and vehicle operation. Her ability to drive a car quickly while not abusing the tires is a nice trait to have as well."

In 2013, Solo may no longer be Rachel's main focus, because she's lobbying hard to get to an SCCA Driver's School and begin Club Racing,

**I try to make my life revolve around racing. If I'm not at the track, it's in the back of my mind"**

**RACHEL SAUNDERS**

in five different cars and four different classes), Tommy Saunders has been coaching and mentoring his daughter, beginning with practice in a go-kart when she was just 4 and entering road racing competition at 5.

It was then that Tommy suggested to the SCCA that there be a Solo junior class for 5- to 7-year-olds. "The SCCA agreed," says Rachel, "and I started competing in Solo, beginning in JC in karts and moving up through the ranks, going from JC to JB and then to JA. In 2011, I was first in every [Solo National] Tour event I competed in and fifth at the Nationals, all in JA."

"She absolutely hates to lose," says her dad, pointing out her incredible focus and control behind the wheel. "The Kansas University FSAE team love for her to drive their car because of her speed and smoothness, without being abusive. She loves to go fast!"

The reference to the University of Kansas FSAE team is because Rachel came to the attention of the team's

### GAME FACE

Being the daughter of multi-time Solo National Champ Tommy Saundser, Rachel Saunders is already on her way to the top in SCCA competition.



### EARLY START

- Started in go-karts at age 4
- Began go-kart road racing competition at 5
- Entered first SCCA Solo event at age 5 in JC (ABOVE)

starting in Spec Racer Ford.

"For the future I plan on attending college," says Rachel. "Preferably KU and majoring in something like mechanical engineering or sports management. But I also want to continue with my racing career. My ultimate goal is to become a professional racecar driver, preferably racing in the IndyCar Series or Formula 1. No NASCAR for me."

Measuring six feet in height, Rachel quit high school basketball "to focus more on racing," she says. "I try to make my life revolve around racing. If I'm not at the track physically, it's usually in the back of my mind, and I'll do little things away from the track to improve my performance when I'm at the track."

Little things include a workout regimen to strengthen arms, abs, and neck muscles. And a racing simulator is on her Christmas list. Whether she remains safe from NASCAR remains to be seen, but there's clearly a racecar in her future. ☺





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# 2012 SCCA PRO RACING REVIEW



WORDS SportsCar staff MAIN IMAGE Camden Thrasher

Combining Top Professional Racers with Rookies on the Move Resulted in One Unforgettable Season

## THE HEAT OF BATTLE

From open- to closed-wheel racecars, a variety of series make up SCCA Pro Racing, including the venerable Pirelli World Challenge (ABOVE).

**H**ands down, SCCA Pro Racing is the best professional racing in town. If you're in the market for intense professional racing action, SCCA Pro is your ticket. In 2012, SCCA Pro Racing sanctioned six professional series that spanned from coast to coast and ranged from insane closed-wheel to intense open-wheel action, with many series championships coming down to the wire.

While some things stayed the same for the numerous SCCA Pro series, there were also several firsts. Pirelli

World Challenge welcomed the Touring Car B-Spec (TCB) class, which shared the track with Touring Car at three venues. This addition prompted a new format, with triple race weekends and a few rolling starts.

A strong rookie class also tackled World Challenge in 2012. Andy Lee made a solid run at the GTS title, scoring a number of wins. Rookies ruled the Touring Car class, locking up the top three places in the Drivers' Championship standings. And TCB drew a solid number of first timers.

Trans-Am once again welcomed TA2 and GGT cars to run alongside the fire-breathing Trans-Am muscle. Defending Champ Tony Ave did not have an easy season, as both Simon Gregg and Amy Ruman visited Victory Lane in 2012. Meanwhile, TA2 continued to show strong entries,

**If this coverage whets your whistle, don't worry – the 2013 season is just around the corner"**





## CONTENTS

often outnumbering its bigger brother. MX-5 Cup attracted a slew of new drivers, with seven of the top 10 finishers launching their pro carriers in the series.

The F2000 Championship Series has a knack for finding hidden talent - case in point, 2012 MX-5 Cup Champ McAleer is a graduate of the series. Once again, the F2000 season unearthed a star who trounced the field. In the F1600 Formula F Championship Series, the overall title came down to the wire

with only seven points separating the top two. This year the engine war also heated up, with Honda's program coming on strong. And 2012 saw the first full season of the Atlantic Championship Series.

Be sure to head to the Websites for your favorite series, as many offer online coverage of the season.

What follows on the pages of *SportsCar* is an in-depth look at these series. If this coverage whets your whistle, don't worry - the 2013 season is just around the corner. 🏁

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**A NEW VISION**  
Pirelli World Challenge has undergone a number of changes in recent years, but the racing has remained no less than spectacular.

WORDS Jeff Zurschmeide

Camden Thrasher

# Up for the Challenge

Consistency Proves Key in the 2012 SCCA Pro Racing World Challenge Championships

The SCCA Pro Racing Pirelli World Challenge series has undergone a reinvention. In the recent past, World Challenge was divided into two categories: GT and Touring Car (TC) classes. To allow variety in car prep levels, 2010 saw the addition of the GTS class as a mid-level performance category between Touring Car and GT. Then, for 2012, the series gave a professional racing home to the new B-Spec category under the name Touring Car B-Spec-Spec (TCB), creating a total of four classes in what is dubbed by its organizers as the Sports Car Wars.

To accommodate the much wider range of cars in the series this year, organizers created a schedule involving a long series of single and doubleheader races for the GT and GTS classes, and a shorter series of tripleheader races for TCB. The venerable Touring Car class

split the series, sometimes running with the GT and GTS cars, and sometimes running with TCB. The result was a schedule featuring eight locations, but offering 12 races to GT and GTS competitors, 14 races to TC teams, and nine races for TCB.

As always, World Challenge was true to its name, featuring entries from throughout the auto-making world. As in prior years, the points structure and technical adjustments within the

**What all of this translates to is wild, wheel-to-wheel, season-long battles for championship titles"**

competition year kept the series exciting from the season opener at St. Petersburg through the August season finale at Sonoma Raceway.

Along with the wide range of competing manufacturers from North America, Europe, and Asia, the World Challenge points make the series a close contest that rewards participation in every race and consistent good finishing positions. Of the four classes, only Touring Car awarded its championship to the driver with more wins than any other.

World Challenge also places a high premium on its manufacturer's championship in each class. This promotes a sense of team spirit often missing in other series and keeps automakers interested enough to provide factory backing in an era of declining motorsports budgets.

What all of this translates to is wild, wheel-to-wheel, season-long battles for championship titles, all in the name of track supremacy. Want to find out what happened? Turn the page....

## HEAD OF THE CLASS

- + **GT, page 34**  
Driver: Johnny O'Connell (Cadillac)  
Manuf.: Cadillac
- + **GTS, page 36**  
Driver: Peter Cunningham (Acura)  
Manuf.: Acura
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Driver: Michael Cooper (Mazda)  
Manuf.: Honda
- + **TCB, page 46**  
Driver: Jonathan Start (Fiat)  
Manuf.: Honda





# CADDY STACK

Cadillac Finishes One-Two in Pirelli World Challenge GT, but This Time, Johnny O'Connell's at the Top

## ROOKIE POTENTIAL

Twenty-one-year-old rookie World Challenge GT driver Jordan Taylor joined Cadillac Racing midseason for the doubleheader race at Mid-Ohio Sports Car Course. In his first time out, Taylor qualified his Cadillac CTS-V.R in fourth position, and then drove to a second-place finish, just behind Randy Pobst and ahead of teammates O'Connell and Pilgrim.

In the second race of the weekend, Taylor finished fourth in a rainy race, ahead of his championship-winning teammates. "The Cadillac guys gave me a great car to run up front. I'm glad we could help in the Manufacturers' Championship," says Taylor.



Kenneth Hawking



WORDS Jeff Zurschmeide MAIN IMAGE Richard Prince / GM

The World Challenge GT season rewarded the patient development efforts of Cadillac Racing and driver Johnny O'Connell this year. It was the first World Challenge title for the legendary veteran of ALMS and Le Mans, but after 25 years of professional sports car racing, O'Connell has a few simple rules for how to be successful.

"I entered the season with a lot of confidence that, provided I did some pretty simple things, I'd be in a position to win a championship," says O'Connell, who piloted the No. 3 Cadillac Racing CTS-V.

"Those things were, don't hit anybody, don't break anything, and stay on the racetrack. It sounds stupid that it's that simple, but that's what we did."

Of course, there's more to a championship in World Challenge GT than that - you have to start with a car that's capable of beating some of the best in the business.

"It was a strong year for us," O'Connell says. "When we entered last year, we had no dreams of winning a championship. We were highly restricted and needed a lot of development. As the season



Camden Thrasher

progressed in 2011, we got to the point where we were able to catch up and have a car that was good, fast, and strong. We didn't make any mistakes this year, and it's always great when you set a goal, to meet it."





#### TWO OF A KIND

Combined, Cadillac Racing's Johnny O'Connell (right) and Andy Pilgrim (left) managed only four wins in 2012, matching that of K-PAX Racing. But consistent finishes put them atop the points.

On top of the Drivers' Championship for O'Connell, second place in GT went to another Cadillac Racing teammate, No. 8 Cadillac Racing CTS-V of Andy Pilgrim. Cadillac also claimed the Manufacturers' Championship in the class.

"This is truly a reliability and consistency championship, not a performance championship," says Team Director Steve Cole.

O'Connell won three of the 12 races for GT cars this year, and earned a top-10 finishing position in every single race. Pilgrim wasn't far behind, with a total of 11 top-five

positions including one victory at Long Beach in April.

"We didn't dominate," explains Pilgrim. "It was all team. We did not have the fastest cars, and we didn't earn pole positions. It's all about a team and a car that's reliable. They give us great cars; we do our job and stay out of trouble."

Proving that consistency is key, 2010 Champion Randy Pobst and his No. 6 K-PAX Racing Volvo S60 finished the season in third position despite earning three overall victories - the same number as O'Connell, and two more than second-place Pilgrim. With a tremendous season score of five podium finishes, Pobst's race for the season points was handicapped by a brace of four finishes out of the top 10 - including a dramatic starting line mechanical failure and crash at the start of the first Detroit Belle Isle race, followed by a car fire and an entirely missed race at Mosport.

"We had a fantastic start [at Mosport] and were running well in second place," Pobst says. "As we were passing two GTs cars, giant flames suddenly arose from the hood vents, licking the windshield. It was like looking at the back of a raging fireplace and my beloved Volvo began to fill with toxic smoke. My Volvo was not fixable for the next race of the weekend and we

**"We got to the point that we were able to catch up and have a car that was good, fast, and strong"**  
**ANDY PILGRIM**

did not have a spare due to the recent events in Belle Isle."

Pobst's K-PAX Volvo teammate Alex Figge helped put Volvo into a solid second place in the Manufacturers' Championship with a total of one overall victory and five more podium finishes, rounding out a solid year for the Volvo team.

Pobst roared back to double victories at Mid-Ohio, matching Pierre Kleinubing's career win total for second place in World Challenge history. Only Peter Cunningham has more victories. But it wasn't enough to take the championship this year.



Camden Thresher

With a hugely successful season, Cadillac Racing is certainly the team to beat for 2013. But they won't get that title for free - K-PAX Racing and their all-wheel-drive Volvos will be there to challenge for the title next year. Further, don't count out the Porsches and Corvettes that each won two races this year. The only thing that is certain is that World Challenge GT will once again be a hard-fought championship. 

#### NO SURRENDER

The Nissan GT-R (LEFT) has had its struggles in the series, but 2012 saw even more potential from the car. Meanwhile, the potent Volvos (BOTTOM LEFT) had their highs and lows throughout the year, with both cars finishing in the top five in overall points.

#### GT BY NUMBERS

##### DRIVERS' CHAMPIONSHIP

Consistency is king in a series like World Challenge. To achieve overall victory, a driver must be fast but also race smart, minimizing risk. This year once again proved that point.

<b>1</b>	Johnny O'Connell (Cadillac CTS-V)	<b>1348 pts</b>
<b>2</b>	Andy Pilgrim (Cadillac CTS-V)	1199
<b>3</b>	Randy Pobst (Volvo S60)	1137
<b>4</b>	Lawson Aschenbach (Porsche 911 GT3)	1112
<b>5</b>	Alex Figge (Volvo S60)	1095
<b>6</b>	Mike Skeen (Nissan GTR/Chevrolet Corvette)	887
<b>7</b>	Steve Off (Porsche 911 GT3)	788
<b>8</b>	Tony Gaples (Chevrolet Corvette)	767
<b>9</b>	James Sofronas (Porsche 911 GT3/Audi R8)	723
<b>10</b>	Jason Daskalos (Nissan GTR)	417

##### DRIVER WINS

Race wins are far from vital to earning the Drivers' Championship. Johnny O'Connell tied with Randy Pobst for the most wins in 2012, but Pobst finished the season third overall.



**Johnny O'Connell 3**  
**Andy Pilgrim 1**  
**Randy Pobst 1**  
**Lawson Aschenbach 1**  
**Alex Figge 1**  
**Mike Skeen 2**  
**Patrick Long 1**

##### MANUFACTURERS' CHAMPIONSHIP

For Cadillac and Volvo to finish at the top of the Manufacturers' Championship means a lot, as both were heavily outnumbered by Porsches and Corvettes all season.

**CADILLAC 82 PTS (4 WINS)**

**VOLVO 69 (4)**

**PORSCHE 68 (2)**

**CORVETTE 28 (2)**

**NISSAN 0**





## 2011 GTS CHAMP PASSES AWAY

2011 World Challenge GTS Champion Paul Brown passed away in October after a brief battle with an aggressive cancer. Brown started his racing career 20 years ago in SCCA Club Racing. He made his first SCCA Pro Racing World Challenge start in 1993, competing in 41 races over the years.

Brown campaigned his Tiger Racing/Paul Brown Racing Ford Mustang Boss 302S throughout the 2011 season, earning five wins over the course of the series and leaving other competitors fighting for second place.



Mark Weber



# RAISING THE BAR

Peter Cunningham Extends his Grip on World Challenge Records with the 2013 Pirelli World Challenge GTS Title

WORDS Jeff Zurschmeide MAIN IMAGE Mark Weber

Peter Cunningham holds just about every record you can think of in SCCA Pro Racing Pirelli World Challenge. He's got the most starts, the most wins, the most top-three, top-five, and top-10 finishes – and for 2012 Cunningham earned a record seventh World Challenge championship. Along the way to that achievement, he also claimed the team championship, and he brought the coveted Manufacturers' Championship back home to Acura.

And Cunningham did all this while another driver won twice as many races as he did.

"This GTS championship was definitely the most competitive yet, with the Camaro winning four races and Porsche, Kia, Mustang, and Acura each winning two," explains Cunningham. "The points for the top three were in a virtual tie through the middle of the year before our RealTime Racing Acuras broke away at Mid Ohio."

The driver who won four races was rookie Andy Lee, piloting the No. 20 Best IT Chevrolet Camaro. But Lee had to settle for second place in the series championship because Cunningham collected four second-place and two third-place



Kenneth Hawking

finishes in addition to his pair of wins at Mazda Raceway Laguna Seca and Mid-Ohio. Cunningham also claimed six pole positions over the course of the season in his No. 42 RealTime Racing/Acura/HPD Acura TSX.



**RECORD MAKER**

Peter Cunningham holds more records and titles in World Challenge than any other driver. This year he added to the trophy count.

Porsche Cayman. He collected a single victory at Long Beach, but had three second-place finishes and a pole position at the final race of the year in Sonoma, Calif.

The doubleheader at Mid-Ohio was the turning point for Cunningham. With just three races left to run in the season, Lee held a small points lead. But Cunningham earned the first pole position of the weekend and then led the race from flag to flag for the win. Boosting Acura's position in the Manufacturers' Title chase, RealTime teammate Nick Esayian followed Cunningham to second place.

"It was a tough day for sure. I got a good start and a good restart," Cunningham says. "Nick did a great job. We were just pushing hard the whole time. It was a great day with a one-two finish and we maxed out on points."

The victory was the 43rd of Cunningham's career, extending his lead on the all-time World Challenge victories list. Lee finished in 11th place.

"At Mid-Ohio, we got some big points all of a sudden," Cunningham continues. "Andy [Lee] didn't have a representative finish, through no fault of his own. But the RealTime Racing team was ready to go from the start in St. Petersburg, and we got two wins out of eight podiums in

**The points for the top three were in a virtual tie through the middle part of the season"**

**PETER CUNNINGHAM**

12 races, and that's what it takes to get the points."

The big controversy of the year centered around that first Mid-Ohio race, when all seven Ford Mustangs retired after the formation lap in protest against a new restrictor plate that was required for the cars. Several instances of overheating were reported in qualifying, and Ford backed the drivers. World Challenge issued a statement in defense of their actions, but then raised the Mustang restrictor size from 52mm to 60mm in advance of the season finale in Sonoma.



Mark Weber

**THE CHASE**

Hot on the heels of Peter Cunningham were racing veteran Jack Baldwin (LEFT) and rookie Andy Lee (BOTTOM LEFT). Lee held on for second overall, while Baldwin finished third.

After the restrictor controversy was resolved, Justin Bell drove his Mustang to a third-place finish, but that was still behind Lee's Camaro and Cunningham's Acura.

Looking ahead to next year, Cunningham is still the driver to beat. "There are only 5,000 hours between the last Pirelli World Challenge race of 2012 and the first race of 2013, so the RealTime Racing guys are busy getting ready to defend our titles. I can't wait for St. Petersburg," Cunningham says. 🍷

**GTS BY NUMBERS****DRIVERS' CHAMPIONSHIP**

While veteran driver Peter Cunningham won the series, rookie Andy Lee and experienced driver Jack Baldwin kept him on his toes throughout the season.

<b>1</b>	Peter Cunningham (Acura TSX)	<b>1366 pts</b>
<b>2</b>	Andy Lee (R) (Chevrolet Camaro)	1264
<b>3</b>	Jack Baldwin (Porsche Cayman S)	<b>1185</b>
<b>4</b>	Michael Galati (Kia Optima)	1055
<b>5</b>	Nick Esayian (Acura TSX)	<b>859</b>
<b>6</b>	Justin Bell (Ford Mustang)	821
<b>7</b>	Mark Wilkins (Kia Optima)	<b>705</b>
<b>8</b>	Alec Udell (Ford Mustang Boss 302S)	700
<b>9</b>	Brad Adams (Ford Mustang FR500C)	<b>690</b>
<b>10</b>	Harry Curtin (R) (Chevrolet Camaro)	620

(R) = rookie

**DRIVER WINS**

Rookie driver Andy Lee logged more wins than anyone else in GTS, with Peter Cunningham scoring half as many. But Cunningham's consistency earned him the overall title.



**Andy Lee 4**  
**Alec Bell 2**  
**Peter Cunningham 2**  
**Jack Baldwin 1**  
**Michael Galati 1**  
**Kevin Gleason 1**  
**Mark Wilkins 1**

**MANUFACTURERS' CHAMPIONSHIP**

RealTime Racing's consistency through the season was key to Acura clinching another Manufacturers' Championship in World Challenge.

**ACURA 68 PTS (2 WINS)**

**FORD 54 (2)**

**CHEVROLET 52 (4)**

**KIA 41 (2)**

By comparison, Lee earned four victories, one third-place finish, and just three pole positions. The difference was enough to hand a close points victory to Cunningham.

"It was like a three-way tie for the whole middle part of the year between Jack Baldwin in the Porsche, Andy Lee in the Camaro, and me in the Acura," says Cunningham. "The way the points worked, we were never actually tied but it was a virtual tie and it could have gone either way."

Baldwin brought over 44 years of road racing experience to this season, and a very competitive



# ROAD 2 RACER

**CAR SERIES** REALTIME RACING ACURA TSX V6  
PIRELLI WORLD CHALLENGE (GTS)

WORDS & IMAGES Sean Klingelhofer

Win on Sunday, sell on Monday. It's a mantra that's virtually as old as racing itself. Yet each passing season seems to further erode the relevance and linkage of racing to the cars we drive on the street.

But fear not, for there is a racing series that's on speed dial with the products in the dealerships: Pirelli World Challenge.

What we know today as World Challenge evolved out of an SCCA Club Racing class from the early 1970s, Showroom Stock. Since its debut more than two decades ago, the SCCA Pro Racing sanctioned series has flexed with the times, while staying true to its core values: large fields of evenly-matched cars race in all-out sprints at some of North America's premier road and street courses. It's a formula that delivers.



To see just how close today's World Challenge racecars are to their siblings in the dealerships, we checked out the RealTime Racing (RTR) Acura TSX V6 raced to the 2012 GTS class title by RTR founder and multiple champ Peter Cunningham.

The relationship between RTR and Honda/Acura predates the series they currently dominate. In the mid-1980s, Cunningham got his first break in pro

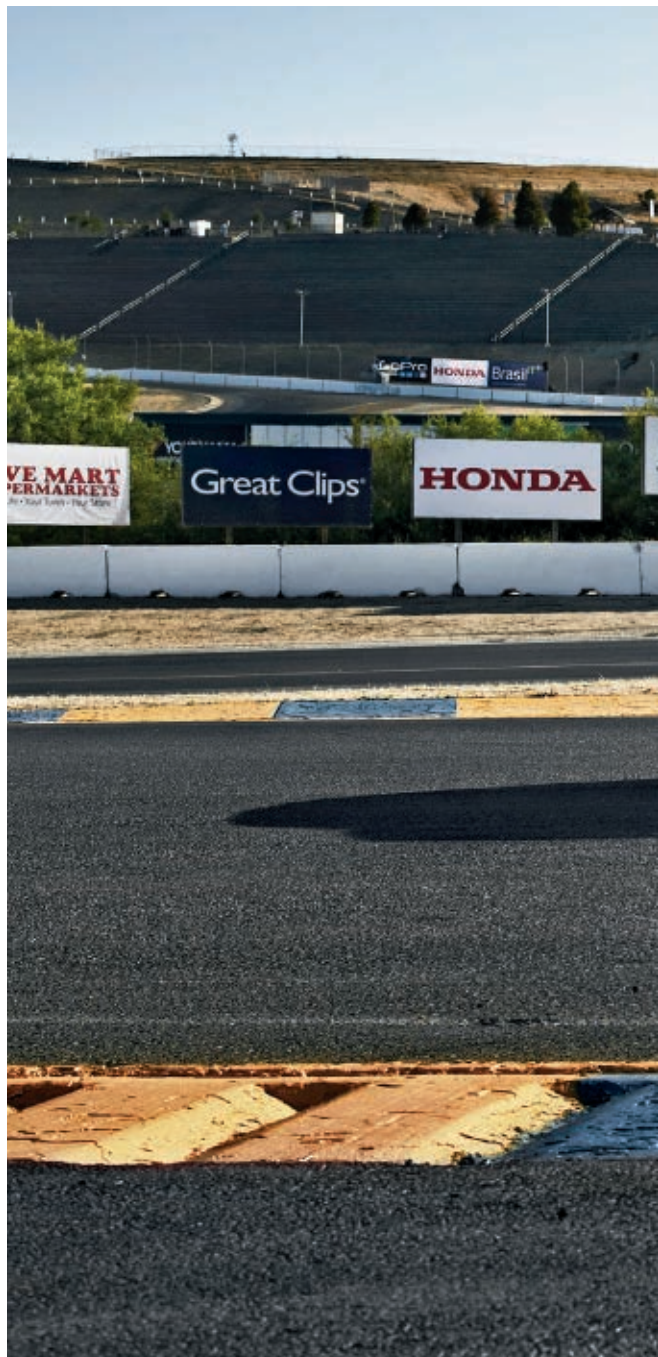
racing when he entered the inaugural SCCA Pro Endurance Series, which would later morph into World Challenge. In 1990, the series added sprint races to the lineup until '93, when it moved to a sprint-only format. Coincidentally, this was also the first year that RTR fielded a multi-car effort.

Fast-forward some two decades and Cunningham's RTR operation has racked up a collection of trophies that's the stuff of legend. With an unmatched 14 World Challenge Drivers' Championships (seven for Cunningham, five for Brazilian hotshoe Pierre Kleinubing, and two for Michael Galati), and 14 Manufacturers' Titles (10 for Acura and four prior to that for Honda), there's no better organization to discuss the nuances of building a car for World Challenge with than RTR.

Driving to Northern California's beautiful Sonoma Raceway in a standard TSX, it was difficult not to smile at how different the racing version must be. The road version is a joy to drive - poised and balanced - but it's bursting at the seams with creature comforts and doesn't exactly evoke a racing feeling. Hence the surprise when RTR's race version of the TSX is presented for scrutiny.

In Cunningham's words, the racecar is "actually remarkably similar" to the road-going version. Sure, there are some necessary modifications done to the vehicle in order to prepare it for wheel-to-wheel racing, most noticeably in terms of safety equipment, but beyond some typical tweaks and adjustments, the car is considerably closer to stock than one might imagine.

Since Acura doesn't offer a body-in-white program for the TSX,



**POWER SHIFT**  
(LEFT) New for 2012 in the RealTime Racing TSX arsenal: V6 power under the hood.

the RealTime crew begins the process of building a racer by stripping down a new factory chassis. Once the car is gutted down to bare metal, the important safety components are added, such as the WC-spec rollcage, seat mounts, steering column, and pedal assembly. Astonishingly, with that work out of the way, the majority of custom fabrication is complete at this point.





Like any racecar, the single most effective improvement one can make to a World Challenge car is removing as much weight as possible - which is something RTR have gotten quite good at. The removal of all unnecessary interior comforts nets a rather large saving, but that's further aided by the addition of lightweight body panels and windows. When that's all done, the car weighs in around

500lbs under the standard TSX.

Suspension setup is shockingly simple. The geometry remains identical to the factory spec, but the team has fashioned custom adjustable linkages to dial in alignment settings. Cunningham is quick to point out that RTR is starting with an exceptional platform, hence how little modification is needed for racing.

#### ON REFLECTION

The competitiveness of the Pirelli World Challenge-spec Acura TSX is a reflection of the road car it's based upon.

Aside from the adjustable links, the team installs Penske three-way adjustable shocks with Eibach springs and blade-style adjustable swaybars, plus a brake upgrade consisting of Brembo multi-piston calipers at each corner with front floating 14in. rotors, which is the maximum diameter allowed by GTS rules.

It's easy to see that these cars are far from NASCAR silhouette







teams, drivers, and car combinations joining the fray. But that's what's keeps this series so fresh for me and my team - new challenges."

The rules specify placement of the engine must remain the same as in the standard car, ruling out any crafty adjustments to weight distribution. In stock form the J35Z3 engine produces around 283hp, but RTR have managed to squeeze out an additional 70 or so ponies. The bump in power can be chalked up to raised compression, a different set of camshafts, and some tricky electronic fuel mapping.

Since the factory V6 TSX never came with the option for a manual transmission, RTR was allowed to retain the Xtrac 6-speed sequential gearboxes, which they previously had paired with the smaller K24A engine.

"That's the biggest difference between our cars and the standard models," confirms Cunningham. But while some may argue that the transmission is a huge advantage, keep in mind some of the unique challenges that the TSX faces compared with the bulk of its rear wheel drive opposition.

For starters, it's a front-wheel 

racers, sharing way more than a roofline with the factory vehicle. In terms of work done on brakes, suspension, and setup, it's on a par many SCCA Club-level competition cars, which goes to show how good a job World Challenge does in keeping its pro racing rulebook tight. That's also one of the reasons it's such a popular series with the drivers.

"The reasons that I enjoy competing in the World Challenge are twofold," Cunningham says. "In the beginning it was the only thing I really knew, but I also like it because these are real cars - production-based sports cars and sedans with manufacturer involvement - going head-to-head

at some of the best racetracks in North America."

As time passes and the series continues to evolve, Cunningham and RTR have always been ready to adapt as necessary - such as switching from the previous in-line four-cylinder engine to a V6 unit for the 2012 season. With increasing pressure in the GTS field from cars like the Boss 302 Mustang and Chevrolet Camaro, RealTime made the decision to upgrade to a more robust power plant utilizing a 3.5-liter V6 from the top-of-line TSX.

"The competition has really heated up the last couple of years," says Cunningham, "with a number of new

#### LOW RIDER

(ABOVE) The race TSX's suspension geometry is very similar to the road car, but installation by RTR of Penske shocks, Eibach springs, and adjustable linkages sets up the lowered stance. (ABOVE RIGHT) Heavy-duty roll cage and side-impact protection are just two elements of the safety equipment package.

## TSX VS. ALL COMERS THE GTS OPPOSITION

Boasting the largest car count in World Challenge at 25-plus, the GTS field falls largely in line with the FIA GT4 series, as well as Touring Car (TC) class cars from the 2008-'09 seasons. Here's a look at some of RealTime's opposition from 2012.

- **BMW E92 M3** BMW has built a world-class reputation for their "M" line of performance vehicles, therefore it should come as no surprise that it is fast on track.
- **Kia Optima** While Kia might be one of the newer marques to racing, the turbocharged Optima has proven to be a handful with two wins in 2012. It

is also the only other FWD vehicle in the GTS field, making it the most similar to the TSX.

- **Ford Mustang Boss 302** The Boss Mustang is widely regarded as one of the best bang-for-buck performance cars on the planet and continues to be one of the front-runners in GTS, taking home two wins in 2012.

- **Chevrolet Camaro** Like the Mustang, the Camaro is a car that needs no introduction and relies heavily on brute force and a rear-wheel-drive layout for fast lap times. In 2012 the Camaro took home no less than four wins

- **Porsche Cayman S** While it might not be a 911, don't let Porsche's little brother fool you - the Cayman is 100 percent sports car. The nimble MR coupe nabbed two victories in the 2012 season.



#### TOUGH CROWD

The competition's tough and getting tougher, but RTR's TSX still notched another World Challenge GTS title in 2012.



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\*Variant 3 and Clubsport models only







drive sedan taking on primarily front-engined/rear-wheel-drive sports coupes. Cunningham points out that the TSX "has more weight on the front axle than any of our competitors have on *any* axle," which makes the car tricky to drive.

In addition to the less-than-ideal driveline configuration, the team also has to deal with a speed deficit of over 10mph on tracks with longer straights.

To overcome those challenges, the drivers rely heavily on RTR's experience and knowledge to deliver optimized setups and improved handling characteristics.

"In our two decades of running front-wheel drive Hondas and Acuras, we have a clear understanding and an ongoing passion to make the car handle," Cunningham explains. Fact is, the current package is so refined that it's difficult for the drivers to tell they're not piloting a RWD car, which speaks volumes for the technical abilities of the crew.

Cunningham adds, "There was another transition that came along

with the big motor and that was additional front axle weight. But the RTR crew, from the beginning of the year, did well with that challenge to find balance in the suspension. At the end of the season, looking back, our Acura TSXs proved to have superior handling throughout the year."

And therein lies the real secret to RealTime Racing's massive and enduring success: the people involved.

While the car certainly appears to be greater than the sum of its parts, the impetus to push it even further comes from the talented team of individuals behind it. It takes dedication and skill - something that RTR seems to have no lack of - to excel in World Challenge GTS, and with the field set to get even deeper in 2013, the task of winning isn't likely to get any easier. Once again, RealTime will have to dig deep to add yet another class title next season.

"The competition in the Pirelli World Challenge is a moving target," Cunningham says. "Right now, with all the manufacturers involved, it really forces us to stay focused and do the best job we possibly can. To beat all those guys, we must constantly be working on improving our package. Even now, with the 2012 season barely over, everyone at RTR is already gearing up for another challenging season next year as we attempt to defend our championships. But that's what we love to do." 🚦

#### ALL BUSINESS

(ABOVE) The race-ready TSX is some 500lbs lighter than the road car version (LEFT), thanks to waving goodbye to the many creature comforts.

## REALTIME RACING ACURA TSX V6 TECHNICAL SPECIFICATIONS

### DRIVETRAIN

- 3.5-liter, transverse-mounted Acura J35Z3 V6 engine with Mahle 12.5:1 compression pistons, HPD valve springs and Carillo connecting rods
- MoTeC engine control unit and power distribution module
- RTR exhaust system
- Xtrac 426 sequential 6-speed gearbox
- Tilton flywheel and clutch

### CHASSIS

- 2,950lb min. weight (w/driver)
- Acura steel unibody w/RTR prep and 4130 D.O.M. steel tube roll cage
- RTR carbon-kevlar hood/ trunk
- Carbon-kevlar-aluminum honeycomb matrix side-impact protection
- RTR carbon fiber front splitter, console and rear wing
- MoTeC electronic dash display, data acquisition and GPS
- Sparco seat, belts, and steering wheel with quick release
- AP Racing brake-pedal box, master cylinders and air jacks
- Fuel Safe fuel cell

### SUSPENSION

- RTR front upper and lower control arm: 4130 steel fabrication
- RTR rear multi-link: 4130 steel fabrication (BELOW)
- RTR adjustable front and rear anti-roll bars
- Penske Racing Shocks triple adjustable variable bleed dampers with Eibach springs

### BRAKES, WHEELS, TIRES

- Brembo front calipers: 4-piston monoblock; rear calipers: 2-piston
- HPD brake pads
- Enkei competition wheels
- Pirelli P-Zero spec slicks, 275/645-18





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# MOTUL





# ROOKIE RULES

Michael Cooper Enters Green to Pirelli World Challenge, but Leaves the 2012 Touring Car Champion

## CLIMBING THE MAZDA LADDER

Michael Cooper started racing by winning the 2009 Skip Barber series. He moved into the SCCA Pro Racing Playboy Mazda MX-5 Cup series in 2010 with mild success, but he really shined in 2011 taking the season championship with six poles and five wins.

This earned Cooper a free year in World Challenge Touring Car. Now the 22-year-old has won the Touring Car championship, and the racing world awaits his next move.

"2013 is still being sorted out, so there is nothing official to speak of yet," says Cooper. "I'm very excited to get these plans finalized and get back in the seat of a racecar."



WORDS Jeff Zurschmeide IMAGES Mark Weber

Michael Cooper claimed the 2012 SCCA Pro Racing Pirelli World Challenge Touring Car Championship in his rookie season with a dominating performance in the No. 03 Mazdaspeed Motorsports Mazdaspeed 3. Cooper's entire racing career is comprised of fewer than 50 races, yet over the 14-race season, Cooper took six wins, two second-place finishes, and seven pole positions. Only once did he finish outside the top five, which came at Mid-Ohio where he suffered a mechanical failure. His performance throughout

the season was consistent and stellar. His commanding season victory also claimed the team championship for AMG.

"The season was nothing short of an amazing achievement by Atlanta Motorsports Group, Mazda, and myself," says Cooper. "To come into a highly competitive series such as World Challenge with a new car and be able to dominate the first weekend at St. Pete, it shocked a lot of people. It only got more difficult from there. I couldn't have done this without everyone at Mazda and Atlanta Motorsports Group. The incredible



passion for what they do ensures success for all of their drivers."

Cooper was strong right out of the gate, winning the inaugural race in St. Petersburg from the pole position, and then winning the second race of the weekend





#### HEAD TO HEAD

The 2012 Touring Car battle was between a pair of series rookies, Michael Cooper (right) and Todd Lamb (left).

from the outside of the front row. At the season's second race weekend, at Miller Motorsports Park, Cooper took home a pair of fourth-place finishes and another win from the tripleheader.

At Mazda Raceway, Cooper finished in fifth place, but came back for the Mosport tripleheader to take second from the pole position, then win from second place, and finally another fourth-place finish from the pole. At Mid-Ohio, the young driver again won from the pole and then suffered a mechanical failure in the second race of the weekend. For

the season-ending tripleheader at Sonoma, Cooper brought home a third-place finish from the pole, then a second, and finally won the final race of the season.

"Johnny O'Connell is the World Challenge GT champion this year and he's the one who told my dad to put me in a racecar - that was only three years ago," says Cooper. "To be standing here after winning two consecutive SCCA Pro Racing championships is just unbelievable. It started to hit me on the last few laps. It hit me a little, but it still hasn't sunk in yet. I didn't sleep much last night. I'm just happy to be standing here."

Second place in this year's Touring Car championship went to another Mazda Ladder System veteran, Todd Lamb. Lamb had switched to the No. 71 National Karting News/HPD Honda Civic Si run by Compass360 Racing, and finished the year with an impressive four victories, five second places, and three third-place finishes, logging one pole position.

"I'm really happy with this Compass360 team," says Lamb. "They did a great job putting the team together. These Hondas are really strong. We just need a little help to hang with the turbos down the straightaway. All in all, I'm very happy."

Third place in the season

**It hit me a little, but it still hasn't sunk in yet. I didn't sleep much last night"**

**MICHAEL COOPER**

championship went to Ryan Winchester, in the No. 72 Ligon Industries/HPD Honda Civic Si. Winchester ran a strong and consistent season with six podium finishes and a pole position. Shea Holbrook claimed fourth place in this year's championship in her No. 67 TrueCar.com Honda Civic Si. Holbrook consistently ran in the top five and claimed two podium finishes. Tristan Herbert and Jeff Altenburg each earned a victory for Volkswagen in the course of the season, and Robert Thorne brought home a victory for Volvo in his unique C30 hatchback.



#### HEAT OF BATTLE

Ryan Winchester (LEFT) and Shea Holbrook (BOTTOM LEFT) found themselves battling for the third position in the Drivers' Championship.

Despite the Drivers' and Team Championships for Mazda, Honda won the Touring Car Manufacturers' Championship, owing to the greater number of Hondas in the series. Cooper almost single-handedly put Mazda into second place, but he had some help from Marlin Langeveldt, Tommy Boileau, Carl Rydquist, and J.D. Mobley in a brace of rotary-powered RX-8s. Volkswagen claimed the third-place honors among manufacturers. 🕒

#### TCBY NUMBERS

##### DRIVERS' CHAMPIONSHIP

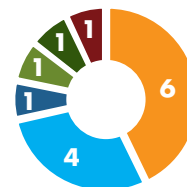
This year's Touring Car battle saw a number of rookies competing for the gold. In the end, it was rookie Michael Cooper who claimed the championship, continuing his rookie run of dominance.

<b>1</b>	Michael Cooper (R) (Mazda Mazdaspeed 3)	<b>1767 pts</b>
<b>2</b>	Todd Lamb (R) (Honda Civic Si)	1659
<b>3</b>	Ryan Winchester (R) (Honda Civic Si)	1212
<b>4</b>	Shea Holbrook (Honda Civic Si)	1119
<b>5</b>	Patrick Sequin (Volkswagen GTI)	<b>810</b>
<b>6</b>	Tristan Herbert (Volkswagen GLI)	671
<b>7</b>	Gustavo Michelsen (R) (Honda Civic Si)	<b>476</b>
<b>8</b>	Jeff Altenburg (Volkswagen GLI)	456
<b>9</b>	Travis Wolcott (R) (Volkswagen GLI)	<b>439</b>
<b>10</b>	Robb Holland (Volkswagen GLI)	432

(R) = rookie

##### DRIVER WINS

While consistency often wins championships, combine that with more wins than anyone else, as Michael Cooper did this season, and you have a very successful year.



**Michael Cooper 6**  
**Todd Lamb 4**  
**Tristan Herbert 1**  
**Jeff Altenburg 1**  
**Robert Thorne 1**  
**Gary Kwok 1**

##### MANUFACTURERS' CHAMPIONSHIP

Nothing required more of a team effort than winning the Manufacturers' Championship. Despite the six Mazda-powered wins, Honda's dominance in the series earned it the title.

**HONDA 106 PTS (5 WINS)**

**MAZDA 91 (6)**

**VW 56 (2)**

**VOLVO 10 (1)**





WORDS Jeff Zurschmeide IMAGES Mark Weber

#### SMALL VICTORIES

Jonathan Start (LEFT) was the only TCB competitor to campaign the entire season. Start doubled that with a number of podiums for the overall win. Craig Capaldi (BOTTOM) ran a competitive partial season and finished second in the points.

#### WINNING BIG

Sage Marie likes to take his work home with him. He's the Senior Manager of Automotive Public Relations for Honda, so it shouldn't surprise anyone that he makes headlines by racing Hondas in both SCCA Club Racing and World Challenge.

Marie entered the first three rounds of this year's TCB series, winning one race. Then he won the B Spec demonstration race at the National Championship Runoffs at Road America in September, earning a free entry to every TCB race in 2013, plus \$3,000, courtesy of World Challenge.



## FRESHMAN YEAR

New Formats and Fierce Battles Welcome TCB, Pirelli World Challenge's Latest Class

2012 was the first year of the newly developed Touring Car B-Spec class in SCCA Pro Racing Pirelli World Challenge. Running concurrently with Touring Car, this series is a companion to the B-Spec class that was demonstrated in SCCA Club Racing for the last two years as a "race within a race" as part of the Showroom Stock C class.

Both Touring Car and Touring Car B-Spec used a new racing format that provided an interesting challenge to drivers. All TCB races and most Touring Car races were run as tripleheaders, with two races happening back to back on the same set of tires and then a third race the next day. Three events featured TCB - Miller Motorsports Park in Utah, Canadian Tire Motorsport Park in Canada, and Infineon Raceway in California, for a total of nine races.

The season champion was Jonathan Start. Driving the No. 00 Kawartha

Chrysler/FIAT/Speedlogix Fiat 500, Start claimed two victories in the course of the season, both at the season opener in Utah.

"It was a long year of trying to make things happen to allow us to race and have strong finishes," explains Start. "The keys to success were pretty simple: Keep it clean and learn. We came into the year not knowing much about the car, and being a rookie I had an immediate learning curve to get up to speed."

The most interesting question of the

season is what might have happened had Andre Rapone been able to race the entire series. Rapone won all three races at Canadian Tire Motorsport Park driving his No. 73 Durabond Racing Honda Fit, and would certainly have been a contender for the championship had he entered the rest of the season.

Second-place honors in the season championship went to Craig Capaldi in his No. 86 CapaldiRacing.com Ford Fiesta. Capaldi won no races, but finished on the podium in five out of the six races he entered. Third place went to Russell Smith in his No. 90 Kinetic Performance Parts Kia Rio. Smith won the second race in Sonoma and appeared on the podium three times in six outings.

Honda took the TCB Manufacturers' Championship with 67 points. Fiat was second with 44 points, followed by Ford with 36, Kia with 33, Mazda with 28, and Mini with five points. 🏆



#### TCB BY NUMBERS

##### DRIVERS' CHAMPIONSHIP

- 1 Jonathan Start 946 pts  
(Fiat 500)
- 2 Craig Capaldi 651  
(Ford Fiesta)
- 3 Russell Smith 630  
(Kia Rio)
- 4 Andre Rapone 480  
(Honda Fit)
- 5 Conner Ford 394  
(Honda Fit)

##### DRIVER WINS



##### MANUFACTURERS' CHAMPIONSHIP

HONDA 67 PTS (5 WINS)

FIAT 44 (2)

FORD 36 (5)

KIA 33 (2)

MAZDA 28 (0)



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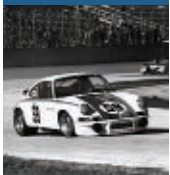
2012 SCCA Pro Racing Trans Am Championship Sees a Familiar Name Rise to the Top

WORDS Tony DiZinno MAIN IMAGE John Thawley

## HISTORY REPEATS

Simon Gregg has raced against Trans Am legends like Paul Gentilozzi, Tommy Kendall, Boris Said, and Ron Fellows, but was known back then merely as "Peter Gregg's son." Now a champion in his own right, the younger Gregg reflects on the legacy.

"Following in my father's footsteps, it's more important to me to get to do this," Gregg says. "It's especially meaningful for me and my family. My dad's been gone a long time, but he still taught me a lot when he was alive."



## SPEED RACER

Simon Gregg's Trans Am season couldn't have gone any better, with nine podium finishes in 10 races.

A legendary name and series Aveteran rose to the top of the SCCA Pro Racing Trans Am series championship in 2012. Simon Gregg took home the Trans Am title - the series' top class filled with 800hp ground-pounding Corvettes, Mustangs, and Jaguars, with tubeframe chassis and a top speed of 190mph.

Gregg, piloting in the No. 59 Derhaag Motorsports Corvette, was top dog with two wins (coming at Lime Rock and Mid-Ohio), one pole (Road America), and an impressive nine podiums in 10 races. His year was a model of consistency as, with the exception of the final race of the season at Road Atlanta, Gregg finished in the top five in each race.

It's a particularly special championship given both his and

Derhaag's long-standing commitment to the series, and the fact he joins his late father, Peter Gregg, as a series champion almost 40 years after the fact (1973-'74).

The Ponte Vedra Beach, Fla., native enjoyed a fierce battle with Amy Ruman and Tony Ave, also in Corvettes, throughout the year. Ruman also won twice while Ave recorded a class-high three wins. "Tony has always been really fast and really hard to beat," Gregg says. "I wish I could learn more from him - he's a great racer. I would like to follow some of the things he's achieved."

"Amy has been a close, tough competitor and races in the same car. She did Club Racing, too, and then advanced to Pro Racing - she's very formidable."



Dennis Wood

Ruman, a second generation driver in her own right (father Bob Ruman also raced in Trans Am) made significant strides this season following her first win at the end of 2011 at Road Atlanta - the first Trans Am win for a female in the history of the series. Ruman nearly clawed back the deficit to Gregg this year, but finished 11 points back. Still, wins at New Jersey and Brainerd were enough to clinch





Rick Convine

### POISED TO STRIKE

Tony Ave (LEFT) and Amy Ruman (BOTTOM LEFT) both had the championship in their sights, but one or two poor finishes for each left them fighting for second overall.

Despite that, his midyear rebound made him the hottest driver in the second half of the season, with a string of three wins in four races, coming at Road America, Brainerd, and Road Atlanta. Another runner-up finish at the second Road Atlanta race - Gregg's only event outside the top five - got Ave within striking distance, just three points, of Ruman for the series' runner-up honors.

Doug Peterson book-ended the season with wins at Mosport and Road Atlanta in his Corvette to finish fourth in points ahead of the year's top rookie Ian Patterson, whose best finish in a partial season came with second at the Mosport season opener. 🍷

### TRANS AM BY NUMBERS

#### DRIVERS' CHAMPIONSHIP

This year's Trans Am season didn't see a full field of season-long competitors, but of those who committed to competing at all of the races, the fight for the championship was tight.

1	Simon Gregg (Chevrolet Corvette)	263 pts
2	Amy Ruman (Chevrolet Corvette)	252
3	Tony Ave (Chevrolet Corvette)	249
4	Doug Peterson (Chevrolet Corvette)	224
5	Ian Patterson (Chevrolet Corvette)	105
6	Andrew Romocki (Ford Mustang)	82
7	Blaise Csida (Chevrolet Corvette)	78
8	Allan Lewis (Chevrolet Corvette)	76
9	Denny Lamers (Ford Mustang)	66
10	David Jan (Ford Mustang)	64

#### DRIVER WINS

2010-'11 Trans Am Champ Tony Ave tried for the hat trick this year, and had enough wins to make it happen. Unfortunately, a few poor finishes negated the overall benefit of those victories.



**Tony Ave 3**  
**Simon Gregg 2**  
**Ian Peterson 2**  
**Amy Ruman 2**  
**Jorge Diaz Jr. 1**

#### MARQUE WINS

In Trans Am, Chevrolet is the dominant brand, with most wearing Corvette bodywork. The Jaguar XKR, however, is often a force to be reckoned with.

CHEVROLET 9

JAGUAR 1

FORD 0

### GOING GLOBAL

A limited car count didn't dampen the enthusiasm for competition in the relatively new Global GT (GGT) class, this year won by Chuck Cassaro with one win and six podium finishes from six starts (although, admittedly, finishing all but guaranteed a podium every race weekend). The driver of the No. 76 Cassaro Enterprises/Midwest Counsel/Some Heavy Metal Band Panoz GTS raced against Porsches, a Dodge Challenger, and a BMW M3 in what proved to be a class with a more diverse car set than Trans Am and Trans Am 2.

Cassaro's win at Road America came in the "home race" for the Caledonia, Ill., native. He battled with



Dennis Wood

Tim Gray throughout the year and, to Cassaro, the Porsche appeared stronger on tighter tracks while the Panoz excelled on long straights.

"It's a good entry level for a pro series," says Cassaro, who believe GGT offers excellent bang for the buck when it comes to professional racing. Cassaro also spent time sharing his at-track experiences with friends and family on Facebook. "You want to share beyond winning, and show what happens on a daily basis, give a brief synopsis and keep everybody involved."

#### DRIVERS' CHAMPIONSHIP

1	Chuck Cassaro (Panoz GT)	167 pts
2	Tim Gray (Porsche GT3 Cup)	131
3	David Seuss (Porsche GT3 Cup)	59
4	Jan Heylen (Dodge Challenger)	33
5	Mickey Mills (BMW M3)	28

#### DRIVER WINS

**T. Gray 4**  
**C. Cassaro 1**  
**J. Heylen 1**  
**D. Seuss 1**



second in the No. 23 McNichols Co./Goodyear/Cenweld Corvette, an updated car from previous years.

"We made a big commitment this season to go to the new car, and I think the results back up our decision," says Ruman. "It can be a risk any time you change equipment, but my team did a fantastic job learning the car, and the preparation was outstanding all year long. I'm really grateful to have this kind of group - a great family around me."

Ave entered 2012 seeking his third consecutive Trans Am championship, almost overcoming a major points deficit created by a rocky start. Finishes of fourth or worse in each of the first five races, while Gregg and Ruman had nearly perfect podium streaks, pushed Ave to third in the points.





WORDS Tony DiZinno

KIMBERLY HAWKING

### HE'S BACK

Bob Stretch (LEFT) collected his second Trans Am 2 championship, but this year he found himself chased closely by veteran driver Pete Halsmer (BOTTOM).

### MORE WITH LESS

Of his four wins, Stretch rated his first at Lime Rock Park his best of the year, thanks to a power deficit. Before upgrading to an LS3 engine at New Jersey, an older LS1 roughly six to 10 years of age struggled to remain competitive with less horsepower. "We had trap speed data to bear that point out," Stretch says. "It's not conjecture, we had an underpowered car. And to stay in front there with an underpowered car was enormously meaningful."

## ANOTHER HIT

Determination Earns Bob Stretch His Second SCCA Pro Racing Trans Am 2 Title

It might have been back-to-back championships for Bob Stretch in Trans Am 2 (TA2), but the landscape was significantly different between his title of a year ago and his most recent achievement. A deeper, higher quality field featured a swath of new Camaros against the older Monte Carlos and Impalas, and drivers such as Kurt Roehrig, Michael Wilson, Tom Sheehan, and Cameron Lawrence entered the category.

Stretch started strong with two wins in the first three races in his No. 98 Fix Rim Mobile Wheel Repair Camaro. After a fifth place in New Jersey, Stretch's Watkins Glen weekend provided the first major hurdle to overcome, when an accident left his team scrambling to repair a car.

"I didn't know what would happen approaching the wall, and then I hit at such a high rate of speed," Stretch

explains of the crash. "That car couldn't be run and we had a backup, but it simply wasn't complete. So, I really have to hand it to the crew - we worked through the night to get one ready that had never been driven.

"Then it was enormously satisfying to go out and lead the race from dead last. It was heartbreaking to have it break three laps from the end, but that was a big victory for us."

Stretch's team operated with two cars in 2011, then three for the first

half of 2012 before adding a fourth later. That provided a steep learning curve, but also a wealth of data to draw from.

Two further wins for Stretch at Road America and Brainerd before another standout drive at Road Atlanta really helped toward earning the overall championship. In race one Road Atlanta, Stretch started 12th and moved to second at one point, but a pit stop negated the progress and cost him a lap. With a lost plug wire and down a cylinder, Stretch recovered to pass the entire field - although still a lap down.

Four wins tied him with Pete Halsmer, the class runner-up, for most in the field, with Roehrig, Wilson, and Sheehan in the top five. Despite not starting three of the 10 races, Lawrence still ended up sixth in points. 🏆



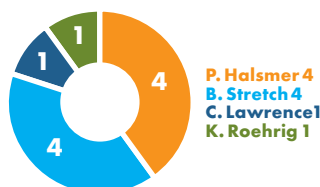
REX COVINE

### TRANS AM 2 BY NUMBERS

#### DRIVERS' CHAMPIONSHIP

- 1 Bob Stretch (Chevrolet Camaro) 274 pts
- 2 Pete Halsmer (Chevrolet Camaro) 251
- 3 Kurt Roehrig (Chevrolet Camaro) 217
- 4 Michael Wilson (Chevrolet Monte Carlo) 213
- 5 Tom Sheehan (Chevrolet Camaro) 208

#### DRIVER WINS



#### RACES WITH MOST LAPS LED

##### STRETCH 8

- ROEHRIG 1
- LAWRENCE 1



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# GEORGE<sup>2</sup>

40 Years Ago, George Follmer Had One of the Most Amazing Campaigns in U.S. Road Racing History, Becoming the Only Man to win SCCA Can-Am and Trans-Am Titles in the Same Year

**WORDS** David Malsher **MAIN IMAGE** Alvis Uptis/Getty Images

If men can't multi-task, no one told George Follmer. By the end of the 1970s, professional racecar drivers had become increasingly one-dimensional, appearing in only one or, at the most, a couple of series simultaneously. But in the early part of the decade, versatility was key if you wanted to make a living as a racer. Weekend in, weekend out, there were drivers proving Mario Andretti's maxim that "If you can drive, you can drive. Period."

And, boy, could Follmer drive. Fact is, he was one of the most versatile of them all. A winner in SCCA Trans Am and Can-Am, USRRC, IndyCar, IMSA sports cars and the World Endurance Championship, he was even a podium finisher in Formula 1 (in only his second grand prix start).

But his career zenith was surely an astounding 1972 season, when he won the SCCA-sanctioned Can-Am *and* Trans Am titles, despite missing a round of each. "George-Am" wasn't the most inspired of nicknames, but it perfectly summed up his achievements that year.

In Trans Am, 1971 had provided a preview of what was to come. Throughout the season, Follmer's Bud Moore-run Ford Mustang had

been a thorn in the side of eventual champion Mark Donohue, driving an AMC Javelin. When all the factory teams other than AMC withdrew from the series, Follmer switched to a Roy Woods Racing-run Javelin for the season finale at Riverside Raceway - and promptly won!

**The quality of the field was still high in '72; there just weren't the factory budgets"**  
**GEORGE FOLLMER**

"It wasn't that hard to adapt to a different car," recalls Follmer, who'd also raced the previous-generation Javelin back in 1968. "The Trans Am cars of the early '70s - the Mustang, Camaro, Challenger and Javelin - were pretty similar in terms of the package. They were pony cars with similar engine sizes [five liters] and horsepower output [450hp]."

"Having said that, the Javelin was a little more refined than the Mustang, because it was an ex-Penske Racing car and Mark [Donohue] and Roger's guys had done a lot of development work on it. It was very good."

But still, Follmer didn't regard the 1972 Trans Am title as a slam-dunk. "No, definitely not," he says. "All the ex-factory cars had been bought up by privateer teams and some of them were very strong. Some of the drivers, too. The quality of the field was still high in '72; there just weren't the factory budgets."

"So I knew it could be tough, but still I was confident that I had a good team. Roy Woods was well backed, ☺



#### **SPEAR HEAD**

The AMC Javelin, as run by Roy Woods Racing, was easy to adapt to for Follmer. A 900hp Porsche (LEFT) took a little more time.



LAT archive







### TOTAL FOCUS

Whichever category he was racing in, and there were many, George Follmer was a potential winner. (BELOW) Bliss! Muscle cars at Road America. Follmer's AMC Javelin leads the Trans-Am field.



Avis/Upitis/Getty Images

I had good personnel, a good crew chief, and so we felt pretty confident."

And with good reason. The history books show that Follmer scored four wins and a second place in the opening five rounds of a seven-race series. Look a little closer and you'll notice he won the race at Lime Rock Park by two laps and, at Bryar, he won for the third year in a row, despite having to come from the back of the grid when he swapped cars at the last minute due to battery failure. Again, on this sinuous, rock-strewn course, he lapped the field.

Needless to say, he comfortably won the Trans Am title, allowing him the luxury of not only a DNF in the penultimate round, but also skipping the final race altogether. As it happened, this was just as well, because he'd gotten a call from Roger Penske - Mark Donohue had been involved in a huge accident in the Can-Am Porsche 917/10K during testing at Road Atlanta and would require knee surgery. Would Follmer be available to sub for him?

Would he ever. Follmer hadn't wanted to take a second-rate Can-Am ride and so had missed the opening round at Mosport, but now



Avis/Upitis/Getty Images

that decision was vindicated. Still, it was no cakewalk.

"At that point, I'd never seen the car and had never driven around Road Atlanta. I remember flying in late at night and then, at 6.30 a.m. the next day, I was out there driving around in a rental car, figuring which way the track went."

And the Porsche 917/10K was like nothing he'd ever experienced before, despite having Can-Am experience. With 900hp, much of it arriving with a *kompessor* thump further up the rev range than was ideal, every lap was an adventure.

"Yeah, that was quite an adjustment," Follmer says with superb understatement. "The Porsche had a lot of power and also a very short wheelbase. I was on a very

### BETTER LATE THAN NEVER

"The ultimate aim for any road racer is Formula 1," says George Follmer, "but my chance with Shadow in '73 came when I was way over the hill in F1 terms. I was 38 and the oldest guy in the field. But I scored on my debut and got a podium at the next race [at daunting Montjuich Park, no less. - Ed]. The DNF (BELOW) wasn't great and we were behind the curve in terms of development. But I did what I could against strong opposition."



LAT active

steep learning curve and, honestly, it took four races before I could really utilize the car's full potential."

Don't let Follmer's modesty fool you, though. "Mr. Versatile" qualified second at Road Atlanta, splitting the McLarens of Denny Hulme and Peter Revson, then went on to win. Sure, his life was made easier by both orange cars retiring, but Follmer had been leading them both when they quit.

At Watkins Glen, a tired engine and some mysterious tire vibrations restricted Follmer to fifth, but at Mid-Ohio he was unmatchable, even after a couple of spins in the rain toward the end of the race.

Rain would feature again in Follmer's next Can-Am race weekend.

"I was at a USAC event in Ontario, so I missed Friday practice, and on Saturday it was raining so I qualified...what, 13th? Road America in the wet in a 917 felt threatening, needless to say. That track in the wet was demanding enough even when you had control, but in that car, everything happened very suddenly.

"Fortunately, Sunday was dry and that was the end of that."

Indeed, Follmer's progress through the field was meteoric. He'd climbed



## WHAT MADE CAN-AM & TRANS AM SO GOOD

So what was it about the SCCA's top two professional series in the late 1960s and early '70s that still causes those of a certain age to get all misty eyed?

Well, there are a multitude of reasons. One is that the cars themselves were authentic and charismatic. Can-Am cars had few limits imposed on them, while Trans Am machinery was, as near as sensible, street stock. That's "stock" in a manner that NASCAR cars hadn't been since the days of the Hudson Hornet.

Secondly, the combination of extravagant power outputs and bias ply tires provided a package that was as fun and spectacular to watch as it was to drive. Trans Am and Can-Am cars both had far more power than grip - always a great combination for spectators.

Thirdly, the drivers would race anything. The guys fighting for an Indy 500 victory one week might be at your local road course piloting Mustangs and Camaros (BELOW, in 1970) a couple weekends later. The guy who threaded an F1 car through the streets of Monaco in May could very well be coping with double the power in a Can-Am McLaren M8 through Mid-Ohio's Turn 1 later that summer.

But there's a fourth reason why people loved SCCA's showpiece series, and it's one that connects their current iterations to their past. America has some of the finest, most heritage-soaked road courses in the world, and many of them have retained their shape and/or character for several decades. Long may it be so.



Avis Upitis/Getty Images



Avis Upitis/Getty Images

### POWER TOOLS

With Donohue (left) and Follmer (right) driving, and a 5.4-liter, 900hp engine (BELOW), Porsche and Penske were rarely caught with their Panzers down.



Avis Upitis/Getty Images

to fourth by the end of lap four, second by lap seven and past Hulme's McLaren and into the lead on lap 12.

"Yeah, and any time you passed Denny, you really felt you'd done something," Follmer recalls. "Those McLarens were fast and obviously well driven by Peter [Revson] and Denny. We were quicker on straights, but they had some advantages on us, such as handling. And that was great, because it made for some really good competition."

So when Donohue returned at Donnybrooke, Penske had an extra Porsche for him. As a two-car team,

**W** We were quicker on straights but McLaren had advantages. It was really good competition"  
**GEORGE FOLLMER**

with two of Can-Am's finest talents pedaling the 917/10Ks, the rest of the season was almost a whitewash. Francois Cevert stole a win at Donnybrooke when Donohue got a puncture and Follmer ran out of gas on the final lap. But of the remaining three rounds, Donohue took one,

Follmer took two and ran out a decisive champion, with twice as many points as his nearest rival.

"From when Mark returned, our purpose was to try and score 1-2 finishes," says Follmer, "and we finally did that at Laguna Seca. Roger, Mark, and myself had raced together many times and we'd all developed respect on the track and were pretty good friends off the track, too. It was a very harmonious remainder of the season."

For the sake of the series, it's a pity that he couldn't stay on to give Donohue some permanent opposition in the mighty Porsche 917/30 in 1973. But by now, Follmer's versatility had attracted the attention of the Shadow F1 team. "George-Am" was about to start a whole new adventure. 🍷





# PATIENCE & PRESSURE

A Season-long Rookie vs. Rookie Battle Led to an Intense Race for the Gold in the 2012 Playboy Mazda MX-5 Cup

WORDS Erin Cechal IMAGES Kenneth Hawking



## SWEET VICTORY

Stevan McAleer might have been a rookie in MX-5 Cup, but his performance on track showed him more as a seasoned veteran.

## HIXON WINS SKIP BARBER MAZDASPEED PRO SERIES

After a slow start to the season, Bryan Hixon won the 2012 Skip Barber Racing School Mazdaspeed Pro Series with a total of eight podium finishes, including two wins. Like McAleer, Hixon's lead was comfortable enough by the final race that he only needed to start to claim top honors. Also like McAleer, Hixon went above and beyond, closing the season with a win at Road Atlanta.

The 2012 SCCA Pro Racing Playboy Mazda MX-5 Cup championship almost wasn't - its two main protagonists barely had the sponsorship needed to make it to Round 1 at Sebring, let alone continue for the remainder of the 11-round season. But after putting in killer debut performances at the season opener, Stevan McAleer and John Dean II set the stage for an intense championship.

The doubleheader weekend at Sebring saw CJ Wilson Racing's McAleer and Sick Sideways founder Dean each take wins in their first professional sports car races. It was MX-5 Cup Shootout winner Elliott Skeer, however, who left with the points lead, courtesy of two runner-up finishes.

Skeer kept the momentum going at Mazda Raceway Laguna Seca where

he scored the Round 3 win, but made a costly rookie mistake - an avoidable contact penalty cost the 17-year-old 40 points. Dean took over the championship lead with a win in the second half of the doubleheader.

Round 5 at Mid-Ohio is where our title contenders' paths split. On the opening lap, contact between the two sent McAleer off course and back to ninth. The Scotsman impressively





Kenneth Hawking

battled back through the field, re-took the lead and earned his second win of the season with Dean hot on his tail in second. It appeared the championship fight between McAleer and Dean was hitting its stride, but a 40-point penalty levied on Dean for avoidable contact (not with McAleer), took the wind out of his sails.

"[The penalty] hurt in more ways than people realize," Dean says. "You instantly, as a driver, feel like you have to get pole and get the five points and win every race. Now I'm driving the car even harder than I would normally be, and that opens you up to making mistakes on the track."

In contrast, a comfortable points lead gave McAleer the freedom to focus on the big picture.

"I left [Mid-Ohio] with a 20-point lead," McAleer recalls. "I still aimed at being on the podium at every race, so I wouldn't say my driving changed, I just made sure passes were clean and that there were no unnecessary risks taken."

At Road America, MX-5 veteran Ara Malkhassian reminded everyone he is always a championship threat. On the final lap, Malkhassian and Dean Copeland drag raced up the final hill to the finish line before making contact.



Kenneth Hawking

This sent Malkhassian spinning over the finish line sideways for the win. McAleer did exactly what he set out to do by avoiding the accident and finishing third. Though Dean won pole at Road America, a rear tow issue slowed him to an eighth-place finish.

It was mission accomplished for Dean at Canadian Tire Motorsports Park, where he collected maximum points for winning the race from the pole and leading the most laps. This moved him back to second in the

**I wouldn't say my driving changed, I just made sure passes were clean"**  
**STEVAN MCALEER**

standings - but McAleer cut him no slack, collecting his third-straight podium finish.

McAleer's podium streak continued at VIRginia Int'l Raceway, while Dean's bad luck returned. Feeling the pressure to win, Dean spun on the final lap while running with the lead pack. Ironically, this enabled McAleer to score the final podium spot behind Malkhassian and Christian Szymczak, who earned his first MX-5 Cup win.

Round 9 marked a unique trip to the Coronado Speed Festival in San Diego. McAleer showed maturity by staying focused on the championship and not the win as he battled with Dean and Skeer. A third-place finish again banked the points needed to hold his championship lead. Dean took the win ahead of Skeer, but was still 32 points behind McAleer with two races to go.

Though McAleer finished off the podium in the first half of the Road

Atlanta doubleheader, a seventh-place finish for Dean sealed his fate. McAleer only needed to start the final race to win the championship - instead, he capped off 2012 with a win.

"There were so many races I enjoyed," McAleer says. "The final race at Road Atlanta was right up there with the best of them, as we had already clinched the championship so there was no pressure. I went out there to win. There were so many passes for the lead and battling throughout. I planned my attack with two laps to go and the win really stamped the 2012 season off in fashion."

"This season was very intimidating for us," says Dean, whose Sick Sideways team won Team of the Year. "Finishing third in the championship with the most wins kind of sucks, but in the end I look back and I can't be happier for the way the team finished." 🍷

#### HEAD TO HEAD

Stevan McAleer (LEFT) and John Dean II (BOTTOM) were rookies on a mission. The tight, season-long battle ended with McAleer on top and Dean falling to third behind series regular Ara Malkhassian.

#### MX-5 CUP BY NUMBERS

##### DRIVERS' CHAMPIONSHIP

From lap one at Sebring in March to the final checker in October at Road Atlanta, winning the overall MX-5 Cup title is a study in speed vs. calculated risk.

1	Stevan McAleer (R)	617pts
2	Ara Malkhassian	568
3	John Dean II (R)	567
4	Christian Szymczak (R)	531
5	Nathanial Sparks (R)	510
6	Elliott Skeer (R)	505
7	Brent Mosing (R)	413
8	Tim Probert	389
9	Dean Copeland	367
10	Emilee Tominovich (R)	337

(R) = rookie

##### DRIVER WINS

Driver domination in a spec series speaks volumes. This year, the battle for the most wins was between John Dean II and Stevan McAleer. But consistency won McAleer the overall title.



**Dean Copeland 1**  
**John Dean II 4**  
**Ara Malkhassian 1**  
**Stevan McAleer 3**  
**Elliott Skeer 1**  
**Christian Szymczak 1**

##### TEAM WINS

In MX-5 Cup, team selection can often be the difference between winning and losing. But just because someone is on a winning team doesn't guarantee victory.

##### SICK SIDWAYS 5

**C.J. WILSON RACING 4**

**ALARA RACING 1**

**COPELAND MOTORSPORTS 1**



**F1600**  
formula f  
championship  
series

# YOUNG GUNS

The Kids Were the Class of the field in the 2012 F1600 Formula F Championship Series



WORDS James Kearney IMAGES Dennis Valet

## BUILT BY HAND

In addition to securing third overall in the F1600 Championship Series in his self-constructed Citation, Jeremy Grenier was the recipient of the first David Loring Award. "The award recognizes Jeremy as a hard-core, old-school racer who builds, maintains, and transports his own car," says series Managing Director Mike Rand. "He did all that and drove the car, too, on a very limited budget."



At the Virginia Int'l Raceway paddock, there could be no doubt that the level of the game in the SCCA Pro Racing F1600 Formula F Championship Series had elevated a number of notches. Bryan Herta Autosport was fielding Brandon Newey and Canadian Garrett Grist. Roberto Loreno from Brazil was on board with Quantum. And the Cape Brothers even had a high school kid from Finland. But the real eye opener was not the international flavor - it was the action.

Looking down the hill at VIR toward the daunting Hog Pen segment, it appeared that "the kids" were hurling

their mounts around like disposable bumper cars. Surely this couldn't last - but it lasted all season. In the end, the Finnish driver in an Australian chassis narrowly edged an American driver in a French chassis in the very last race of the season. From the blazing heat and high winds of New Jersey to the snow, hail, and frost of Watkins Glen, it was a remarkable season.

Matias Köykkä was a high school student studying in America. He hooked up with Cape Motorsports with Wayne Taylor Racing and was startlingly fast from the onset. "It's hard to become a professional racing driver anywhere in the world, but



**VICTORY SHOWER** Matias Köykkä had much reason to celebrate this season.





#### RACE OF INCHES

Matais Kōykkä (near) and Brandon Newey (far) spent the season battling each other for the win.



most of the year, Kōykkä and Newey went back and forth as points leaders. Kōykkä won four races and took an incredible seven poles. Newey also won four races but ultimately came up just seven points short in the championship chase.

With Newey leading at midseason, New Jersey saw the arrival of factory Spectrum driver Shae Davies who took the series by storm, winning both races in a scorching hot weekend that featured canopy eating winds at night. At Mid-Ohio, Colin Thompson, who ran only selected events, took the win in the race of the year that featured five drivers under the age of 22 in a high-speed conga line. In race two, Davies won again, his third win in four races.

The pot boiled over at Summit Point when Davies hit Newey from behind on the last lap and knocked him out of the lead. Kōykkä inherited the win and the series points lead, and

**The learning curve was steep as there was plenty to learn about the suspension"**  
**MATAIS KÖYKKÄ**

all involved were summoned to the series trailer. In the monsoon the following day, Summit regular Grenier had a lock on the win only to be taken out by a lapped car. Newey rebounded from his own spin to win and retake the points lead.

The Glen finale was another battle. Newey took pole, while Kōykkä won Saturday. Then Kōykkä took pole while Newey won Sunday, with Kōykkä turning in a calculating drive to fourth to prevail by seven points as champion. Arguably, both young men deserved to win but there's only one crown, and Kōykkä prevailed with a hot hand and a cool head.

"It was a great year," says Kōykkä. "The learning curve was steep as there was plenty to learn about the suspension and racing with bigger cars and tracks. I'm looking forward to hopefully throw in the wings next season."

Finishing in third overall was Jeremy Grenier, while Garrett Grist took fourth even with age restrictions keeping him from The Glen. Three-time Club Racing National FV Champion Steve Oseth had nine top-10 finishes with his DBM Racing Citation to tie Grist for fourth overall. 🟡

#### F1600 BY NUMBERS

##### DRIVERS' CHAMPIONSHIP

The Matais Kōykkä vs. Brandon Newey battle was a season-long commitment for both. Often, points battles come down to utter determination, willpower, and a hefty dose of luck.

1	Matais Kōykkä (Spectrum-Honda)	444 pts
2	Brandon Newey (Mygale-Honda)	437
3	Jeremy Grenier (Citation-Honda)	341
4	Garrett Grist (Mygale-Honda)	295
5	Steve Oseth (Van Diemen-Ford)	295
6	Art Foster (Van Diemen-Ford)	266
7	Roberto Lorena (Van Diemen-Honda)	253
8	Colin Thompson (Swift-Honda)	236
9	Shae Davies (Spectrum-Honda)	221
10	Mike Scanlan (Swift-Honda)	182

##### DRIVER WINS

With Matais Kōykkä and Brandon Newey each claiming four wins and Shae Davies taking three, who would claim the overall championship was anyone's guess.



**Shae Davies 3**  
**Matais Kōykkä 4**  
**Brandon Newey 4**  
**Colin Thompson 1**

##### ENGINE WINS

Formula F racecars have traditionally been powered by Fords, but in 2009 Honda unveiled its alternative. In the right hands, an FF with a Honda Fit engine is proving to be a potent combination.

**HONDA 12**

**FORD 0**

#### CLOSE QUARTERS

The F1600 Formula F Championship Series offers single class race groups, which attracts a lot of top drivers and makes the racing even closer.





WORDS James Kearney IMAGES Dennis Valet

**FREIGHT TRAIN**  
Robert La Rocca (10) was the class of the F2000 Championship Series field, although Wyatt Gooden (BOTTOM) did claim two wins.

### THE NEXT STEP

2012 was Robert La Rocca's last ride with HP-Tech. "I will really miss my team and racing against my competitors," says La Rocca, who also ran a partial Euro Open F3 season competing at Spa, Brands Hatch, and Monza in 2012. He is fully committed to racing in Europe in 2013 but his plans are not yet concrete. "A championship season is a year-long project. No matter what you do, some things won't go your way and you have to be able to tune that out. You have to keep a stable mind all year long and stick to the plan week-in and week-out."



## THE ROCK

Robert La Rocca Proves Nearly Unstoppable in the 2012 F2000 Championship Series

"I can't believe that we broke every record in a single season," says Venezuela's Robert "The Rock" La Rocca. HP-Tech Motorsport made a late decision to place La Rocca in a Van Diemen for the 2012 F2000 Championship Series, and the combination proved virtually unbeatable, winning 11 out of 14 races. If he didn't have an issue, he won - simple as that. Despite wing damage he came in third at Lime Rock. He crashed out with Tim Paul at Mid-Ohio. And, in the rain at Summit Point, he did what he had to do to clinch the title and stay on the road for third place. In case there was any doubt, the HP-Tech team braved Watkins Glen, some of them to see snow for the first time, and La Rocca took two poles and two wins.

If Wyatt Gooden hadn't had such an astonishing partial 2011 season in the SCCA Pro Racing F1600 Formula F

Championship Series, no one would have expected him to contest for wins in his first pro F2000 season. But while La Rocca had a year's experience running winged cars, it was all new to Gooden. "After winning all the F1600 races, I entered last year I thought I had it figured out, but the aerodynamics and the different characteristics of the radial tire presented a new challenge," says Gooden.

As it was, Gooden's Quantum Racing Services Van Diemen hounded La Rocca and took wins at Lime Rock and

Mid-Ohio. Gooden bested La Rocca in the rain at Summit, although La Rocca had his eye on clinching the title there. Gooden was also the only other driver to take the pole, doing so at Road Atlanta and Summit Point. No one can dispute that Gooden earned the F2000 Championship Rookie of the Year title.

Four-time SCCA National Champion Niki Coello made the RFR work in his first full pro season, taking third in the points. He was fast and consistent. Kevin Kopp of WSKO Race Engineering came from out of nowhere to finish fourth in his rookie season in formula cars and was on the podium in New Jersey and Summit Point. Special mention needs to go to Dave Weitzenhof who, at age 70, finished in the top 10 of this genuinely impressive group of drivers with his Quicksilver RacEngines Citation. "Age is just a number," says Weitzenhof. 🟡



### F2000 BY NUMBERS

#### DRIVERS' CHAMPIONSHIP

1 Robert La Rocca (Van Diemen)	626 pts
2 Wyatt Gooden (Van Diemen)	497
3 Niki Coello (Ralph Firman Racing)	430
4 Kevin Kopp (Van Diemen)	366
5 Tim Minor (Citation)	317

#### DRIVER WINS



#### CHASSIS WINS





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ATLANTIC  
championship



WORDS James Kearney IMAGES Dennis Valet

**ON TOP**

David Grant (12) likes racing Formula Atlantics – and undoubtedly likes it even more now that he has a pro title to his name.

# ATLANTIC RECORDS

The 2012 Atlantic Championship Series Completes Its First Full Season with a Healthy Dose of Domination

**DAVID AND GOLIATH**

David Grant's voice picks up the pace as he describes what he loves about Atlantics. "Speed, downforce and incredible grip levels – there's nothing like it," says Grant. "We pull 3.5G in the turns. The day after a race, I'm sore." Grant says getting the aero right is key – and, when done correctly, he ends up hanging on for the ride of his life. "We are flat through Turn 1 [at Road Atlanta] with a minimum speed of 125mph. You need to hit just the right spot or you are gone."

To say that David Grant and his Polestar Swift had a strong season in the 2012 SCCA Pro Racing Atlantic Championship Series is an understatement. Asked about the low point of his season, he says, "Not winning Summit Point." After winning the first four events, all he had to do at Summit was to come home second on Saturday to clinch the championship.

David said he and his brother Keith (who took second in the championship) were attracted to the series by quality track time. "In Atlantics, you are closing fast on other classes. It is so much better to be out there with just your own class. You get to go full bore in qualifying for five to seven good, hard laps. In multi-class racing, you hope to get one clean lap."

Learning new tracks was his biggest challenge this year, outside

of his brother and Tonis Kasemats, who appeared at Summit Point. Road Atlanta was not just his favorite track, it was the only one he had seen all year.

"Without a full test day, I had just two sessions to pick up a track before qualifying." He was particularly gratified to win both races at New Jersey Motorsports Park despite no prior experience there.

David praises the high level of professionalism of the series

administration. "They adhere to a proper time schedule, which enables us to manage our resources and get ready properly. The officials know what they are doing. They are very experienced and they make the competitors happy."

Brother Keith, in a nearly identical Polestar Swift Toyota, kept David honest and finished second to David in the points tally, followed by John Burke, Bruce Hamilton, and Dwight Ryder. Tonis Kasemats made a very strong impact at Summit Point with a 12-second win over David on Saturday. Kasemats finished first on track on Sunday as well but was demoted for blocking – a call he disputes. John Dole, the only driver to start on slicks in wet conditions, did a great job of surviving the early wet laps and got very close to Kasemats at the line and was awarded the win. 🏆



**ATLANTIC BY NUMBERS**

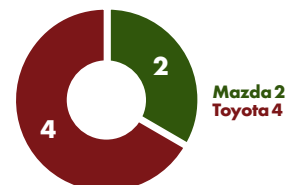
**DRIVERS' CHAMPIONSHIP**

- 1 David Grant (Swift-Toyota) 304 pts
- 2 Keith Grant (Swift-Toyota) 232
- 3 John Burke (Swift-Toyota) 189
- 4 Bruce Hamilton (Swift-Mazda) 142
- 5 Dwight Rider (Ralt-Toyota) 134

**DRIVER WINS**



**ENGINE WINS**



**VICTORY SHOWER**

(RIGHT) David Grant (right) sprayed his fare share of Champagne in 2012, considering every race saw him on the podium.



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#### WINNING RIDES

The USRRC proved tough, with neither Stock nor Limited (LEFT) Class winners sweeping the event.



#### MAKING HISTORY

Now a museum, the Piquette Avenue Ford plant was built in 1904 and was the automaker's first manufacturing plant.



## Three Days of Tight Competition, Enjoyable Local Roads, Some Novel Ideas to Spice up the Competition, and a Fun Social Scene made Detroit Region's Hosting of the 2012 United States Road Rally Challenge a Definite Success

WORDS & IMAGES Rick Beattie

About the United States Road Rally Challenge, Appendix J of SCCA RoadRally Rules for Organizers states: "Social time and hospitality should be a significant part of the planning for a USRRC." Everyone who attended the 18th USRRC presented by Detroit Region, Oct. 19-21, felt like they were invited over to a friend's house for a visit. Participants enjoyed driving the same roads, eating at the same places, and sharing the company of people that the region's members are lucky enough to have as their typical weekend experience.

While a number of the guests could have been accused of hogging the trophies, Class E competitors Bruce Gezon and Steve Gaddy appeared nearly flawless in winning all three events and taking first overall and first in Class E.

Headquarters for the three-day event was the Best Western in Whitmore Lake, Mich., roughly 40 miles west of downtown Detroit. West of the town are the roads - many unpaved - used on several Detroit Region Road Rallies. In places there are "potholes" in the packed surfaces, but many stretches are as smooth as the best asphalt pavement.

Event chairman Rob Moran and his team reused the locations and roads throughout the area for the three Challenge events. Folks familiar with Detroit Region rallies recognized the tight turns, the prison, and maybe a few control locations.

The after-rally dinner for the first rally, Letters of Intent, on Friday night was at Captain Joe's Grill near the headquarters. Saturday's CAST in Stone ended a few miles away at

"Thistle Hill," the home of Detroit Region's Regional Executive, Dr. Jennifer Glass. Everything wrapped up Sunday at a region favorite, the Zukey Lake Tavern.

### LETTERS OF INTENT

The weekend started with the Letter of Intent course rally by rallymaster Rob Moran. West Coast competitors probably liked the 9:00 a.m. start, but the off and on rain the first day (which continued into the second) may not have been as welcome. A wet soil mist flung from the unpaved roads gave a thorough coating to the rear of the contestant's hatchbacks.

This event was a more difficult local rally, but one of the simplest for a National event. "The general philosophy for all three days was to do something different from the perceived norm," said Moran. "For the Course rally it meant having the fewest main road determinants possible and having them be the same for the entire rally."

Because of the experience and expertise at the top level of course rallying, there are always different opinions on whether an event is difficult enough.

Gezon and Gaddy bested second-placed Chuck Larouere and Bob Morseburg by a single point. Gaddy attributed the narrow margin to "numerous cars running clean with scores separated mainly due to challenges tracking mileages over long distances without references." He also believes that as long as less experienced crews don't get lost, there can be some very difficult legs. "While a challenge rally doesn't need to be the hardest on the circuit, it

### IT'S LOCATION, LOCATION, LOCATION

The rally routes were located outside of Detroit, Mich., crucible of the American automobile industry. Fair Lane (the Henry Ford Estate), The Henry Ford Greenfield Village Museum, and the Ford River Rouge Plant - where iron ore went in one end and cars came out the other - are all located in Dearborn. At its peak in the 1930s, 100,000 people worked at the Rouge.

The Edsel and Eleanor Ford home is located in Grosse Pointe Shores.

At the Ford Piquette Avenue Plant in Detroit 105 years ago, Henry Ford and his engineers designed the Model T. Ford Models B, C, F, K, N, R, S, and T were produced at this plant, and aspects of the moving assembly line were first used there.

General Motors, created by acquiring Buick, Cadillac, Chevrolet, Oldsmobile, Pontiac, and several smaller manufacturers and parts suppliers, located its headquarters building at 3044 West Grand Boulevard in Detroit in 1923 (BELOW). Detroit still has one of the best collections of pre-Depression era buildings in the country.

Detroit was at one time the fifth largest city in America with a population of about two million people. The developed area now stretches nearly 40 miles west of the city to Ann Arbor.







should have at least a few traps to challenge the top competitors.”

Contrast that with the opinion of the winners in Limited and Stock Classes, who were excellent Tour rally folks running a Course rally for their first or second time.

Nathan Usher, the CAST In Stone Stock Class winner with navigator Aaron Usher, said: “This was our first Course event and we didn’t really like it at first. By the end, we were getting the hang of it, though. Our main issue was that we were both busy before the event and didn’t read the Generals carefully. As a result, we fell for a few of the traps and missed a few signs.”

The USRRC Limited Class winners Brian Line and his navigator Kevin Line came in second on Letters, maybe with a few of the same problems. Brian Line explained that “the course rally was comical at times with all the second guessing we did and T/As we had to use.”

Detroit Region’s philosophy made it possible that after finishing second in their class on Letters, the Line team went on to win their USRRC class.

Dennis Wiedbusch, who handled scoring for all three rallies, posted scores on the big screen at Captain Joe’s Grill. Contestants could watch the display as they enjoyed their dinners.

## CAST IN STONE

For Saturday’s event, CAST In Stone, rallymaster Ken Wiedbusch made good use of the twisty, unpaved



roads. The rally had one speed: 35mph. Transit zones, pauses and gains were used to compensate for the condition of the individual roads. Every instruction also had a mileage given to one thousandth of a mile.

On events written that way, Equipped Class competitors concentrate for many tedious hours with the driver trying to keep their computer display on zero while the navigator constantly adjusts the mileage factor, the overall mileage, or a combination of both. There’s little room for error, and mistakes of even a single hundredth are obvious and can be a team’s undoing.

Class E event winners Gezon and Gaddy nearly lost the event on a single error. Gezon pointed out that they picked up three points on a single control that added 50 percent to their score. Gezon “mistook a pause 25 to be ‘until next NRI’ and

## SOMEWHERE OUT THERE

(TOP) The road leads to plenty of places you normally would not see in the USRRC. (ABOVE) USRRC competitors Steve Gaddy (left) and Bruce Gezon (right) celebrate their class wins with event chairman Rob Moran (center).

## WHOSE WHO MADE IT POSSIBLE

Prior to the event, Detroit Region stressed that its Challenge was a team effort and chairman Rob Moran made sure to mention everyone on that team in the USRRC results e-mailed to contestants. It’s appropriate to mention here folks not acknowledged elsewhere in the story.

**EVENT LIAISON:** The event liaison to the SCCA RoadRally Board and pre-checker for Letters of Intent and Rivals was Chuck Hanson, while pre-checker duties for CAST In Stone were handled by Jim Shaffer  
**REGISTRATION:** Registration for the entire event was handled by Mary and Jerry Shiloff. To hear the stories, no one who has entered a Detroit Region event of any kind has signed a waiver unless Mary Shiloff witnessed it.

**LEAD CAR DUTIES:** Rob Moran ran lead car for all of the events, while Ken Wiedbusch helped out on Letters of Intent and CAST In Stone, and Aaron Usher pitched in for Rivals.

**SWEEP CAR DUTIES:** Chuck Hanson and John Fishbeck on Letters of Intent, Rich Line and his wife on CAST in Stone, and Ryan Thompson and Nathan Usher on Rivals.

## CHECKPOINT WORKERS FOR LETTERS OF INTENT:

Jim Shaffer, Nancy Shaffer, John Huber, Steve Balanecki, Terry Palmer,Carolynn Palmer, Adam Spieszny, Piotr Roszczenko, Barb Steencken, Ed Maklenburg, Mary Shiloff, Jerry Shiloff and Tom Woodside.

## CHECKPOINT WORKERS FOR CAST IN STONE:

John Kytasty, Esther Filderman, Mike Bennett, Steve Balanecki, John Huber, Betty Lanz, Barb Steencken, Ed Maklenburg, Nancy Shaffer, Jim Shaffer, Rhonda Traficante, Ron Traficante, Terry Palmer, Carolynn Palmer, and Tom Woodside.

## CHECKPOINT WORKERS FOR RIVALS:

Nancy Shaffer, Jim Shaffer, Mark Votisjek, Beth Votisjek, Lizzie Votisjek, Gemma Votisjek, Ken Wiedbusch, Sue Wiedbusch, Mary Shiloff, Jerry Shiloff, Chuck Hanson, Steve Balanecki, and John Kytasty.





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**ON TOP**

Driver Richard Wetzel and navigator J Toney (ABOVE) picked up a pair of Stock Class victories at the USRRC, as well as the overall class points win.

encountered a control that wasn't expected." They finished first in class by one point over two teams with 10 points each: John Emmons and Lois Van Vleet, and Larouere and Morseburg.

First in Stock Class went to the Nathan and Aaron Usher, with 51 points. 51 points in Stock Class on this type of event is a great score. The methods and concerns of running in Class S vary a lot from what matters to the Class E teams.

"The right choice of tire can help a lot," explained Nathan Usher. "We used to use old rally tires, which kept our speedometer and odometer very accurate. Since those tires started to come apart, we switched to using my summer tires [Dunlop Direzza Star Specs on an 18in. wheel] because the stiff sidewall seems to give the most consistent odometer factor.


"We always pre-calculate the

**The stiff sidewall seems to give the most consistent odometer factor"**  
**NATHAN USHER**

times to every mileaged instruction", he added. "Unless there are several miles between instructions, we go purely on time and don't look at the odometer. If there is a long way between instructions, Aaron [Usher] uses tables and a stopwatch to measure the time between tenths of a mile on the odometer to keep us on time. I've also gotten pretty good at driving seat-of-the-pants and so I can usually tell Aaron when he's made a math error."

Nathan Usher likes running with one CAST. "It's one less thing to worry about screwing up during the event," he noted. "It also makes it a little easier to calculate the ideal times between instructions."

However, Aaron Usher believes that "being provided with more precise mileages...to be a much more significant help than no speed changes."

The conclusion of the event at Thistle Hill horse farm let contestants and workers try their best at a regularity run around the horse track. Having then had a chance to take a look at the resident horses, everyone enjoyed a great picnic already prepared by John Kytasty. 

**RESULTS**
**LETTERS OF INTENT (Friday, Oct. 19)**

**RESULTS: pos, driver/navigator (car) total.** 1/1E, Bruce Gezon/Steve Gaddy (Mini) 17; 2/2E, Chuck Larouere/Bob Morseburg (Mitsubishi) 18; 3/3E, Clarence Westberg/Kate Westberg (Mini) 22; 4/4E, Jeanne English/Jack von Kaenel (Toyota) 43; 5/5E, Dave Teter/Dave Head (Subaru) 56; 6/6E, Kevin Poirier/Rick Beattie (Mitsubishi) 103; 7/7E, Bob DeMeritt/Marianne DeMeritt (Subaru) 128; 8/8E, John Emmons/Lois Van Vleet (Honda) 130; 9/1S, Richard Wetzel/J Toney (Toyota) 131; 10/1L, Scott Harvey, Jr./Jim Fekete (Mitsubishi) 132; 11/2L, Brian Line/Kevin Line (Jeep) 221; 12/9E, Mike Thompson/Fred Rosevear (Subaru) 231; 13/10E, Jeff Boris/Nic Boris (Toyota) 330; 14/2S, Nathan Usher/Aaron Usher (Subaru) 459; 15/3S, Matt Fisher/Bruce Fisher (Subaru) 674; 16/4S, Wendy Harrison/Craig Beidelman (VW) 1,034; 17/5S, Deena Rowland/Cheryl Babbe (Dodge) 1,117; 18/3L, Sasha Lanz/Charles Lemerion (Subaru) 1,190.

**CAST IN STONE (Saturday, Oct. 20)**

**RESULTS: pos/class, driver/navigator (car) total.** 1/1E, Bruce Gezon/Steve Gaddy (Mini) 9; 2/2E, Chuck Larouere/Bob Morseburg (Mitsubishi) 10; 3/3E, John Emmons/Lois Van Vleet (Honda) 10; 4/4E, David Harkcom/Greg Lester (Audi) 13; 5/5E, Kevin Poirier/Rick Beattie (Mitsubishi) 15; 6/6E, Charles Hanson/Brian Timm (Ford) 16; 7/7E, Jeanne English/Jack von Kaenel (Toyota) 17; 8/1L, Scott Harvey, Jr./Jim Fekete (Mitsubishi) 17; 9/8E, David Sellers/Janis Ford (Chevrolet) 19; 10/9E, Ed Schowalter/Dan Harkcom (Subaru) 21; 11/2L, Brian Line/Kevin Line (Jeep) 21; 12/10E, Bob DeMeritt/Marianne DeMeritt (Subaru) 23; 13/1E, Jeff Boris/Nic Boris (Toyota) 31; 14/12E, Sasha Lanz/David Stone (Subaru) 39; 15/1S, Nathan Usher/Aaron Usher (Subaru) 51; 16/13E, Mike Thompson/Fred Rosevear (Subaru) 52; 17/14E, Clarence Westberg/Kate Westberg (Mini) 85; 18/15E, John Fishbeck/Laurie Dawson (Subaru) 104; 19/3L, Brian McMahon/Rich Bireta (Ford) 215; 20/2S, Richard Wetzel/J Toney (Toyota) 220; 21/16E, Dave Teter/Dave Head (Subaru) 221; 22/3S, Adam Spieszny/Piotr Roszczenko (Jeep) 310; 23/4S, Matt Fisher/Bruce Fisher (Subaru) 313; 24/5S, Deena Rowland/Cheryl Babbe (Dodge) 918.

**RIVALS (Sunday, Oct. 21)**

**RESULTS: pos/class, driver/navigator (car) total.** 1/1E, Bruce Gezon/Steve Gaddy (Mini) 0; 2/1S, Richard Wetzel/J Toney (Toyota) 6; 3/1L, Brian Line/Kevin Line (Jeep) 10; 4/2S, Ted Drummond/Brian Timm (Hyundai) 12; 5/2E, Chuck Larouere/Bob Morseburg (Mitsubishi) 17; 6/3E, Jeanne English/Jack von Kaenel (Toyota) 20; 7/4E, John Fishbeck/Laurie Dawson (Subaru) 28; 8/3S, Wendy Harrison/Craig Beidelman (VW) 45; 9/5E, Kevin Poirier/Rick Beattie (Mitsubishi) 49; 10/6E, Jeff Boris/Nic Boris (Toyota) 50; 11/7E, Dave Teter/Dave Head (Subaru) 84; 12/4S, Sasha Lanz/Betty Lanz (Subaru) 102; 13/5S, Deena Rowland/Cheryl Babbe (Dodge) 122; 14/8E, Bob DeMeritt/Marianne DeMeritt (Subaru) 527; 15/9E, Mike Thompson/Fred Rosevear (Subaru) 1,014.



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#### HARD FOUGHT

Claiming a win at this year's USRRC was tough, as Equipped Class teams Dave Teter and Dave Head (BELOW) and Chuck Larouere and Bob Morseburg (LEFT) can attest to.

hunt, but all signs were easily visible, and there was just enough challenge to separate the results."

Gaddy went on to point out the risk of having to decide the winner of a simple event by a flip of the coin. After 16 of the 20 legs were completed, three teams were tied for first place. Gezon was also "concerned on the GTA that there would be multiple ties, but the length of the rally caused some late errors by those wearied after three days of rallying."

Pre-checker Chuck Hanson knew it was a winner from the start. "My conclusion following the pre-check," he noted, "was that this was the GTA event most likely to be enjoyed by all competitors regardless of their prior experience."

#### EPILOGUE

Nothing is as easy as it looks, whether it be hosting events or participating. Gezon noted that he and Gaddy worked well together, and that Gaddy "tracked mileages about as well as could be done considering the weather on Friday, which kept us close to the zero we sought, and I did my best to enter each control within a few thousandths of perfect time as indicated on the driver display."

The team put pressure on themselves, as Gezon needed a win on Rivals to qualify for the GTA championship.

Congratulations also to Richard Wetzel and J Toney for their first place finish in Stock Class for the USRRC. 🍷



#### RIVALS

The rain stopped and the skies cleared for the final day of rallying. Although the Michigan vs. Michigan State game was played the day before, rallymaster Aaron Usher did an incredible job of using that famous series as the basis for the Rivals GTA rally. The last was definitely not least.

The concept used signs along the rally route with the colors yellow, blue, green, and white to gain points for each leg's score. Course following was straightforward, with a mileage and a tulip diagram for every numbered instruction. The lettered instructions gave a quoted text to be found on those signs along the rally route. The color of the text or background determined how many

points would be award for each sighting of the sign.

Totaling the green and white points for Michigan State, and the yellow and blue points for the University of Michigan, gave the points for each team for that leg. It also turned out that the total was from an historic game between Michigan and Michigan State. The leg slips gave detailed information about the game that the score represented and about the series itself.

"The GTA was the perfect rally for the nice weather on Sunday," said Brian Line. "No casts to maintain, just taking everything in and trying not to miss any signs."

"I think the GTA was my favorite event," added Gaddy. "I was concerned with a hard-to-see sign

#### USRRC EVENT POINTS STANDINGS

DRIVER/NAVIGATOR	LETTERS OF INTENT	CAST IN STONE	RIVALS	TOTAL	DRIVER/NAVIGATOR	LETTERS OF INTENT	CAST IN STONE	RIVALS	TOTAL
<b>EQUIPPED CLASS</b>					<b>LIMITED CLASS</b>				
Bruce Gezon/Steve Gaddy	10	10	10	30	Brian Line/Kevin Line	8	8	10	26
Chuck Larouere/Bob Morseburg	8	8	8	24	Scott Harvey, Jr./Jim Fekete	10	10	0	20
Jeanne English/Jack von Kaenel	5	2	6	13	Brian McMahon/Rich Bireta	0	6	0	6
Kevin Poirier/Rick Beattie	3	4	4	11	Sasha Lanz/Charles Lemerone	6	0	0	6
John Emmons/Lois Van Vleet	1.9	6	0	7.9	<b>STOCK CLASS</b>				
Clarence Westberg/Kate Westberg	6	1.3	0	7.3	Richard Wetzel/J Toney	10	8	10	28
Dave Teter/Dave Head	4	1.1	2	7.1	Nathan Usher/Aaron Usher	8	10	0	18
Jeff Boris/Nic Boris	1.7	1.6	3	6.3	Deena Rowland/Cheryl Babbe	4	4	4	12
John Fishbeck/Laurie Dawson	0	1.2	5	6.2	Matt Fisher/Bruce Fisher	6	5	0	11
Bob DeMeritt/Marianne DeMeritt	2	1.7	1.9	5.6	Wendy Harrison/Craig Beidelman	5	0	6	11
Mike Thompson/Fred Rosevear	1.8	1.4	1.8	5	Ted Drummond/Brian Timm	0	0	8	8
David Harkcom/Greg Lester	0	5	0	5	Adam Spieszny/Piotr Roszczenko	0	6	0	6
Charles Hanson/Brian Timm	0	3	0	3	Sasha Lanz/Betty Lanz	0	0	5	5
David Sellers/Janis Ford	0	1.9	0	1.9					
Ed Schowalter/Dan Harkcom	0	1.8	0	1.8					
Sasha Lanz/David Stone	0	1.5	0	1.5					



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# SERIES REPORTS

Sports Car Club of America 01/2013

## RACING ROOM

### CLUB RACING

by Jim Wheeler, Chairman, Club Racing Board

## TOURING'S RE-ORG

In October, the Board of Directors approved the new Touring Club Racing rules for 2013. With only one exception, this package is what was proposed more than a year ago as a way to avoid the mandate of the old 2.5 rule in the GCR - the exception was what the Touring Advisory Committee and the CRB recommended for Touring 1.

Initially, T1 was to be slowed with the addition of weight and restrictors. This idea met with some resistance from the two SCCA regions that have relatively healthy T1 fields. With input from those communities, members of the CRB, and the Touring Advisory Committee, we proposed a different idea for T1 to the Board of Directors.

The seven current classes, STO, T1, T2, T3, SSB, SSC, and B-Spec, will become five classes: T1, T2, T3, T4, and B-Spec. For a complete listing of the rules for these classes, head to [www.scca.com/clubracing](http://www.scca.com/clubracing) and click the "Cars and Rules" link on the left, but in the meantime, here's an outline of the 2013 classes.

● **Touring 1:** All 2012 T1 cars will be able to race in the new T1 without modification, but will be allowed

**T1 will run under the current STO rules, with different weights and restrictors to slow current STO cars to T1 speed"**

additional modifications if the competitor so chooses. Basically, T1 will run under the current STO rules, with different weights and restrictors designed to slow the current STO cars to T1 speed. These weights and restrictors are based on data and computer modeling and will be modified as needed during the season.

Current STO cars will be allowed to either add restrictors and weight to race



in the new T1, or the cars can move to an appropriate GT class. The GT Advisory Committee is ready to welcome those cars in competitive trim.

Current T1 cars will also have the option of accepting restrictors and/or weight and other modifications (such as the removal of headers) to race in the new Touring 2 class.

● **Touring 2, 3, and 4:** Each of the Touring classes has specific permitted modifications. T4 will receive the fewest performance enhancements.

● **B-Spec:** B-Spec will run under the current B-Spec rules with some adjustments that have come from information gained during the first season

of the class. The Board voted to give B-Spec full National class standing starting in 2013. In addition, the CRB is forming a subcommittee to monitor the class.

Members of the subcommittee will come from SCCA Club and Pro Racing, as well as from the manufacturers and the other professional racing series that race the cars.

### 2014 RUNOFFS

The Board has spent much time discussing the National Championship Runoffs format, qualification process, and the celebration of the event's 50th running in 2013. Although comments were mixed concerning the experimental schedule that was used at the 2012



## Reports from SCCA's Competition Series



Jeff Loeve

### THE REALITY OF A RULES SEASON

The concept of a "rules season" is a sound one – and one few argue against it. However, if there is a rule change you would like to request, it's advisable to write in early in the year. As of mid October 2012, the Club Racing Board had 345 member letters primed to go to the various advisory committees or be discussed at the following CRB meeting. While most of these letters are comments on previous issues, some are requests for rule changes for 2013. Unless these requests are to correct an error or add something that was left out of a previous rule, they are too late to make it into the 2013 GCR.

Runoffs, the poll results are not in.

That said, ideas that are currently floating around include finishing practice and qualifying by noon on Thursday, and then Thursday afternoon would be left open for track rides for the workers, special ceremonies featuring former National Champions and racers of note, and parade laps and other celebrations. If you have any ideas that would add to the festivities, please drop the CRB an e-mail at [www.crbacca.com](http://www.crbacca.com).

### RULES STABILITY AND RULES SEASON

The "rules season" comes up every year at this time. There is an almost universal



Dennis Wood

### THE SAME, BUT DIFFERENT

With the 2013 Club Racing class re-org, there will be a number of changes. The new T1 will resemble the old STO (FAR LEFT). Cars like the Nissan 350Z (LEFT) will now be in T3, with an option to run T1. And Showroom Stock (BELOW) is being transformed into T4.



Jeff Loeve

demand for rules stability that will allow competitors to prepare their racecars and not have to make any major changes during the season itself.

Keeping that in mind, the CRB holds town halls and face-to-face meetings at the National Championship Runoffs to gather member input about what changes are wanted for the following season.

Since the Runoffs are in the middle of September, this puts any request into the October CRB meeting. The normal rule change system means those requests would be published on Oct. 20 in *Fastrack*. Allowing time for member input, the Board

of Directors wouldn't receive any recommendation until its meeting in late November. While this timeline is doable, it makes it tough on competitors who will be racing in early January.

Short of moving the Runoffs to an earlier date, it will always be a challenge to take input from there and make a rule change for the following season. Both the CRB and BoD are in total support of the rules season and rules stability, but we also accept that some topics will not arise until the Runoffs.

Generally, we try to have midseason adjustments made before the Chicago Region June Sprints – which include weight and restrictor changes. 📍





Perry Bennett

#### HEADS UP

The 2013 Tire Rack Solo National Tour and ProSolo National Series (LEFT) seasons will offer a lot of the same great excitement from 2012, with a few tweaks to make things run smoother. What is certain is the SCCA Solo trailer (BOTTOM) will see a lot of miles.

## LEAVING THE LINE

### NATIONAL SOLO

by Paul Brown

## SOLO'S 2013 SCHEDULE COMES TOGETHER

The 2013 Tire Rack Solo National Tour schedule is finalized. Well, let's say it has firmed up enough to write about. For starters, it's no secret that the Spring Nationals event over the Memorial Day weekend in Lincoln, Neb., would happen again, since that has proven incredibly popular. Different for 2013 is that the Independence Day weekend event has moved to Blytheville, Ark., rather than Packwood, Wash. Blytheville has been an awesome host, and this move may help make that a travel destination.

The 2013 Solo National Tour will kick off in College Station, Texas, on March 9-10 on one of the largest sites we get to use. That will be followed a week later by the event in Cecil, Ga. After a week off, the series heads to San Diego, Calif., for an event on the final weekend in March. After a few Tire Rack ProSolo National Series weekends, we may see an event at the end of April up in the New England

area, though at print time there is no confirmed location.

Leap forward to Memorial Day in late May for the Spring Nationals, then skip to June 15-16 in Wilmington, Ohio. July 6-7 will host the Blytheville event (yes, that's Saturday and Sunday) before heading to Packwood over July 13-14. Then a Tour in Peru, Ind., on Aug. 3-4 will be the final event before the Tire Rack Solo National Championships on Sept. 3-6.

#### PROSOLO IN 2013

If you ran the ProSolo series in 2012, the 2013 schedule will seem very familiar. After all, 2012 was a banner year so why make big changes? Rule evolution is still being discussed, but chances are the Zones won't be changed all that much, though there may be incentives added to encourage participation at events in the middle of the country.

This season will kick off at the El Toro facility in Irvine, Calif., at the beginning of April, followed a week later in Mineral Wells, Texas. A week after that, the series moves to Met Life Stadium in



Perry Bennett

#### THE MATCH GAME

The 2012 season had a trial Solo event following the Tire Rack Solo National Championships. This time, the Tri-State Challenge Tire Rack Solo National Tour joined forces with the Evolution Super Shootout series in Blytheville, Ark, for an event on Oct. 27-28, 2012. In next month's issue we'll discuss the forthcoming 2013 Match Tour series, which incorporates similar elements to the trial event - if you're familiar with the Evolution series, this type of event shouldn't be entirely new to you.


New Jersey. Needless to say, the SCCA National Staff will be putting in some miles on the road for what is sure to be a third Zone event in as many weeks.

Following New Jersey, the series heads back to the Four Corners area in early May with the Farmington, N.M., event on the May 4-5 weekend. The Spring Nationals gets mentioned again here, but it's important to note that the ProSolo will be May 24-25. Washington DC will again no doubt be one of the hot tickets over the June 8-9 weekend before the series heads to Blytheville, where the ProSolo will be on July 4-5 (Thursday and Friday) - taking advantage of those holidays as much as possible.

The Packwood ProSolo will be a week after the Packwood National Tour, so it will be on July 20-21. From there, the

**Rule evolution is still being discussed, but chances are the Zones won't be changed all that much"**

staff heads east for Toledo, Ohio, and the last regular season ProSolo. The ProSolo Finale will be on Aug. 31-Sept. 1, as Labor Day is early this year - and chances are, this will be another hot-weather event.

To find a complete Solo National Tour and ProSolo National Series event calendar, head to [www.scca.com/solo](http://www.scca.com/solo). 





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**READY AND WAITING**  
(LEFT) Competitors lined up for the second day of the unique Oregon 1,000 Road Rally. Along the way, they passed by a number of notable sights, including Jordan Bridge, a Howe truss covered bridge (BOTTOM).

## ON RALLYING

### ROAD RALLY

by Rick Beattie

## OSCAR ONE KILO

The view of the ridge tops of the Elliot State Forest was better than any photo ever captured. But looking down, there was nothing.

Climbing most mountains on a narrow gravel road, the look down contains at least tall grass, tree stumps, and a few rocks. Here there was only the top of a fir tree 1,000ft below, just visible above the weather strip on the side window of the car. Behind the steering wheel, the scene for **Simon Levear** was of that road disappearing to the left behind an embankment. Even at the CAST 27 he didn't have time to take in the view.

The Oregon 1,000 wasn't named for the vertical drops through the coastal range on the way from Wilsonville, Ore., to Coos Bay. The two-day Road Rally, held on Oct. 6-7 2012, was named for its 1,000km length. This SCCA event, sanctioned as a pair of Regional Tour rallies, is also part of the Pacific Coast Challenge.

Event Organizers **Kevin Poirier** and **Chris Hale** made very good use of what the Oregon 1,000's 621 miles had to offer the 14 teams that ran the event. "The weather and scenery were the best ever for the Oregon event," says **Brandon Harer**. "Kevin [Poirier] tries hard to accommodate the location of the

Willamette Valley's numerous covered bridges, and that is a treat that no other rally in Oregon includes."

As with many of these events, the mileage is given at every instruction. As soon as they receive the route book, most navigators - including those running in Equipped Class - start to "pre-calc" the correct arrival time at every instruction. If things go wrong, a team can reset themselves anywhere on the course.

Even at the school zone speeds, the gravel roads made their surface felt. The radios carried by most competitors (illegal on SCCA National events, but not on this Regional event) transmitted news of rock slides or on-coming traffic on the course.

With mileages at every instruction, the navigator's attention was on the red LED numbers of the display. It was a sometimes futile attempt to determine why the mileage on the display in front of them didn't match the route book's, and why the Harers were seemingly able to easily correct for whatever was causing it.

The event used numerous federal and Oregon state forestlands where easy-to-

## BUSY FOR BOTH

The Oregon 1,000 used run-work with passage controls. The "busy for both" aspect of the event produced a new attitude toward run-work. The first team to reach a control took over timing duties from the organizers running in one of the two lead cars. That team then timed the other contestants as they drove by the control. Run-work is usually a distraction for the competitors, but Russ Kraushaar typified the competitors' change of opinion. "By the middle of day two we'd happily have traded car numbers with somebody to move us up in the worker queue. We really needed that 28-minute pause to unwind."

read signs were absent. Instead, both team members had to focus on finding small Forest Service signs, with a yellow, white, or brown background, nailed 10 feet up the trees or, if there were no trees, a foot off the ground on the stump. It was a case of not being able to find the trees for the forest.

In spite of all that, Brandon Harer finished first overall and first in Class E navigating for his brother, **Blake Harer**, with

**"The weather and scenery were the best ever for the Oregon event"**  
**BRANDON HARER**

a total of 39 points through the event's 45 scored controls. **Russ Kraushaar**, navigating for **Greg Hightower**, finished second in Equipped Class with 52 points, with third going to husband and wife **Marinus** and **Renee Damm** (61 points).

There were three Limited and two Stock Class teams. Besting Limited Class with 115 points were **Larry Lefebvre** and **Bill Colish**. The Stock Class went to **Andrea Nelson** and **Bryan Kappa** with 707 points.

It's hard to nail down why folks spend more than 20 hours in cars going almost as far left to right and up and down as forward, listening to a crackling radio, looking for tiny signs, and staring at red LEDs. "We like the people we had dinner with," offers Kraushaar. "Many of us get together away from this craziness as well." 📍



Rick Beattie





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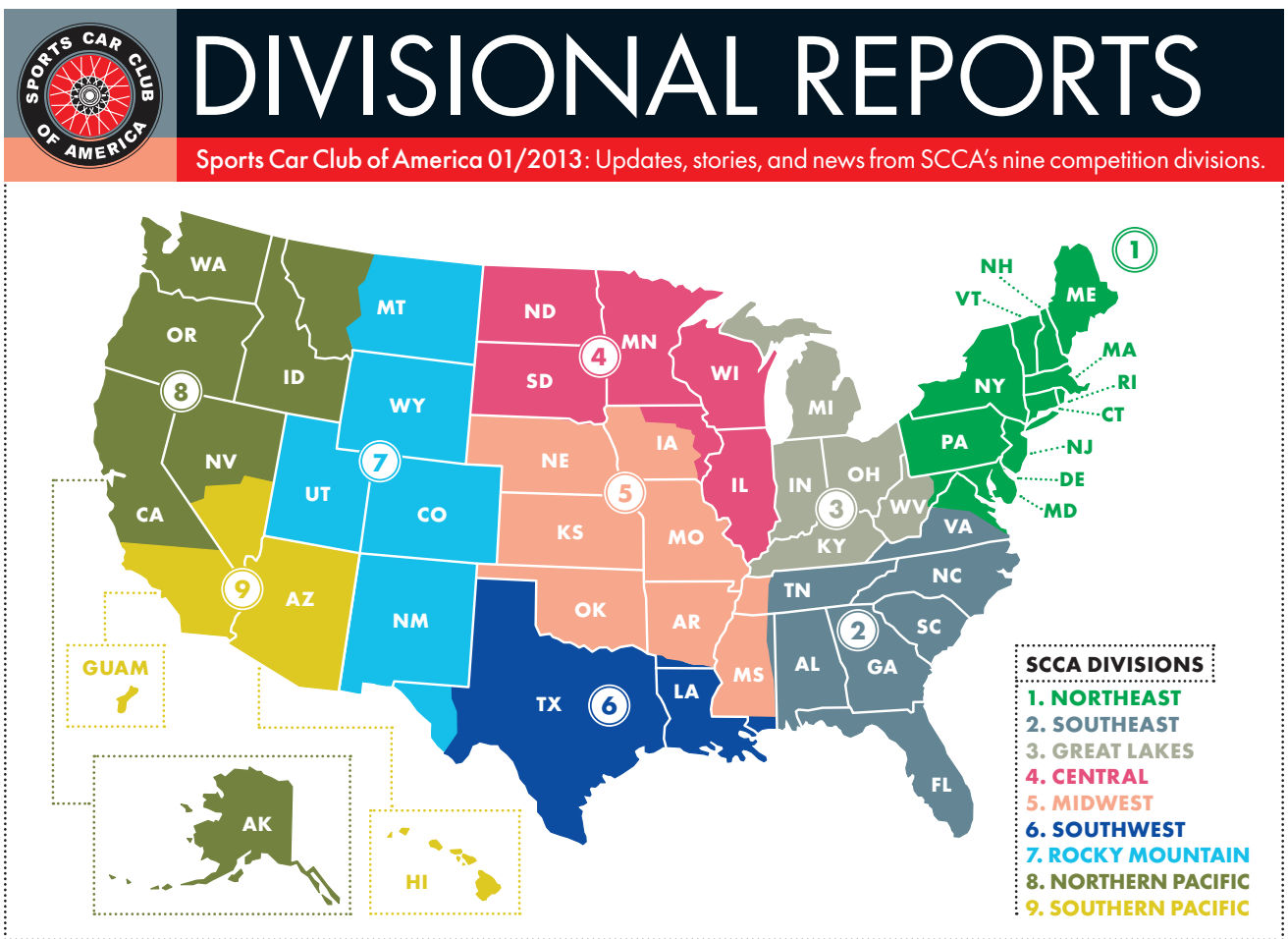


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## RUN FOR THE HILLS

On Sept. 29-30, 2012, a field of drivers attacked the Chasing the Dragon IV hillclimb in Robbinsville, N.C. Fog greeted the competitors on Saturday morning, with visibility sometimes limited to 10-15ft. By 10 a.m. the fog had dispersed - replaced with rain. But with no thunder accompanying it, the stewards continued to cycle drivers through the course.

After lunch, where the sun shone through once or twice, the *real* rain began - and it poured, creating timing issues. Drivers continued to make runs, but a wet course with no times meant they were on reconnaissance runs in preparation for Sunday.

Despite the conditions, a host of

new cars and drivers came. **Jarrold Smith** brought an IROC Camaro, **Tony Machi** showed in a Honda, **Michael Tablas** headed up in his freshly built Miata, **Bryan Toth** and **Roger Carter** came with their RX-7s, **Chad Matthews** brought his Mini, and **Shane Findlan** was back, this time in a Corvette built specifically for the Dragon.

There were also plenty of unique cars, like the Karmann Ghia of **Ron Richey**, **Ken Owen's** gorgeous TR6, **Tony Wentworth's** Fiat 124 Spider, the **Coffey's** beautiful 240Z, **Dan Chesanow's** Venus Formula Vee, **Byron Webb's** BMW E21 320, and **Harold Seagle's** Porsche 911 SC.

Four female drivers took part - and word in the paddock is there will be many more at the 2013 spring event. In addition, a local highway patrolman took an exhibition run in **T.J. Theodore's** CSP Miata.

But this wouldn't be an SCCA event without stories about overcoming

## DIVISIONS AND REGIONS

The SCCA is divided into **Divisions** and within those boundaries are **Regions**. You can find your SCCA Division and Region by going to [scca.com](http://scca.com).

adversity. **Bryan Toth** took his V8-powered Mazda RX-7 from street car to Time Trials car in only two months for the Dragon, but on Saturday he had alternator troubles. **Farron Orr** of Carquest in Robbinsville opened up the shop to let him get the parts he needed after store hours. The repairs were made, but Toth then had battery problems. Another competitor, **Lars Lattstrom**, loaned him a battery. Finally, after blowing a tire, it looked like Toth's weekend was over - but not so. **Larry Eller** of Eller's Wrecker Service drove Toth to Eller's shop in town and changed both tires so he could finish the event.

Thanks to South Carolina Region's **Ted Theodore** for details on this event.

## MILLER STEPS DOWN, MERRILL RETURNS

**Leland Miller**, the Deputy Exec for Area 3 for the past few years, will be stepping down from the position at





Susan Young

the end of 2012. Please join with us in thanking Leland for the fine job he has done and his extra efforts in contributing to the stewards training program. Effective the start of 2013, **Bud Merrill** will take over the position. Merrill is no novice to this role, as he has been the Area 3 Deputy before.

#### JEKYLL IN JANUARY

As a final reminder, have you made your reservations for the SEDiv Annual Meeting and Awards Banquet, Jan. 18-20, 2013, at the Oceanside Inn & Suites at Jekyll Island, Ga., yet? Go to [www.sedivrracing.org](http://www.sedivrracing.org) to sign up for an event which offers some of the best bench racing and networking around.

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NORTH COAST NEWS  
GREAT LAKES  
DIVISION

BY NANCY SCHILLACE

#### CHAMPIONS OF CARS AND SMILES

In spite of the cool and often rainy September weather, the 49th National Championship Runoffs provided some nail biting racing for spectators and racers alike. GLDiv celebrated several podium finishes, including: **Tom Sloe** (Neohio Region), third in AS; **Patrick Gallagher** (Ohio Valley Region), first in FE; **Jason Wolfe** (Ohio Valley Region), second in FE; **Russell Ruedisueli** (Detroit Region), third in FF; **Gary Blannarik** (Ohio Valley Region), third in FV; **Steve Jenks**

#### MILLER'S TIME

Leland Miller, seen here busy at work at an SCCA Club race at Daytona Int'l Speedway, is stepping down as Area 3 Deputy Director. His replacement is Bud Merrill.

#### RACING HOPE

(Left to right) Mark Domo, Greg Vandersluis, Dan Moran, and Kathy Gall visited the children at the Rainbow Babies and Children's Hospital in Cleveland, Ohio, in early October, bringing plenty of goodies for them.

(Cincinnati Region), third in FM; Paul Young (Detroit Region), third in GT-3; **Corey Fergus** (Ohio Valley Region), first in S2000; **Luke Wilwert** (Ohio Valley Region), first in SSB; **Ralph Porter** (Indianapolis Region), second in SSB; **Ray Huffmaster** (Detroit Region), first in STU; John Buttermore (Detroit Region), first in T1; **Todd Napieralski** (Detroit Region), third in T2; and **Chad Gilsinger** (Ohio Valley Region), third in T3. The GLD salutes all the participants!

#### NEW SMILES

On Tuesday, Oct. 2, the Race Care Ministry's Smile Team visited the Children's Hospital in Dayton, Ohio. Cincy Region's SM racer **Jerry Cabe** had his inaugural visit with Ohio Valley Region members, SRF racer **J.D. Pfetzing** and IT7 racer **Cory Albright** as they "made the rounds," along with Child Life Specialist escort, Rita, through various wards.

"I was privileged to be asked to represent SCCA Club Racing in giving back to those undergoing a difficult time," says Cabe. "Dressed in our driver suits, we got some strange looks from some of the staff and doctors, but the kids all brightened up when we were escorted into a room. We'd spend just a few moments with each child and family that could accept visitors. They didn't care that we weren't famous drivers, or didn't personally know **Danica Patrick** or **Tony Stewart**. We didn't care that most of them only think of racing as Lightning McQueen or NASCAR.

"Shirts, hats, and stuffed animals were given to the many smiling faces as we talked briefly about racing. J.D. had his white helmet available for all the children to sign, so watch for No. 15 SRF's well-autographed helmet at a future race - or maybe at

**Bob Cowie's** silent auction next year.

"[Race Care Ministry] has been arranging these 'racing characters' visits to Rainbow Babies in Cleveland and Children's Hospital in Dayton for several years. I say racing characters because they bring in professional drivers, team owners, flaggers, and even lowly amateur drivers like me to visit with the children and families. The goal is to provide a little diversion to whatever they're facing at the time."

#### AND MORE SMILES

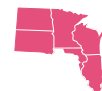
On Wednesday, Oct. 3, the Smile Team, consisting of **Kathy Gall**, **Dan Moran**, **Greg Vandersluis**, and **Mark Domo**, visited with some of the children at the Rainbow Babies and Children's Hospital in Cleveland. It was the first time to visit for Vandersluis and Domo, but they jumped right in with Moran in showing the kids their helmets and race equipment and offering personalized hero cards. Vandersluis brought a white helmet and had many of the kids autograph it. Gall helped many little ones pick stuffed animals or hats donated by members of the race family.

"Getting to spend time with the children was very rewarding," says Vandersluis. "The turnout was light, but the smiles made up for it. You really step back and realize how fortunate most of us are to have our health. Thanks to University Hospitals and the Smile team for letting us bring joy to those children in their time of struggle."

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THE FISH WRAP  
CENTRAL DIVISION  
BY SAM KARP

#### RUNOFFS ROUND UP

Few would argue with the statement that the National Championship Runoffs is the pinnacle of road racing in CENDiv. Not only does it showcase the area's hospitality, specialty workers, chiefs, and stewards, it also has presented the opportunity for the world to see our deep driving talent.

Anyone who reads this column with any frequency will know that ☺



Nancy Schillace



statistics are no stranger to these pages. Therefore, we start with the staggering numbers put up by CENDiv drivers at the Runoffs. We had eight drivers start on the pole, nine drivers claim a National Championship, 14 others finish on the podium, nine Sunoco Hard Charger winners, six competitors who set the Hawk Fastest Lap, and three drivers set new Runoffs lap records.

C Sports Racing was an impressive class for our division. Milwaukee Region drivers **Jason Miller** started on the pole and **Steve Forrer** qualified third, but the two would exchange places by the end, with Forrer claiming the National Championship and setting the Runoffs track record for the class. Milwaukee Region's **Jim Vogel** took the Hard Charger with a six-spot improvement from grid to checkered flag.

Land O' Lakes driver **Jon Brakke** pulled a grand slam in E Production. He won from pole and set the fastest lap - a class track record. To top off EP, Milwaukee Region's **Jeff Willert** claimed the Hard Charger with a staggering 14-position climb.

We saw similar finishes in FP with **Steve Sargis** (Blackhawk Valley Region) claiming the win and fastest lap. **Bill Wessel** of Milwaukee Region was third. HP was dominated by CENDiv, with all three podium finishers having short drives home! **Mike Moser** (Milwaukee), **Mike Origer** (Chicago), and **Greg Gauper** (Milwaukee) finished first, second, and third, respectively. Moser also took fast lap.

**Michael Mueller** (Milwaukee Region) took a second consecutive win in F500 and the class track record, while **Michael Vacek** (Chicago) was third. Staying in the Formula car ranks, **Jason Byers** won FA from the pole, as Blackhawk Valley's **Charles Duncan** took the Hard Charger Award. Two Milwaukee Region drivers took home honors in FB, **Mike Beuchamp** claiming second and **Daniel Robinson** becoming the Hard Charger. **Gerald Szykulski** converted pole into an FC win and also claimed fastest lap. Milwaukee Region's **Niki Coello** finished just behind.

**Denny Marklein** gave Chicago Region another podium finisher with third in FE. Finishing out the Formula classes were two more pole-to-checker wins for Chicago Region drivers **Tim Kautz** in FF and **Michael Varacins** in FV.

The GT classes also saw several highlights. In GT-1, Milwaukee Region drivers **Cliff Ebben** took second and **Dave Ruehlow** was the Hard Charger. In GT-2, Chicago Region's **Mark Boden** was third and Land O' Lakes Region's **Tim Gray** fought through the pack to be the Hard Charger.

Other CENDiv notables include: **Bart Wolf** (Milwaukee), second in Sports 2000; **Bruce Andersen** (Chicago), Hard Charger in Spec Miata; **Rich Walke** (Chicago), third in Super Touring Lite; **Mike Smith** (Chicago), Hard Charger in Super Touring Lite; **Mark Pauly** (Great River), second and Hard Charger in Super Touring Over; **Joel Weinberger** (Chicago), second in Super Touring Under.

Another side note of this year's Runoffs was that someone finally broke the two-minute lap barrier in an SCCA Club Racing racecar.

Courtesy of Chicago Region, the driver doing the deed would receive a trophy and the track a plaque - but the real award was a \$1,000 donation to the SCCA Foundation.

The feat was accomplished by Overland Park, Kan., driver **Scott Tucker** in DSR. After setting a 1m59.991s marker on lap four of the race, Tucker bettered that with a 1m59.684s flier on lap nine.

But the best news of all? Tucker matched the \$1,000 donation at the podium presentation.



**TRIPLE THE FUN**  
Sam Henry (left), seen here with crew chief Matt Longpine after finishing second at the 2012 National Championship Runoffs, also competed at the Tire Rack Solo National Championships and RallyCross National Championship this year.

## HELP WANTED!

Tired of reading the same old babble in this column? Well, here's your chance to change that. *SportsCar* is fielding potential candidates to write this column. After five years of service, the author feels that perhaps it's time for another perspective of CENDiv. If you feel up for the task, please contact the author at the e-mail below, or send an e-mail directly to *SportsCar* at [sportscar@racer.com](mailto:sportscar@racer.com). Be sure to write "CENDiv column" in the subject line.

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GATEWAY TO MIDIV  
MIDWEST DIVISION  
BY EILEEN WATERS

## HENRY MAKES HIS OWN TRIPLE CROWN

Horseracing and baseball both have something called the Triple Crown. SCCA's Chicago Region also has one (to earn it, you need to win the June Sprints, a Divisional class title, and a National Championship at the Runoffs, all in the same class). But Ozark Mountain Region's decade-long board member **Sam Henry** nearly captured his own unique Triple Crown - only he was attempting it in three different disciplines: Solo, Club Racing and RallyCross.

"My plan at the beginning of the year was to compete in the Runoffs and the RallyCross National Championship, as I had in 2011," says Henry. "I also wanted to build a DP Solo Miata for some local events. My PAX results were quick enough with an under-developed car at the Blytheville National Tour that I added the Solo National Championships, along with some more Solo car development. My dad and brother competed at the Solo Nationals as well, making it a family event."

At the Solo Nationals, Henry finished sixth out of 13, just two positions out of the trophies.

Next up was the Runoffs. "One of the most fun, memorable moments of all three championship events was leading my race at the Runoffs"

Ozark Mountain Region





# CLUB RACING LIFE

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for a short period of time,” recalls Henry. “On lap two I was able to draft past **Eric Prill** into the lead going into Turn 1. When I tracked out at the exit to Turn 3, I was still in the lead, and it was the best feeling to look down that long straight at Road America and see no cars in front of me.

“My lead didn’t last long, though, as the traffic lined up behind me and **Steve Sargis** drafted past me into Turn 5. But crossing the finish line in second place after 40 minutes of battle was still a great feeling.”

At the RallyCross National Championship, Henry won his second consecutive title in Prepared Rear Wheel Drive, with a whopping 47.610sec margin of victory.

“All three sports have a different driving style,” Henry says. “RallyCross is fun because you get to slide the car around so much. In Club racing, I’d burn my tires off with those slip angles – and it’s just too slow to slide that much in Solo or Club Racing. In Club Racing you also have traffic, draft, and the endurance factor. If your car’s off, you can’t drive around it as easy as Solo and RallyCross. I just missed the trophies at the Solo Nationals, so the Solo car and I have some unfinished business there.”

Part of the Spec Miata advisory committee for several years, Henry adds, “I keep thinking that I want to build a car other than a Miata, but these little cars seem to do most things really well. I’m thrilled with the support Mazda provides, and Goodyear, SafeRacer, East Street Automotive, Springfield Dyno, crew chief **Matt Longpine**, and my family keep us rolling with good results.”

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SOWDIV SUNSET  
SOUTHWEST  
DIVISION

BY SYDNEY DAVIS

## SWDIV AT THE RUNOFFS

The 2012 SCCA National Championship Runoffs are said and done. For some in SWDiv it was a successful weekend. For others – well, they were left wanting more.

Texas Region’s **Keith Verges** made the trip in hopes of rewriting what happened in 2009. “This season, I’ve been driving a new-to-me class, Spec Racer Ford,” he says. “I decided to try a car that’s more truly spec and I’ve been amazed with perhaps the best season I’ve ever had in SCCA. A big part of it is the car, with a fresh Enterprises engine and a huge hand up from **Tom Dalrymple**, who knows these cars inside and out, I was way ahead of the learning curve for once.”



Dennis Wood

Verges found himself higher in National points than he’d ever been, and with fellow Texas Region member **Denny Stripling** willing to go to the Runoffs, he had high hopes.

“It had been three years since I’d set foot at Road America and the rust was there,” Verges recalls. “I was five seconds off what I expected to be a pole time after my first session – not a good start. By the end of the practice days, Denny and I finally got a good drafting session in and got down into what I hoped would be within one or two seconds of the pole time. Not great, but with bigger drafting trains and some real luck, I was hopeful.”

The first qualifying rounds were not good for Verges, as he was 21st on the provisional grid. But he managed to get in a good drafting train during the final session and qualified a respectable 10th.

“The race was a typical SRF barnburner, with drafting tactics trading off to jostling for position,” he says. “At one point, Denny was third and I was fifth, and I started to think if we could stay in the thick of it and cooperate we might make a splash!”

Unfortunately, Stripling ran into some hard luck. Verges pushed on, adopting a new group of drafting partners and pedaling as hard as he

could. A developing battle for sixth caused the group to lose the top five, but nonetheless he ended up seventh.

“I was pleased to have moved up from qualifying and be fairly close in the hunt with a bunch of strangers I’d never raced with,” Verges says. “Overall, it was a much better experience than 2009 for me. The Runoffs is an experience where a unique community of likeminded enthusiasts, all trying their best – and many being the best – come together in a magnitude you simply never see at any race. It can be a pressure cooker, but I’m already thinking about Runoffs 2013.”

SRF teammate Stripling may not have had the outcome he was hoping for, but he had fun in the process. “A couple of things became apparent very quickly,” Stripling says. “Keith had not bump drafted in SRF before. Apparently a Spec Miata ‘bump’ and an SRF ‘bump’ are different.”

Come race time, Stripling wasn’t surprised by the wait-and-see game the weather played. “As seems typical with big SRF races, the weather toyed with us right up until race time on Friday,” Stripling says. “In the end, it was overcast but quite dry, which we knew would lead to some great racing throughout the pack.

“In the beginning things were looking good – then disaster!” recalls Stripling. “I came through Turn 14 in fifth place, the top five covered by maybe a 10-car-length blanket, ran over the inside curbs at the apex, as I’d done 100 times that week, and [my car] just lost drive.

“My transmission is Methuselah-old, so I assumed it had finally blown up. I pulled off and coasted up the pit entrance lane to a stop while the field thundered by. I re-fired the car and realized I’d just had some sort of electrical gremlin and was running again. But I was so far up the pit entrance lane that I had to cruise through the pit lane at school zone speeds, mentally kicking myself.”

Stripling was able to make a run for it through the pack to finish 18th.

In next month’s column we’ll bring you more tales from the Runoffs, this time from E Production.

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BY DAVID MURAMOTO

## EASTERN IDAHO RETROSPECTIVE

For many regions within RMDiv, December means holiday parties and membership meetings to celebrate end of the year results - and there's plenty to be grateful for. For the Eastern Idaho Region (the smallest of the RMDiv regions), 2012 has been a truly challenging year. A struggling economy made low entry counts par for the course throughout the division, but this region faced an even more essential loss - with already limited access to a large expanse of concrete and pavement, it seemed the region's best Solo sites were beginning to disappear.

**Chuck Bissey**, who is on the Eastern Idaho Region Board, reports that after 18 years of holding accident-free Solo events at the broad expanses of the Pocatello Airport, this premiere site was deemed off limits a year ago.

"We've been relegated back to our roots of holding events in the smaller [Bonnevill and Highland] high school parking lots. However, thanks to the build of a new [Eastern Idaho Region] Website by **Tom Ottaway**, and by utilizing social networking sites like Facebook, we've been able to survive and actually grow our little region. Some of these new ways of communicating were the result of an infusion of youthful leadership, such as our latest RE, **Casey Simmons**, along with experienced guidance from longtime core members."

As many RMDiv regions grapple with how to develop younger leadership from within the ranks, this region took the bull by the horns and elected Simmons to RE last year. An SCCA member since 2009, Simmons works at the Allstate Call Center in Pocatello as a customer service representative. His CSP 2004 Toyota MR2 Spyder also functions as his daily driver in a 50-mile commute each way from Idaho Falls to work.

Bissey says Simmons faced some difficult and unique challenges in his first year as RE, and faced them well. "Being the new RE for any region is no easy task," says Bissey. "Dealing

with conflict and conflict resolution was in the cards. [Simmons] was the one to meet with unruly competitors and settle things. He also conducted the monthly club meetings, while keeping his credibility and authority intact. His youth and enthusiasm brought people, cars, and competitors out to events that had previously eluded us as a club."

Beyond an influx of youthful enthusiasm and leadership, there were other factors to consider in the resurgence of the region. No region exists in a vacuum, and the six-event Eastern Idaho Region schedule (which ran from May through August) was bolstered by Solo events in neighboring states. Bissey notes the region owes a debt of gratitude to these SCCA regions for helping fill out the schedule and keeps some traditions alive. "Our premiere autocross events, like SummerFast and OctoberFast continue, along with the friendly , but

### WORK & PLAY

When Eastern Idaho Region RE Casey Simmons is not finding new ways to improve participation in the region, he's competing himself in Solo.



Chuck Bissey

very competitive Utah/Idaho Challenge and the East vs. West Challenge with the Snake River Region. At those events, we score the top 15 to 20 in PAX and whichever region has the most drivers in the top PAX wins bragging rights for the next year. A big thank you goes out to Utah Region for picking up the OctoberFast tradition and holding it for the last two years at the amazing Miller Motorsports Park. It is cooperation like this between regions that makes it possible for small regions like [Eastern Idaho Region] to survive."

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BLOWING SMOKE  
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MASTERTSON

## OUR DIVISIONAL CONFERENCE

On Oct. 26-27, NPDIV gathered for its annual conference in Reno, Nev. The gathering has varied in format and duration over the years, lately settling on an informal meet on Friday with registration followed by an all-day Saturday format ending with dinner. The intent is for members to share ideas, learn new programs, and gather updates on the health of the Club, as well as find ways to solve problems those in our division may be experiencing. Networking with leadership and other members face to face is always a plus.

The one area routinely discussed is why the small regions (Arctic Alaska, Big Sky, Montana, Southwest Montana, and Snake River) don't attend these events. One reason is the expense of travel from most small regional airports and the time it takes to get there. That said, members of these regions need to understand that the information gained can be invaluable. Anyone may attend our divisional conference, so please consider it for next year. Reno, Northwest, Oregon, and San Francisco Regions wish to help, guide and assist any region's needs.

All of our division's nine regions have a Solo program, and **Karen Babb** (Northwest Region) held a great session on course design and site utilization, while **Bryan Nemy** (San Francisco Region) covered Solo Events Board issues.

A Time Trials discussion was overseen by Reno Region's **Dave Deborde**. Time Trials is a growing program with a lot of flexibility, which was evident as events were compared. Reno and Northwest Regions both offer various Time Trials programs. Meanwhile, Atlanta Region utilizes Sunday's quiet time at Road Atlanta by holding multiple PDX sessions. If your region hasn't looked into Time Trials, you should. It is a great way to supplement a race program or use a standalone event.

**Jeff Dahmert**, SCCA's President and CEO, and Area Directors ☺



**Brian McCarthy** (San Francisco Region) and **Todd Butler** (Oregon Region), shared Club updates.

Besides working on the restructure of insurance, the SCCA National Office has reorganized the Solo and Rally department and rolled out the U.S. Majors Tour, among other things, to capture the culture and prominence of the SCCA. A lot of work is in progress with marketing and branding. The first goal is to fix existing attitudes within the Club and then drive forward to become the best motorsports club in America. The second goal is the restructuring of the National race program. What was reported at the meeting is that the National Championship Runoffs will start rotating to a new racetrack every one or two years. Also, the West Coast will be in the rotation.

**Butch Kummer**, the new director of Club Racing, discussed the Majors program and the changes coming to National level of Club Racing. With so many National races held in 2012 (which was up from '11), the current program had lost the distinction of top-level superiority and needed revamping. Beginning in 2013, there will be a maximum of 24 events across the country each year, divided into four conferences. NPDiv and SPDiv will make up the "West" and may hold up to six events.

In 2013, Northwest Region will change the Rational at Pacific Raceways to a showcase Majors event with a Regional. Oregon Region will once again host a Super Tour Majors in July. San Francisco Region is looking at the program and hasn't yet committed to a date in '13.

There are still items being worked out regarding the Majors program, but the idea is that this new initiative will replace the National program completely in 2014. To receive up-to-date information on the U.S. Majors Tour, visit [www.sccamajors.com](http://www.sccamajors.com).

The Runoffs will celebrate its 50th running in 2013. Everyone is encouraged to attend, as a driver, crew, worker, family member, or spectator. This will be a grand event that you won't want to miss.

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## ODE TO JOI

If you've run a Club Race in SPDiv - or gone to the SCCA National Championship Runoffs - you've likely seen Cal Club's **Joi Robinson** and her smiling face in grid.



For her outstanding service to the Club, Robinson was recognized as the BFGoodrich Tires Worker of the Year for the Southern Pacific Division. Robinson, along with a number of workers from our division, was on hand at the awards presentation, which took place at the Runoffs at Road America to accept the award. But that wasn't all.

**Peter Calhoun**, Motorsports Manager for BFGoodrich Tires, drew the name of one of the nine SCCA Workers of the Year Award winners for the grand prize: an all-expense-paid trip to the 2012 Mobil 1 Twelve Hours of Sebring, courtesy of BFGoodrich Tires. And the lucky winner was Robinson.

Robinson will now get to enjoy one of the premier endurance races in North America, and she won't have to bring her whistle or orange gloves.

## TAKING ON THE RUNOFFS

Drivers from SPDiv made the trek to Road America for the 49th running of the Runoffs, and a select few returned with trophies. **Michael Lewis**, our Area Director, once again scored gold for the San Diego Region after a hard-fought GT-1 championship race. Lewis started from the Gumout Pole and had a

tight battle with **Doug Peterson** and **Cliff Ebben**.

The only relief for Lewis came as Peterson and Ebben fought for second place. In the end, it was Lewis taking the checker by a scant 0.478sec ahead of Peterson, collecting his third championship in a row in GT-1. Amazingly, this is the seventh gold medal for Lewis.

"Seems hard to believe," says Lewis. "I love this track [Road America]. I have Trans-Am wins here and this is Mecca for GT-1 drivers. To win seven of these things now is pretty surreal."

In D Sports Racing, **Lee Alexander** (Cal Club Region) had the fastest knife in a gunfight, nabbing the silver medal as the top finishing naturally aspirated car in the class. Knowing that he had little chance of catching **Scott Tucker** in his turbocharged car, Alexander set to running consistent - and fast - laps to earn his place on the podium.

The 2012 Runoffs marked 10 long years since **David Ferguson** (Cal Club Region) stood on the podium, and the 49th running marked his return, with a bronze medal in Sports 2000.

Also picking up a bronze medal was Arizona Region's **Marc Hoover**, who piloted his Mazdaspeed Miata to a podium finish in the Super Touring Under class, which has quickly turned into a turbocharged arms race.

While not recognized as a National class, with no championship awarded, **Sage Marie** (Cal Club Region) and his Honda Fit were the quickest of the B-Spec cars, which ran as a sub-class within the Showroom Stock C race.

Speaking of SSC, honorable mention and our sympathies go to Cal Club's **Brian Husting**, who started the SSC race on the pole but was involved in contact that ended his race while leading. This is the second consecutive year that Husting has seen his race end behind a tow truck while running for a podium finish.

Congratulations to all of the drivers who brought home hardware. And thanks to all the workers who gave of their time and money to come out from our little corner of the world to support the Runoffs. 🏁

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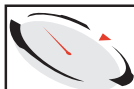
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**2009 GRAND-AM ROLEX PORSCHE GT3 >** Grand-Am spec. Former TRG Car, Podium at 2010 Daytona 24, 3.8 with 29 hours, fresh JRZ 3-way, Pankl axles, Staubli airjacks, rear fenders modified for bigger 2012 tires, Motec upgrades and beacon, RSR rear suspension, RSR toe links, full Monoball suspension, misc quick disconnect fittings, cool suit system, base radio, 4.5 sets Fikse wheels, spare new painted nose and fenders, custom airjack safety stands. Price \$155,000. Contact: Scott Rettich (937) 604-6519 or formulamazda17@hotmail.com [24658-03]



**DANA RAM DODGE CRAFTSMAN >** Race truck was one of 5 trucks driven by Joe Ruttman from 1999-2002. This is the only one left known in existence today. Joe Ruttman WON DAYTONA in 2001. This truck was on the cover of Mopar Performance News in May of 2000. This is an important piece of NASCAR history a lot of memorabilia is included. Asking \$95,000.00 OBO. For more pictures or information please contact: Keith Mayhugh at (304) 893-7169 or (304) 893-6171. Or email: Rednine11@yahoo.com. [24697-01]

## 22 OPEN WHEEL | SPORTS RACERS ▼



**CITATION FV >** 2004 Citation Formula Vee kit built in 2011. First raced at Sebring in 2012, five races on car and Noble engine. Powder coated frame, Penske shocks F/R. New fuel cell installed with lower angle to make room for 6'3" driver. First class construction with all grade 8 hardware. Chassis alignment and set-up by Fred Clark. Metzler long box transmission. All electric gauges, Braile battery. Three sets of wheels/tires with Hoosier and Goodyear slicks and Hoosier rains. Additional fresh Noble engine still in the crate available. Assorted spares. Car \$8,000, spare Noble engine \$4,000. Car is located in Tallahassee, FL. Tom Vlasak, Vlasakte@earthlink.net, 850-508-6107. [24716-01]



**WEIR MK4 DSR - FIAT X1/9 >** Hewland 5-spd, classic two-seat space frame, fiberglass body. Former NEDIV national champion. Rains, trailer, body molds, spare engines, many engine and chassis components, gears, tooling, driver gear, all records. Price: \$9,000. Contact: Mike at (937) 783-0205 evenings, SW Ohio. [24695-01]



**2001 SWIFT JMS 014 CSR >** Toyota Chassis No. 10. Many development parts, ceramic wheel bearings, Ohlin 5 way dampers, Motec ADL 2 dash and Prodata Logger, new axles, drive flanges, new wheel bearings. Fresh Elite engine and fresh gear box will only have Runoffs time on them. No expense has ever been spared on this 2012 BF Goodrich CSR Championship winning car and 2012 June Sprints CSR winner. The car is available after the 2012 Runoffs. Contact Kris Kaiser at K-Hill Motorsports (717) 324-2758 or khillracing@comcast.net [24684-01]



**SWIFT 014 FA >** Merl Swan drove this car to victory at the SCCA Runoffs! New chassis harness, fresh ring and pinion, fresh gear box, fresh Elite engine that has never been run only has dyno time, Ohlins 5 way dampers, Pi Delta Sigma system, Aglie wings, prepped and maintained by K-Hill Motorsports. Price: \$69,900. Call Kris at (717) 324-2758 or email: khillracing@comcast.net [24675-01]



**2009 NORMA M20F >** For sale, SCCA log book, Dual rear wing all carbon, Honda FD2 Vtec, 255hp Sadev 6 speed sequential gearbox, limited slip differential, no lift up shift, autoblip on down shift, DTA Data logging, 2 sets OZ wheels, Avon slicks on one set and Avon slicks grooved on the other set AP 4 pot piston brakes, Oram shocks, 21 gallon fuel tank, Some spares, Misc Norma tools. Price: \$79,500. An Optima 24' aluminum trailer. Complete with tools and equipment for track support. Trailer \$12,000. Sorry no interest in trades. Contact: Terry Eaton at eatontj@comcast.net or Kevin Mitz at Kevin@rennwerksmotorsports.com or (408) 828-5865. Pictures at: http://s898.photobucket.com/albums/ac187/eatontj/Norma/ [24694-01]



**CARBIR FC/ZETEC >** Built in 2006. It is fast and reliable. Elite race prepared engine (3100 miles), forward mounted, Pectil T2 ECU, Compact alternator, 3 way Dynamic's, Cockpit adjustable front anti roll bar, AIM MXL pro dash / logger. Twist adjust front wing flaps. Low drag aero upgrade. HiTech headers. Spares included (gear ratios, wheel set, suspension, body work & wings). Professionally maintained. No crash damage. Very little time. Continued race team service is available. Southern California. Price: \$18,500. Contact: (951) 674-7676 [24609-01]



## 22 OPEN WHEEL | SPORTS RACERS ▼



**IMSA LITE ELAN DPO2** > Little track time. Ford Duratec 2.3 liter, 16v delivered by Elan Power Products. 215 HP, 185 ft/lbs torque. Hewland 6-speed sequential. Chassis is in excellent condition and has only 5 club races & 2 test days in 2008. No crash damage. Carbon wing. SS headers. Cockpit adjustable front anti roll bar. Alcon 4-piston brakes. Vented/Floating brake discs. New floor installed. Add tunnels for IMSA Lites ALMS Series or great for CSR and Enduros. Includes spares. Professionally maintained. Continued race team service is available. Southern California. Price: \$62,750. Contact: (951) 674-7676 [24608-01]



**2011 RFR ROLLING CHASSIS** > Ohlins 2 Way Dampers. Aluminum Differential. Includes: Wire Harness / Engine Harness. REM Taylor Prepared Gearbox. Ready for Motor and Data System. Driven by Giancarlo Potoicchio 2011. Price: \$35,000. Contact: Jorge Herrera for more information @ (786) 525-1524. Or @ hptechmotorsport@gmail.com. Visit our Trailer for more Info @ HP-TECH MOTORSPORT [24666-01]

**ALLIANCE AUTOSPORT** > 2010-2011 FE National Champion. 2010-2011 Pro SRF Champion. SCCA Enterprises Customer Service Representative for Great Lakes Division. Spec Racer Ford and Formula Enterprises. Located in Columbus, OH. Arrive and Drive. Your SRF/FE or Ours. www.allianceautosport.com (937) 604-6519 [24706-03]



**MAZDA SPORTS RACER** > OVER \$100K modifications for ENDURANCE. Drummond RENESIS 13B 260 HP. 2X 2nd places at the Ingen Enduro, 3rd NASA 25Hr. CSR. Many wins, many spares, 3 noses, 20 gallon cell, 3 sets wheels, belts valid 2015. Reduced by \$6,100, now \$23,900. OBO. RACE READY. Contact: Chris (360) 606-7606 [24715-03]

**ENGINES FOR SALE** > 3 - Pro Built Racing GSXR 1000 DSR/FB motors. 2 - fresh off the dyno 0 time on them. 1 - With 500 miles since built. All with 2 door design wet oil pans, Programmed ECU, Throttle Bodies, Starters. These are complete drop in ready. 1 - Spare KWS Ported and Polished GSXR 1000 Racing head, fresh with custom made. Stainless Steel Valves and racing springs-email for details. Email: doleary@rohrich.com or call (724) 316-0258 [24681-01]

## 23 PRODUCTION BASED | GT ▼



**PORSCHE 993 RSR CLONE** > HSR class winner both enduro and sprint and many more podium finishes. Fresh 3.8 Litre 393 HR 5 speed G50 Trans, fresh paint, 3 sets of wheels and tires. Contact: (727) 641-2081 or info@SpeedSyn.com [24709-02]



**1985 FOX BODY FORD MUSTANG AMERICAN SEDAN CLASS** > Complete car ready to race next year. Motor refreshed 20 min. run time to check for leaks. New Ford racing cam, world class T-5 trans with an extra new T-5 trans. Comes with extra tires and rims. Can run National Races. Just ran Regional Races. \$5895.00 Send E-mail: racer2269@hotmail.com. [24718-03]



**BMW E90 M3 V8** > Extensively developed Race winning Endurance M3 4.0i V8 485hp. BMW Motorsport Shell E90 714, Drenth DG400 HD 6-speed sequential gearbox, 1240kg, Brembo Brakes, Intrax 4-Way Suspension, Bosch Motorsport ABS, Centre Lock BBS Wheels 18x10j, 18x11j, Traction Control, AIM MXL Dash & Data Logging, 120l Fuel Tank, Ready to Race. Price: £79,500 (\$128,000) Car Based in the UK. For further information or to arrange a viewing please contact: Arran on +44 1280 701230 or email: arran@amspeedracing.co.uk [24701-01]



**1984 RX-7 (SCCA EP)** > 1999 26' Pace American trailer; 2000 diesel Ford Excursion. Last on track October, 2011. Spares, drawings, documentation, some special tools available. Will separate units. Additional photos; details: kbengineering@columbus.rr.com [24702-01]



**2001 GT-1 CAMARO** > Updated by CRP, 18 degree 310 by CRD, (1 weekend) fresh Jerico, Franklin Quick Change, Penske adjustable shocks, Brembo's, updated, professionally maintained. Price: \$39,000 OBO. Contact: Jim King (704) 968-2320 or jfk3@carolina.rr.com [24686-01]



**BMW E46 M3 WITH S62 V8** > Fall-Line built and maintained. Motec, Brembos, PTG carbon doors, hood and fenders; custom ram air intake. Long list of other features. Fabulous car, first time offered. ST0 class; 3rd in '11 Runoffs. Multiple other wins. Full description www.bmw46m3v8.shutterfly.com. Price: \$139,900 obo. Contact: Gary (312) 501-0650 or Gary@kach55.com [24631-02]

## 26 TOW VEHICLES | TRAILERS ▼



**2000 GOLD RUSH 5TH WHEEL TRAILER** > For sale. 49' X 102" wide, triple-axle, Onan 7,000 KW Genset w/27 Gal. Fuel tank; fully wired w/lighting, Cabinets, workbench, compartments, plus near new EIDE 25' X 48' canopy w/sides (\$15k new in 2011). Offered at \$36,900. Palmetto, FL. Add'l pictures available upon request. Contact Michelle (941) 723-3900 or info@usf2000.com [24713-02]



**24' PACE SHADOW DAYTONA ENCLOSED TRAILER** > Fully finished interior, cabinets, Ancla shoring bar tire rack that fits 9 275 tires, 12v Optima battery with solar panel recharging, remote controlled winch, 110v inverter, 10k# weight distribution sway bar system, halogen ext work lights, Carrier heat & A/C, 50amp power w/ various connection cords, Pit Pal mounts for: nitrogen bottle, helmet, x5 5ga fuel jugs, canopy, racer's tape, cords, fluids, jacks, etc. Brand new Goodyear Marathon tires plus TPMS with display/ antennae for tow vehicle. This trailer is LOADED. Located in Minneapolis, please contact: dbbmwm3@yahoo.com [24704-01]

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# CALENDAR

SPORTS CAR CLUB OF AMERICA JANUARY 2013  
FIND SCCA CLUB RACING, RALLY AND SOLO EVENTS NEAR YOU

## PRO RACING



### WORLD CHALLENGE

world-challenge.com

**Mar 23-25** 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** 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  
Mike Skeen (GT); Mike Skeen (GT)

Michael Galati (GTS); Mark Wilkins (GTS)  
Jeff Altenburg (TC); Gary Kwok (TC);  
Michael Cooper (TC)

Andre Rapone (TCB); Andre Rapone (TCB)

**Aug 3-5** Mid-Ohio Sports Car Course,  
Ohio (double)

Randy Pobst (GT); Peter Cunningham  
(GTS); Michael Cooper (TC)

Randy Pobst (GT); Kevin Gleason (GTS);  
Todd Lamb (TC)

**Aug 24-26** Infineon Raceway, Calif.  
Alex Figge (GT); Andy Lee (GTS)

Robert Thorne (TC); Conner Ford (TCB)  
Todd Lamb (TC); Russell Smith (TCB)

Michael Cooper (TC); Jeff Lepper (TCB)

**Champions:** Johnny O'Connell (GT);  
Peter Cunningham (GTS); Michael  
Cooper (TC); Jonathan Start (TCB)



### TRANS-AM SERIES

gotransam.com

**May 18-20** CTMP (Mosport), Ontario  
Doug Peterson (TA); Pete Halsmer (TA2)

**May 25-26** Lime Rock, Lakeville, Conn.  
Simon Gregg (TA); Bob Stretch (TA2)

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

Simon Gregg (TA); Bob Stretch (TA2);  
Jan Heylen (GGT)

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

Amy Ruman (TA); Pete Halsmer (TA2)  
**Jul 6-8** Watkins Glen Int'l, N.Y.

Jorge Diaz Jr. (TA); Pete Halsmer (TA2);  
C David Seuss (GGT)

**Aug 17-19** Road America, Wis.  
Tony Ave (TA); Bob Stretch (TA2);  
Chuck Cassaro (GGT)

**Aug 31-Sep 2** Brainerd International  
Raceway, Minn. (double)

Tony Ave (TA); Pete Halsmer (TA2);  
Tim Gray (GGT)

Amy Ruman (TA); Bob Stretch (TA2);  
Tim Gray (GGT)

**Nov 2-4** Road Atlanta, Ga. (double)  
Tony Ave (TA); Kurt Roehrig (TA2);  
Tim Gray (GGT)

Doug Peterson (TA); Cameron  
Lawrence (TA2); Tim Gray (GGT)

**Champions:** Simon Gregg (TA);  
Bob Stretch (TA2); Chuck Cassaro (GGT)



### PLAYBOY MAZDA MX-5 CUP

mx-5cup.com

**Mar 14-16** Sebring Int'l Raceway, Fla. (dbl)  
Stevan McAleer; John Dean II

**May 10-12** Mazda Raceway Laguna  
Seca, Calif. (double)

Elliott Skeer; John Dean II

**Jun 8-10** Mid-Ohio Sports Car Course, Ohio  
Stevan McAleer

**Jun 20-22** Road America, Wis.

Ara Malkhassian

**Jul 20-22** CTMP (Mosport), Ontario  
John Dean II

**Sep 14-15** VIRginia Int'l Raceway, Va.  
Christian Szymczak

**Sep 21-23** Naval Air Base Coronado, Calif.



#### SMOKIN'

Kick off your 2013 National Club  
Racing season with the BFGoodrich  
Tires Super Tour at Sebring -  
where the racing is always hot.

John Dean II

**Oct 17-19** Road Atlanta, Ga. (double)

Dean Copeland; Stevan McAleer

**Champion:** Stevan McAleer



### ATLANTIC CHAMPIONSHIP

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)

David Grant; John Dole

**Aug 24-26** Summit Point, W. Va. (dbl)

Tonis Kasemets; John Dole

**Champion:** David Grant



### F2000 CHAMPIONSHIP

f2000championshipseries.com

**Apr 12-15** VIRginia Int'l Raceway, Va. (dbl)  
Robert LaRocca; Robert LaRocca

**May 10-12** Road Atlanta, Ga. (double)  
Robert LaRocca; Robert LaRocca

**May 25-26** Lime Rock Park, Conn. (dbl)  
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 (double)

Robert LaRocca; Wyatt Gooden

**Aug 24-26** Summit Point, W. Va. (dbl)  
Robert LaRocca; Niki Coello

**Oct 12-14** Watkins Glen Int'l, N.Y. (dbl)  
Robert LaRocca; Robert LaRocca

**Champion:** Robert LaRocca



### F1600 CHAMPIONSHIP

f1600championshipseries.com

**Apr 12-15** VIRginia Int'l Raceway, Va. (dbl)  
Matias Koykka; Brandon Newey

**May 25-26** Lime Rock Park, Conn. (dbl)  
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 (double)

Colin Thompson; Shae Davies

**Aug 24-26** Summit Point, W. Va. (dbl)

Matias Koykka; Brandon Newey

**Oct 12-14** Watkins Glen Int'l, N.Y. (double)

Matias Koykka; Brandon Newey

**Champion:** Matias Koykka

## CLUB RACING



Date Track/Region

Phone numbers are for region registrars

### NATIONAL

SOUTHEAST sedivrracing.org

**Dec 28-30\*** PBIR/Florida Region

**Jan 4-6\*** Sebring/Central Florida

**Feb 23-24** Roebbling Road/Buccaneer  
Buccaneer (912) 897-1944

**Central Florida** (407) 568-6902  
**Florida** (561) 318-1383

SOUTHERN PACIFIC scca-sopac.org

**Jan 19-20\*** Inde Motorsports Ranch/  
Arizona

**Jan 26-27\*** Auto Club Speedway/  
Cal Club

**Arizona** (480) 832-1327

**Cal Club** (661) 304-9382

### SCCA NATIONAL CHAMPIONSHIP RUNOFFS

**Sep 16-22** Road America, Elkhart Lake, Wis.

### REGIONAL

SOUTHEAST sedivrracing.org

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

**Nov 24-25** Sebring-Long Course/  
Central Florida

**Dec 28-30\*** PBIR/Florida

**Feb 9-10** Sebring/Central Florida

**Feb 23-24** Roebbling Road/Buccaneer  
Buccaneer (912) 897-1944

**Central Florida** (407) 568-6902  
**Florida** (561) 318-1383

SOUTHWEST sowdivrracing.org

**Dec 8-9\*** MSR Houston/Houston

SOUTHERN PACIFIC scca-sopac.org

**Nov 17-18\*** Firebird Raceway/Arizona  
Arizona (480) 832-1327

### DRIVERS SCHOOLS

SOUTHEAST sedivrracing.org

**Jan 31-Feb 1\*** Roebbling Rd/Buccaneer  
Buccaneer (912) 897-1944

### SCCA ACCREDITED SCHOOLS

REGIONAL AND NATIONAL

Bertil Roos Racing School

(800) 722-3669 racenow.com

Bob Bondurant School

(800) 842-7223 bondurant.com



**Bridgestone Racing Academy**  
(905) 983-1114 [race2000.com](http://race2000.com)

**The Jim Russell Racing Schools**  
(707) 939-7600 [jimrussellusa.com](http://jimrussellusa.com)

**Pettiford's Go 4 It Racing Schools**  
(303) 666-4113 [go4itservices.com](http://go4itservices.com)

**Skip Barber Racing School**  
(860) 435-1300 [skipbarber.com](http://skipbarber.com)

**REGIONAL ONLY**  
**Allen Berg Racing School**  
(888) 722-3220  
[allenberggracingschools.com](http://allenberggracingschools.com)

**MSR Houston**  
(281) 369-0677 [msrhouston.com](http://msrhouston.com)

**Porsche Sport Driving School**  
(888) 204-7474 [porschedriving.com](http://porschedriving.com)

**Spring Mountain Advanced Driving School**  
(888) VET-4FUN  
[springmountainmotorsports.com](http://springmountainmotorsports.com)

**DRIVERS SCHOOLS**  
**BIR Performance Driving School**  
(866) 511-7606 [birperformance.com](http://birperformance.com)

**FAASST Performance Driving School**  
EAST: (877) 266-4429,  
WEST: (719) 761-1372 [faasst.com](http://faasst.com)

**Danny McKeever's Fast Lane Racing School**  
(888) 948-4888 [raceschool.com](http://raceschool.com)

**Pro Drive Racing School**  
(503) 285-4449 [prodrive.net](http://prodrive.net)

**ProFormance Racing School**  
(253) 630-5130  
[proformanceracingschool.com](http://proformanceracingschool.com)

**Sports Car Driving Experience**  
(800) 453-5506  
[corvetteracingschool.com](http://corvetteracingschool.com)

**Waterford Hills Road Racing Inc.**  
(248) 623-0070 [waterfordhills.com](http://waterfordhills.com)

**TIME TRIALS**  
**SOUTHEAST** [sedivrracing.org](http://sedivrracing.org)  
**Nov 10-11** TT Roebeling Road/Buccaneer  
Buccaneer (912) 897-1944

**SOUTHERN PACIFIC** [scca-sopac.org](http://scca-sopac.org)  
**Nov 17-18** PDX Firebird Raceway/Arizona  
**Dec 8** Arizona Motorsports Park/Arizona  
Arizona (480) 832-1327

## 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-Sep 2** Lincoln Airpark  
Joe Tharpe, Leslie Cohen  
**2012 Champions:** Andy Hollis;  
Kim Whitener

## TIRE RACK® SCCA SOLO NATIONAL TOUR

**Oct 27-28** Arkansas Aeroplex,  
Blytheville, Ark.

## TIRE RACK® SCCA SOLO NATIONAL CHAMPIONSHIPS

**2013 Date to be Announced**  
Tire Rack SCCA Solo National  
Championships, Lincoln Airpark,  
Lincoln, Neb.



**READY TO GO** The 2013 Solo and ProSolo season will soon be upon us.

**REGIONAL**  
Date Track/Region  
Phone numbers are for Region registrars

**NORTHEAST** [nediv.com](http://nediv.com)  
**Nov 11** Bader Field/South Jersey  
New England (203) 687-8589  
Northern NJ [scca-nnjr.org](http://scca-nnjr.org)  
South Jersey (856) 534-5301

**SOUTHEAST** [www.sedivrracing.org](http://www.sedivrracing.org)  
**Nov 12** Eastgate Town Center/  
Chattanooga  
**Nov 14** Hutchinson Island/Buccaneer  
**Nov 18** Oak Mountain Amphitheater/Ala.  
Chattanooga  
**Dec 2** Eastgate Town Center/  
Chattanooga  
**Dec 9** Seminole State College/  
Central Florida  
Buccaneer (912) 398-0147  
Central Florida (407) 382-0770  
Chattanooga (706) 506-5259  
Tennessee (615) 355-6590

**SOUTHWEST** [sowdivscca.org](http://sowdivscca.org)  
**Dec 1-2** NOLF Waldron Field/  
South Texas Border  
South Tex. Border (361) 980-8000

**ROCKY MOUNTAIN** [coloradoscca.org](http://coloradoscca.org)  
**Nov 11** Cohen Stadium/Pan American  
**Nov 18** Cohen Stadium/Pan American  
Pan American (915) 540-1723

**SOUTHERN PACIFIC** [scca-sopac.org](http://scca-sopac.org)  
**Nov 18** Firebird Int'l Raceway/Arizona  
**Nov 18** Marana Regional Airport/  
Arizona Border  
**Dec 1-2** Firebird Int'l Raceway/Arizona  
**Dec 9** Marana Regional Airport/  
Arizona Border  
Arizona [kkempvet@aol.com](mailto:kkempvet@aol.com)  
Arizona Border (520) 907-4797  
Hawaii (808) 283-1705  
Hawaii-Aloha (808) 349-8813

## ROAD RALLY

**REGIONAL**  
**SOUTHWEST** [sowdivscca.org](http://sowdivscca.org)  
**Dec 1** Network Children's Book Run/Texas  
Texas (972) 235-4305

## RALLYCROSS

**NATIONAL CHAMPIONSHIP**  
**2013 Date and Location to be Announced**

**REGIONAL**  
**NORTHEAST** [nediv.com](http://nediv.com)  
**Nov 11** Summit Point/Washington DC  
**Nov 11** Autumn at the Farm/  
Central New York  
**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** [sedivrracing.org](http://sedivrracing.org)  
**Nov 17** 160 Shag Bark Park Drive/  
Alabama  
**Dec 15** Huntsville Speedway/  
Tennessee Valley  
Alabama [www.alscca.net](http://www.alscca.net)  
Tenn. Valley 1 [lostsoldier@gmail.com](mailto:lostsoldier@gmail.com)

**MIDWEST** [midiv.org](http://midiv.org)  
**Nov 11** I-80 Speedway/Nebraska  
Nebraska [spducharme@me.com](mailto:spducharme@me.com)

**All dates/events subject to change**  
\* = Double Event CH = Charity Rally  
# = Enduro R = Restricted  
+ = Addition/Change v = Vintage  
HC = Hill Climb T = Tentative  
CT = Club Trial TT = Track Trial  
PDX = Performance Driving Experience  
RR = Regional Rally D = Divisional  
GTA = Game, Tour, Adventure Rally  
GRC = Great Race Class NT = National Tour  
NC = National Course RT = Regional Tour  
CR = Course Rally SR = Social Rally

**E-mail addresses** for registrars and event  
organizers are available at [www.scca.com](http://www.scca.com)

**FOR CHANGES**  
Club Racing: (785) 232-7229  
Solo, Road Rally: (785) 232-7656  
RallyCross: (785) 357-7259



### OFFICERS

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Vice Chairman LISA NOBLE  
Secretary TODD BUTLER  
Treasurer MICHAEL LEWIS

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HOWARD DUNCAN  
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President TOM CAMPBELL

### SCCA ENTERPRISES STAFF

President ERIK SKIRMANTS

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**NATIONAL OFFICE INFO. HOURS**  
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Pro Racing (785) 357-7223  
Club Racing (785) 232-7229  
Solo (785) 232-7656  
Rally (785) 357-7259  
Licensing (800) 770-2055 or  
(785) 357-7222, x357  
Club Racing Technical Assistance  
(785) 379-8324  
SCCA Enterprises (303) 693-2111

### COMMUNICATION ACCESS

FAX: (785) 232-7228; [scca.com](http://scca.com)  
Pro Racing info/results: [sccapro.com](http://sccapro.com)

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# ROOTS

## A JOURNEY INTO SPORTSCAR'S BACK PAGES



### 10 YEARS AGO... JANUARY 2003

- The 2002 Pro Racing review included a look at another World Challenge Touring Car class title for Peter Cunningham. Sounds familiar?
- SCCA historian Peter Hylton recalled some long gone race tracks, including Austin Raceway Park, which predates COTA by more than 40 years.



### 20 YEARS AGO... JANUARY 1993

- We looked at 1993 plans for Solo at the Regional, Divisional, and National levels, including thoughts on how to avoid organizer burnout.
- Storied team owner and longtime SCCA activist Carl A. Haas was re-elected chairman of the SCCA Board for a third one-year term.



### 30 YEARS AGO... JANUARY 1983

- A 20-page section on the 1982 Champion Spark Plug Road Racing Classic (as the Runoffs were then known) at Road Atlanta celebrated the very best of SCCA Club Racing, and included a heartfelt letter of thanks to Atlanta Region and SEDIV from Chief Steward Bryan Webb.



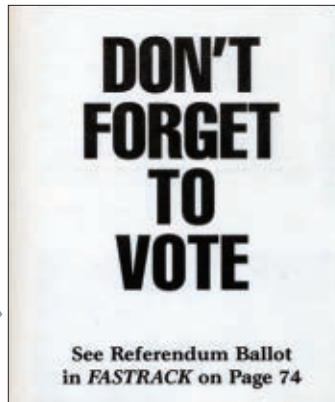
### 40 YEARS AGO... JANUARY 1973

- Variety was the spice of SCCA life, with coverage of 1972 action including the U.S. Grand Prix at Watkins Glen - won by Tyrrell's Jackie Stewart, with Mario Andretti the best American in sixth - and the Formula Ford World Finals, plus an in-depth look at Solo.



### 50 YEARS AGO... JANUARY 1963

- The Rally board announced a change to the 1963 points system, requiring entrants to run all National rallies to be eligible for points.
- In the classified ads, a Corvette roll bar, including a center brace to the floor and suitable for all 1960-'62 models, was yours for just \$55.



### IT'S A DEMOCRACY

In the January 1993 issue of *SportsCar*, members were urged to take part in a vote to decide whether to change the bylaws to better align the Club's fiscal year with its budgeting process.

Sure, that kind of stuff might not be nearly as interesting to many members as working on their racecar, but it demonstrates how the SCCA has always worked, and continues to work: It's a club that's been built and grown for its members, by its members.



### NEWMAN'S GRACE UNDER PRESSURE

Paul Newman said he loved racing because it was one of the few things he could do with any grace. But the late actor wasn't just graceful, he was fast, as his charge through the GT-1 field in the 1982 CSPRRC demonstrated.

Newman qualified his Datsun 280ZX Turbo third for the 18-lap race, but failed to fire up on pregrid. Finally getting going, he started last, yet battled his way all the way up to second, closing in on winner Doug Bethke as the laps ran out.



### THE UNFAIR ADVANTAGE

*SportsCar* reported on the inaugural Grand Prix of Puerto Rico, a non-points festival of racing that saw another win for Roger Penske (LEFT) and his controversial Zerex Special in the main event.

Transformed from a wrecked Formula 1 car into a two-seat "sports car," with the driver still seated in the middle, the Zerex Special met the letter, if not the spirit of the law. But it had been approved by the SCCA and USAC, and Penske used this early example of his "unfair advantage" ethos to devastating effect, winning the GP by three laps and pocketing \$3,000.





superior







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**According to our thesaurus, there are 12 different ways to say "congratulations." Which means we ran out of new ways to congratulate you 2 championships ago.**

Congratulations to the RealTime Racing team on a 14th Pirelli World Challenge Championship and Peter Cunningham on his 7th Drivers' Championship. We're proud to be a part of so much success.

