

The SCCA Member Magazine



71.2

FEBRUARY 2013 U.S. & CAN \$5.99 SCCA.COM

A Preview of Things to Come

EVENTS 2012 ARRC Coverage **CLUB RACING** Touring's New Look RACER'S ED School's in Session





TIRERACK











TIRES

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

BFGoodrich

g-Force R1-S

Р	205/50 ZR-	15 S 1	195
		15	
P	225/50 ZR-	16 ^L 1	199
		16 ¹¹	
P	225/45 ZR-	17 ^L	248
P	235/40 ZR-	17"	245
P	245/40 ZR-	17 ¹¹	271
P	255/40 ZR-	17"	269
P	275/40 ZR-	17 ¹¹	280
P	315/35 ZR-	17 ¹¹	335
P	225/40 ZR-	18 ^L	285
P	245/40 ZR-	18 ^L	299
Р	265/35 ZR-	· 18 ^{LL}	288
P	275/35 ZR-	18 ^L	303
Р	285/30 ZR-	18 ¹¹	343
P	335/30 7R-	18 ^{LL} :	388

g-Force R1

P 205/50 ZR- 15	\$193
P 225/50 ZR- 15	
P 205/55 ZR- 16	177
P 225/50 ZR- 16	206
P 245/45 ZR- 16 ¹¹	212
P 225/45 ZR- 17 ¹¹	249
P 235/40 ZR- 17	246
P 245/40 ZR- 17 ¹¹	271
P 255/40 ZR- 17	
P 275/40 ZR- 17 ¹¹	283
	316
	279
	295
	296
	299
P 285/30 ZR- 18 ¹¹	339
P 335/30 ZR- 18 ¹¹	321



g-Force Sport

COMP-2	port
195/55 R-	15 \$89 15 95
205/50 ZR-	16107 16107
215/55 ZR-	16112 16115
225/55 ZR-	16114 16111
255/50 ZR-	16129 16139
205/45 ZR-	17
215/45 ZR-	17114 17129
225/45 ZR-	17128 17136
225/55 ZR-	17127 17135
245/45 ZR-	17148 17139
255/45 ZR-	17137 17144
215/40 ZR-	17156 18 ^{xz} 161
225/40 ZR-	18154 18140 18167
225/50 ZR-	18** 167 18 151 18 166
235/45 ZR-	18 [×] 176
245/40 ZR-	18167 18179
255/35 ZR- 255/40 ZR-	18186 18191
255/45 ZR- 265/35 ZR-	18 193 18 204
275/35 ZR-	18215 18208
225/40 ZR-	18202 19×185
245/40 ZR-	19 ^x 197 19 ^x 209 19 208
245/50 ZR-	19 ¹² 195
255/40 ZR-	19233 19×253
275/35 ZR-	19229 19235
	10 237

BRIDGESTONE



Potenza 5-04 Pole Position		
205/55 R-		
205/45 R-	17 ^{x1} 143	
205/50 R-	17 ¹¹ 158	
215/45 R-		
	17155 17168	
235/45 R-		
235/50 R- 245/40 R-	17169 17187	
245/40 R- 245/45 R-		
245/45 R- 255/40 R-	17204	
215/45 R-		
225/40 R-		
225/45 R-	18198	
225/50 R-	18154	
235/40 R-	18 ¹¹ 201	
245/35 R-	18 ¹¹ 237	
245/40 R-	18 ¹¹ 218	
245/45 R-	18212	
255/35 R-	18 ⁿ 235	
255/40 R-	18 ¹¹ 229	
255/45 R-	18223	
265/35 R-	18 ¹¹ 239	
265/40 R-	18 ³¹ 242	
275/35 R-	18248	
285/30 R-		
285/35 R-	18 ³¹ 290	
225/40 R-		
225/45 R-	19 ^x 206	
235/35 R-	19 ¹¹ 231	
245/35 R-	19 ¹¹ 243	
245/40 R- 245/45 R-	19 ¹¹ 257	
245/45 R- 255/35 R-	19222 19 ¹² 252	
255/40 R-	19 ¹¹ 295	
265/35 R-	19 ¹¹ 271	
275/35 R-	19 ¹ 288	
275/40 R-	19314	
285/30 R-	19 ¹¹ 295	
285/35 R-	19289	
295/30 R-	19 ¹¹ 308	
305/30 R-	19 ¹¹ 327	
045/40 B	001 005	



295

245/40 R- 203

b	ıızzaı	(L	พ-ธบ	
И	/inter			
	215/45	R-	17×	\$168
	225/45	R-	17	172
	235/45	R-	17 ^{x1}	185
	235/50	R-	17	193
	235/55	R-	17 ^{x1}	182
	245/40	R-	17	199
	215/45	R-	18 ¹¹	206
	225/40	R-	18 ¹¹	198
	225/45	R-	18 ¹¹	216
	225/50	R-	18	219
P	225/60	R-	18	214
	235/45	R-	18	215
	235/50	R-	18 ^x	236
	245/40	R-	18 ⁿ	238
			18 ^x	
	255/40	R-	18 ¹¹	248
			18	
			18 ¹¹	
			18	
			19	
			19	
			19	
			19 ¹¹	
			19 ⁿ	
			19 ¹¹	
	265/35	R-	10	200

275/35 R- 19315

WHANKOOK



Ventus V K110	12 evo
205/55 ZR-	16\$89
225/50 ZR-	16
205/45 ZR- 205/45 R-	17194
205/45 R- 205/50 ZR-	1798 17 ¹¹ 96
215/45 ZR-	17 ¹¹ 102
215/50 ZR-	17 ¹¹ 103
225/45 ZR- 225/50 ZR-	17 ¹² 113
235/45 ZR-	17 ¹¹ 113
245/40 ZR-	17 ¹¹ 119
245/45 ZR- 255/40 ZR-	17 ² 115
215/40 ZR-	18 ¹¹ 134
215/45 ZR- 225/40 ZR-	18 ¹¹ 145
225/40 ZR- 225/45 ZR-	18 ²¹ 148
235/40 ZR-	18 ⁿ 155
245/35 ZR- 245/40 ZR-	18 ¹¹ 178
245/40 ZR- 245/45 ZR-	18 ²¹ 160
255/35 ZR-	18 ⁿ 185
255/40 ZR- 255/45 ZR-	18 ¹¹
265/35 ZR-	18 ¹¹
265/40 ZR-	18 ¹¹ 183
275/35 ZR- 275/40 ZR-	18 ¹¹ 190
285/30 ZR-	18 ¹¹
285/35 ZR-	18 ¹¹ 206
295/30 ZR-	18 ¹¹ 212
215/35 ZR- 225/35 ZR-	18" 212 19" 156 19" 170 19" 170 19" 183 19" 183 19" 183 19" 182 19" 182 19" 182 19" 182 19" 199 19" 199 19" 199 19" 209 19" 199 19" 299 19" 299 19" 299 19" 299 19" 299 19" 259
225/40 ZR-	19 ⁿ 170
225/45 ZR- 235/35 ZR-	19 ¹ 180
245/35 ZR-	19 ¹ 184
245/40 ZR-	19 ⁿ 183
245/45 ZR- 255/35 ZR-	19 ¹² 182
255/40 ZR-	19 ¹¹ 185
265/30 ZR-	19 ⁿ 197
275/30 ZR- 275/35 ZR-	19 ¹² 209
275/40 ZR-	19 ⁿ 199
285/30 ZR-	19 ¹¹ 228
285/35 ZR- 295/30 ZR-	19235 19 237
305/30 ZR-	19 ⁿ 259
225/30 ZR- 225/35 ZR-	2011134
225/35 ZR- 235/30 7R-	20 ⁻¹ 150
235/30 ZR- 245/30 ZR- 245/35 ZR-	20 ¹¹ 171
245/35 ZR- 245/40 ZR-	201150
245/45 ZR-	20 n 162
255/30 ZR- 255/35 ZR-	20 ^{x1} 179
255/35 ZR- 255/45 ZR-	2011152
275/30 ZR-	20 ²¹ 223
275/35 ZR-	20 ⁿ 212
275/40 ZR- 285/30 ZR-	20
295/25 ZR-	20" 134 20" 150 20" 150 20" 151 20" 171 20" 150 20" 150 20" 150 20" 162 20" 179 20" 20" 20 20" 212 20" 212 20" 212 20" 212 20" 214 20" 214

Ventus R-S3

205/50 ZR- 17 ¹¹ \$87
215/45 ZR- 1795
215/50 ZR- 17 ^x 95
225/45 ZR- 17 ¹¹ 103
225/50 ZR- 17125
235/45 ZR- 17105
235/50 ZR- 17133
235/55 ZR- 17123
245/40 ZR- 17 ¹¹ 116
245/45 ZR- 17107
255/40 ZR- 17121
275/40 ZR- 17138
215/35 ZR- 18139
215/40 ZR- 18 ¹² 142
225/40 ZR- 18 ¹¹ 131
225/45 ZR- 18 ¹² 129
235/40 ZR- 18 ¹¹ 137
235/50 ZR- 18153
245/40 ZR- 18 ¹¹ 144
245/45 ZR- 18 ¹² 149
255/35 ZR- 18 1168
255/40 ZR- 18 ^x 154
255/45 ZR- 18 ²¹ 159
265/35 ZR- 18 ¹¹ 173
265/40 ZR- 18 ²¹
275/35 ZR- 18174
275/40 ZR- 18169
285/30 ZR- 18 ¹¹ 172

8	255/40 ZR- 18 ⁿ
0	255/45 ZR- 18 ²
5 2 5 3	265/35 ZR- 18 ² 265/40 ZR- 18 ²
2	265/40 ZR- 18 ²¹
2	275/25 7D_ 10
5	275/40 ZR- 18
ž	285/30 7R- 18 ^x
ň	285/35 7R- 18
0 5 0	275/40 ZR- 18 285/30 ZR- 18 285/35 ZR- 18 295/30 ZR- 18
ň	225/35 ZR- 19 225/40 ZR- 19 235/35 ZR- 19 ¹¹ 245/35 ZR- 19 ¹² 245/40 ZR- 19 ¹³
6	225/40 7R ₌ 10
2	225/25 7D - 10 ²
6	2/5/35 ZII- 13
	245/35 ZII- 13
8	245/40 Zn= 19
0	245/45 ZR- 19 . 255/35 ZR- 19 ⁿ 255/40 ZR- 19 ⁿ
0	200/30 ZR- 19 ⁻¹
3	200/40 ZR- 19**
4	200/30 ZR- 19
3	265/30 ZR- 19 275/30 ZR- 19 ²² 275/35 ZR- 19
3 2 9	2/5/35 ZR- 19
9	275/40 ZR- 19 .



YOKOHAMA

.212 .214 .217 .245 .251 .186 .223

.204 .232 .221 .219 .233 .227 .249

.236 .225 .248 .238 .251 .282 .292

295/25 ZR- 20ⁿ 305/25 ZR- 20ⁿ 245/35 ZR- 21ⁿ 285/30 ZR- 21ⁿ

Pole Position

225/50 215/45 215/50 225/45

225/50 235/45

235/50 245/40 245/45 215/45 225/40

225/45 225/50

235/40 245/40 245/45 255/35 255/40

265/40 275/35

225/40

255/35 255/40 275/35 275/40 295/30 275/35

. 289

. 262

Potenza RE970AS

19° 19° 19° 19° 19° 19° 19° 20° 20°



ADVAN Neova AD08

	16160
225/50 R-	16174
205/45 R-	17181
205/50 R-	17178
215/40 R-	17187
215/45 R-	17194
225/45 R-	17199
235/40 R-	17215
235/45 R-	17219
245/40 R-	17236
245/45 R-	17237
255/40 R-	17244
215/45 R-	18237
225/40 R-	18234
225/45 R-	18265
235/40 R-	18265
245/40 R-	18275
245/45 R-	18274
255/35 R-	18291
255/40 R-	18288
265/35 R-	18308
265/40 R-	18 ¹¹ 288
285/30 R-	18388
295/30 R-	18373
225/35 R-	19 ¹¹ 293
235/35 R-	19287
245/35 R-	19307
245/40 R-	19274
255/30 R-	19 ¹¹ 325
255/35 R-	19311
265/30 R-	19329
265/35 R-	19296
275/30 R-	19325
275/35 R-	19333
295/30 R-	19 ¹¹ 326
305/30 R-	19 ¹¹ 357

GOOD#YEAR



Eagle F1 Asymmetric

205/55 7R-	16 \$114
205/45 7R-	16\$114 17 ²² 139
205/50 ZR-	17×143
215/45 ZR-	17 ¹² 126
225/45 ZR-	17136
225/50 ZR-	17151
225/55 7B-	17146
235/45 ZR-	17150
235/50 ZR-	17177
235/55 ZR-	17167
245/40 ZR-	17161
245/45 ZR-	17167
255/40 ZR-	17165
275/40 ZR-	17192
225/40 ZB-	18 ¹² 165
225/45 ZR-	18 x 168
235/40 ZR-	18181
235/50 ZR-	18191
245/40 ZR-	18182
245/45 ZR-	18199
255/35 ZR-	18×241
255/40 ZR-	18219
255/45 ZR-	18203
265/35 ZR-	18 ×237
275/35 ZR-	18242
275/40 ZR-	18251
235/35 ZR-	19 ^x 196
245/40 ZR-	19245
255/35 ZR-	19×245
255/40 ZR-	19248
255/50 ZR-	19 x250
275/35 ZR-	19267
	19268
285/30 ZR-	19 n294
285/35 ZR-	19 ¹² 292
275/35 ZR-	20 ¹² 291

Eagle F1 Asymmetric 2

215/45	K-	1/~	131
225/45	R-	17	144
225/45	R-	17 17 ^{xz}	149
235/45	R-	17	144
		17 ^x	
		17	
225/40	R.	18	177
225/40	R.	18×	178
225/40	D.	18 ³¹	170
200/40	D-	10	1/3
233/43	H-	18 ³² 18 ^{NO}	102
233/43	ZH-	10 ~	209
235/50	K-	18 ⁿ	199
245/35	K-	18 ^x	199
245/40	R-	18	191
245/40	R-	18×	199
255/35	R-	18 ^x	233
255/45	R-	18 ¹²	204
265/35	R-	18 ^x	239
265/45	ZR-	18 №	297
225/35	R-	19 ^x	202
235/35	R-	19 ^x	189
235/40	7R-	19 NO	282
245/35	R-	19×	236
		10 ³²	

205/50 R- 15......\$134 205/55 R- 16.......160

. 194 . 157 . 181 . 158 . 164 . 176 . 187 . 185 . 218 . 232 . 266 . 204 . 282 . 136

R- R- R- R- R- R- R-	15\$134 16160 16174 17181 17178 17187 17194 17199 17215	255/30 R · 19 ^a · 2 255/35 R · 19 ^a · 2 255/40 R · 19 ^a · 2 265/30 R · 19 ^a · 2 265/40 R · 19 ^a · 2 265/40 R · 19 ^a · 2 285/35 R · 19 ^a · 2 285/35 R · 19 ^a · 2 285/35 R · 19 ^a · 2 255/35 R · 20 ^a · 3 255/35 R · 20 ^a · 2
R- R- R-	17236 17237 17244 18237	POWER KING
R- R- R- R-	18265 18265 18275	MI CONTRACTOR
R- R- R- R-	18	
R- R-	18388 18373 19 ² 293	Towmax STR Trailer Tire

	ST 175/80R-	13°
	ST 185/80R-	13°70
1	ST 205/75R-	14°78
	ST 215/75R-	14° 85
		15°87
		15° 92
		15° 101
	ST 225/75R-	15 ^E 109
		16 ^E 130
1	ST 235/85R-	16 ^E 141

Hoosier



A6

Compeniion	
P 225/45 ZR- 13 ¹¹	\$2
P 225/50 ZR- 13	
P 255/40 ZR- 13	2
P 205/55 ZR- 14	
P 225/50 ZR- 14	2
P 205/50 ZR- 15	
P 225/45 ZR- 15 ¹¹	2
P 275/35 ZR- 15	2
P 205/45 ZR- 16	2
P 225/50 ZR- 16	
P 245/45 ZR- 16 ^{LL}	
P 255/50 ZR- 16	
P 275/45 ZR- 16 ¹¹	
P 225/40 ZR- 17	
P 225/45 ZR- 17 ^{LL}	
P 245/40 ZR- 17 ¹¹	
P 275/35 ZR- 17	3
P 275/40ZR- 17 ¹¹	3
P 295/35 ZR- 17	
P 315/35 ZR- 17	3

P 245/40 ZR-P 255/35 ZR-P 275/35 ZR-P 285/30 ZR-P 295/40 ZR-P 315/30 ZR-P 335/30 ZR-P 335/35 ZR-P 345/35 ZR-.. 405 .. 419 .. 352 345/35 ZR-235/35 ZR-265/35 ZR 295/30 ZR-. 380 295/35 ZR-315/30 ZR-449 . 449

325/30 ZR-P 345/30ZR- 19¹¹

TOYO TIRES



461

185/60 R- 13... 205/60 R- 13 .. 225/45 R- 13 ..

	14	
	14	
195/50 R-	15	128
205/50 ZR-	15	143
225/45 R-	15	161
225/50 ZR-	15	167
235/50 ZR-	15	186
195/50 ZR-		
205/55 ZR-		
225/45 ZR-		
225/50 ZR-		
	16	
255/50 R-	16	215
205/40 ZR-	17 ^x	203
215/45 ZR-	17 ^{x1}	209
225/45 ZR-	17 ^{x1}	217
	17	
	17	
	17	
	17	
	17	
	17	
	18 ¹¹	
	18	
	18	
	18	
205/35 ZR-	18 ¹¹	300
	18 ¹¹	
2/5/40ZR-	18	352
200/30 ZR-	18 ¹¹	339

205/60 R-215/65 R-225/55 R-225/55 R-235/55 R-235/55 R-235/45 R-235/45 R-245/40 R-255/40 R-265/35 R-265/35 R-265/35 R-265/35 R-235/45 R-235/50 R-235/50 R-

225/40 235/35 245/35 245/40 245/45 255/35 255/40 265/30

205/30 R- 19²² 275/35 R- 19²² 275/40 R- 19²² 285/35 R- 19²² 295/30 R- 19²² 245/40 R- 20²² 275/35 R- 20²²

DUNLOP

SP Winter Sport

195/65 R-

.283 .279

267 368

. 276 . 598



Zero Silver	
225/35 ZR- 1911\$282	
235/35 ZR- 191334	
245/35 ZR- 191 366	
245/40 ZR- 191356	
255/35 ZR- 19n380	۱
265/35 ZR- 19 ⁿ 444	ŀ
275/30 ZR- 191399	١
265/30 ZR- 2011 406	i

KUMHO TIRES 1



ı	7	П	1	L		_
F	Pilo	t S	ир	er S	Spo	rt
	205	/45	ZR-	17×		5
	215	/45	ZR-	17×		
	225	/45	ZR-	17×		
	235	/45	ZK-	17 ^x		
				17×		
				18×		
				18 ^x		
				18 ^x		
				18 ^x		
				18 ^x		
				18 ²		
				18 ²⁰		
				18 ²¹		

225/45 ZK-		
235/45 ZR-	17 ^{x1}	2
245/40 ZR-	17×1	2
245/45 ZR-	17 ^{x1}	2
205/40 ZR-	18 ¹¹	1
215/40 ZR-	18 ¹¹	2
225/40 ZR-	18 ⁿ	2
225/45 ZR-	18 ¹¹	
225/50 ZR-	18 ¹¹	1
235/40 ZR-	18 ¹¹	
235/50 ZR-	18 ¹¹	2
245/35 ZR-	18 ¹¹	2
245/40 ZR-	18 ¹¹	2
245/45 ZR-		
255/35 7R-		- 2

!!!	215/40 ZR- 18 ¹²
112	225/40 ZR- 18 ¹¹
114	225/45 ZR- 18 ¹¹
109	225/50 ZR- 18 ¹¹
134	235/40 ZR- 18 ³¹
131	235/50 ZR- 18 ³¹
139 145	245/35 ZR- 18 ¹¹
145	245/40 ZR- 18 ¹¹
145	245/45 ZR- 18 ¹¹
176	255/35 ZR- 18 ¹¹
160	255/40 ZR- 18 ¹¹
164	
187	265/35 ZR- 18 ¹¹
169	265/40 ZR- 18 ¹¹
178	275/35 ZR- 18 ¹¹
189	285/35 ZR- 18 ²
128	225/35 ZR- 19 ⁿ
161	225/40 ZR- 19 ¹¹
159	225/45 ZR- 19 ⁿ
167	235/30 ZR- 19 ⁿ
165	235/35 ZR- 19 ⁿ
173	235/40 ZR- 19 ⁿ
173	245/35 ZR- 19 ⁿ
176	245/40 ZR- 19 ⁿ
1/0	255/30 7R- 19 ^x

205/45 ZR-	171\$209
215/45 ZR-	17 ¹¹ 173
225/45 ZR-	17 ⁿ 184
235/45 7R-	17 ¹² 200
245/40 ZR-	17 ¹¹ 236
245/45 ZR-	17 ¹¹ 216
205/40 ZR-	18 ¹¹ 177
215/40 ZR-	18 ¹¹ 283
225/40 7R.	18 ¹¹ 216
225/45 ZR-	18 ¹¹ 220
225/50 ZR-	18 ¹¹ 174
235/40 ZR-	18 ² 233
235/50 ZR-	18 ³¹ 230
245/35 ZR-	18 ⁿ 260
245/45 7R	18"235
255/35 7R-	18 ¹¹ 260
255/40 ZR-	18 ⁿ 260
265/35 ZR-	18 ¹¹ 274
265/40 ZR-	18 ¹¹ 288
275/35 ZR-	18 ⁿ 289
285/35 ZR-	18 ¹¹ 337
225/35 ZR-	19 ¹¹ 256
225/40 ZR-	19 ⁿ 262
225/45 ZR-	19 ⁿ 247
235/30 ZR-	19 ¹¹ 258
	19 ¹¹ 270
235/40 ZR-	19 ¹¹ 318
	19 ⁿ 282
245/40 ZR-	
255/30 ZR-	19 ¹¹ 310
255/35 ZR-	19 ⁿ 288
255/40 ZR-	19 ⁿ 325
255/45 ZR-	
265/30 ZR-	19 ¹¹ 347
265/35 ZR-	
265/35 ZR-	
265/40 ZR-	19 x1. EMW 352
275/30 ZR-	
275/35 ZR-	19~344
2/5/40 ZR-	19 ⁿ 340
285/40 ZR-	19~427





	243/43 ZR- ZU
	255/35 ZR- 20
	255/35 ZR- 203
	255/40 ZR- 203
	255/45 ZR- 203
\$103	265/30 ZR- 203
.116	265/35 ZR- 203
.134	275/30 ZR- 20
.131	275/35 ZR- 20
.154	285/25 ZR- 203
.167	285/30 ZR- 20°
.167	285/30 ZR- 20
.190	285/35 ZR- 203
.169	295/25 ZR- 20
.195	

	20 ¹¹ 4
255/45 ZR-	20 ¹¹ 2
265/30 ZR-	20 ⁿ 3
265/35 ZR-	20 XL EMW 4
275/30 ZR-	203
275/35 ZR-	203
285/25 ZR-	20 ⁿ 3
285/30 ZR-	20 ¹¹ 3
285/30 ZR-	20 N.F3
285/35 ZR-	20 ⁿ 4
295/25 ZR-	20 ⁿ 3
295/30 ZR-	20 ⁿ 3
295/30 ZR-	20 XL EMW 3
295/35 ZR-	20 ^{xl 8MW} 3 20 ^{xl F} 4
295/35 ZR-	20 F4
315/35 ZR-	20 xl f 4

295/25 ZR-	20 ⁿ
295/30 ZR-	20 ¹¹
295/30 ZR-	20 XL EMW
	20 N.F
	20 F
315/35 7R-	20 N. F
	20 ¹¹
	20 ¹¹
	20
	21 ¹¹
	21 ¹²
	21
	21 ¹¹
	21
290/30 Zn-	21

235/30 ZR- 21^x Pilot Sport Cup

ompetition
225/40 ZR- 18\$319
235/40 ZR- 18332
265/35 ZR- 18368
285/30 ZR- 18418
295/30 ZR- 18432
235/35 ZR- 19348
265/30 ZR- 19479
345/30 ZR- 19285

Pilot Sport Cup+

Competition	7	
235/35 ZR-		
245/35 ZR-		
245/35 ZR-		
265/35 ZR-		
305/30 ZR-	19 XL N1	673
325/30 ZR-	19 ™	729
325/30 7R-	19 N2	712







245/40 R- 20

245/45 R- 20 245/50 R- 20











305/35 ZR-315/30 ZR-

335/30 ZR-235/35 ZR-

265/30 ZR- 19^x 295/30 ZR- 19^x 305/30 ZR- 19^x 285/35 ZR- 20







193 191 183

189 219

336

.311



TIRE RACK[®]



LIGHTWEIGHT WHEELS

RACING SERIES STU



PF01 bright silver

Black available for some applications. Visit 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
		21.8-22.8

RC-G4 gold

Size	Starting at	Weight (lbs.
15x6.5	\$256	16.
15x7	261	17.3



RPF1 bright silver

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

Size	Starting at	Weight (lbs.)
	\$185	
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
	365	

<u>eparco</u>



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 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	119	18.3-19.3
18x7.5	109	19.2-19.9
18x8	119	20.3-20.5



C1 light grey

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

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	
16x6.5	118	14.4	
16x7	123	15.2	

C2 light grey

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

priority and availability.				
Size	Starting at	Weight (lbs.)		
	\$144			
18x8	164	19.2-20.0		
18x8.5	167	20.8-21.2		

C3 light grey

18x9.5

18x10.

l	Also available	in black and bri	ght silver.
l	Size	Starting at	Weight (lbs
l	17x9	in black and bri Starting at\$99	19.2-20

C3M light grey (Miata only)

MT1	matte grey flow	formed
Size	Starting at\$169	Weight
17x8	\$169	16.5
18x8	289	18.5

MT1-	R matte grey (E	BMW only)
	Starting at	
17x9	\$239	16.3

319.

329





Ultraleggera/Ultraleggera HLT bright silver

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

ioi oizoo, prii	onig and availabili	Ly.
Size	Starting at\$205	Weight (lbs.)
15x7	\$205	12.0-12.4
16x7	232	14.5-15.0
17x7	280	15.5-16.2
17x8	285	16.7-18.0
18x7	355	16.5-17.5
18x8	357	18.4-18.8
18x9	372	19.4-20.8
19x8	420	20.0-20.6
19x8.5	HLT 455	21.6-23.0
19x9l	HLT460	23.0-23.4
19x10l	HLT475	23.2-23.6
19x11l	HLT505	24.0-24.8
19x12l	HLT535	25.0-26.0
20x8.5	HLT565	23.0-25.0
20x10l	HLT585	24.5-25.5
20x11	HLT599	27.0
20x12	HIT 615	28.6



Challenge black

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

18x1226.5-27	l	Size	Starting at	Weight (lbs.)
18x9 419 21.8-22 18x10 439 24 18x11 529 23.0-25 18x12 569 26.5-27 18x13 579 24)	18x8.5	\$489	21.3
18x1123.0-25. 18x1226.5-27.)	18x9	419	21.8-22.7
18x1123.0-25. 18x1226.5-27.	1	18x10	439	24.3
18x1226.5-27		18x11	529	23.0-25.8
18x1324		10x12	569	26.5-27.2
	ļ	18x13	579	24.4



Superforgiata polished/black

Size	Starting at	Weight (lbs.)
19x8.5	\$1,391	Weight (lbs.) 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

.. 1.623

... TRD



Alleggerita HLT anthracite

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

Size Starting at Weight (lbs.)

6x7	\$259	13.6
7x7	319	14.2-14.9
7x7.5	324	15.0-15.1
7x8	329	15.4-16.7
7x8.5	334	15.7-17.1
8x7	395	16.5-16.6
8x7.5	398	16.8
8x8	401	17.2-18.4
8x8.5	405	17.4-19.1
8x9	410	19.4
8x9.5	419	19.6
8x10	429	19.0-20.2
8x11	439	20.4
8x12	454	22.4-23.4



10/1		10.7-11.0
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

	mvor/ngm gr	-,
Size	Starting at	Weight (lbs
14x6	\$119	9
15x7	134	12
17x7	196	13.7-15.
17x8	229	15.4-15.
	219	
K-1 cilve	or	

K-1 silver

I Univer		
Size	Starting at	Weight (lbs
15x7	\$115	13.
15x8	99	14.
16x7	139	15.
17x8.5	175	16.





























ON THE COVER
This month's cover features
Eric Jones driving a 2013
Scion FR-S at the 2012 Tire Rack
Solo National Championships.
Photo by Perry Bennett.



38 A CHANGING WORLD Showroom Stock is no more. Long live Touring





DEPARTMENTS

- 6 CONTACT PATCH Inane comments from the editor
- 8 VANTAGE POINT SCCA President Jeff Dahnert
- 10 INSIDETHE BOARD Board Chairman Lisa Noble
- 12 RANTS AND REVS
 You have stuff to say, we print it
- 14 LATE BREAKING

 News from around SCCA and the world
- 19 MEETING MINUTES
 What your Board of Directors is up to
- 20 POBST POSITION
 Racing champ Randy Pobst speaks
- 22 TOP GEAR
 Essential racer tools, accessories and gear
- 24 SHIFTIN' GEARS SCCA Foundation's Raleigh Boreen
- 26 PACESETTER
 SCCA members who excel in their field
- 28 INSIDETRACK
 Highlighting SCCA's stellar volunteers
- **30 FIRST GEAR** Up-and-coming young members
- 75 MARKETPLACE You want it, someone has it
- 84 CALENDAR
 Hundreds of events waiting for you
- **ROOTS**Remembering where we've been

FEATURES

32 2012 ARRC

Find out who won at Atlanta Region's massive Regional championship race

38 A CHANGING WORLD
What happened to Showroo

What happened to Showroom Stock, and why the new Touring is the place to race

44 2013 SEASON PREVIEW

Club Racing, Solo, RoadRally, and RallyCross have tweaks to the rules, and we explain them all

54 O'CONNELL EXPERIENCE
2012 Pirolli World Challenge CT Chan

2012 Pirelli World Challenge GT Champ Johnny O'Connell explains how to go fast

REPORTS

60 SERIES REPORTS

60 Racing Room 62 On Rallying

64 DIVISIONAL REPORTS

SPORTS CAR CLUB OF AMERICA INC.

P.O. BOX 19400, TOPEKA, KS 66619-0400

- TOLL-FREE (800) 770-2055
- MON.-FRI., 8 A.M. TO 5 P.M. CENTRAL TIME



2012 ARRC Coverage from Atlanta Region's American Road Race of

Champions



THIS MONTH IN FASTRACK NEWS >

The January issue of Fastrack news is now available for download from 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

© 2013, Sports Car Club of America, Incorporated. All rights reserved. Reproduction without permission is prohibited. SportsCar (ISSN 0300-6387) is published monthly for the Sports Car Club of America, Incorporated, Building #300, B Street, Forbes Field, Topeka, KS 66619-1401, (785) 357-7222 by RACER Media & Marketing Inc 16842 Von Karman Ave., Suite 125 Irvine, CA 92606 (949) 417-6700 Material submitted must be accompanied by stamped, self-addressed envelope. SportsCar assumes no responsibility for unsolicited material. No part of this magazine can be reproduced without permission.

POSTMASTER

Send address changes to: SportsCar P.O. Box 19400 Topeka, KS 66619-0400

Periodical postage paid at Topeka, KS 66675-9651 and additional entry offices. Subscription is part of SCCA Regular, Associate and Corporate membership fee.

Notice: "SCCA" and the wire wheel logo are trademarks and/or service marks of the Sports Car Club of America, Incorporated.

Advertisement of products in SportsCar does not necessarily imply endorsement or approval by the Sports Car Club of America.



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





CONTACT PATCH

PHILIP ROYLE

EDITOR, SPORTSCAR MAGAZINE

Something Unexpected

must like change. It's funny, really, because I didn't think I did. But here I am, looking forward to this year's SCCA season with almost giddy anticipation. I'm even changing Club Racing classes again - this will be the fourth class I've "committed" to in as many years. I guess I don't know myself at all.

In preparation for last month's SportsCar redesign, I spent a lot of time flipping through old issues of the magazine. I paged through hundreds of issues, spanning from the 1950s through those we produced last year. And throughout all of them, there was a theme: change. No matter the decade, a rule, category, or program was always under scrutiny. And, in every issue, there was some letter from a member or

This will be the fourth class I've 'committed' to in as many years. I guess I don't know myself at all"

an editorial about why the change was either incredibly good, or the beginning of the end. You'd expect no less - as SCCA members, we are passionate about our hobby.

Which is another theme I found in each issue: Everyone cares about the Club. Even though not everyone agreed with the changes being made, it was obvious in those old issues of SportsCar that those making the difficult

decisions were doing so with a love of the Club. Despite what side of the issue they sat on, the ultimate goal was the same: making the Club great.

I find that to be true to this very day. And boy are we facing change today. Consequently, eight pages of this issue are dedicated to something that's changing this season in your area of interest. From Club Racing to Solo to RoadRally and RallyCross, there is a new program or rule that might alter your immediate plans (find out more starting on pg. 44).

Another change facing the Club is the reorganization of Club Racing's Touring category. As of Jan. 1. Showroom Stock ceased to exist, and now those cars are in Touring 4. Having raced in both SSB and SSC, I was sad to see this happen - although I was entertained to discover (while flipping through those old issues of SportsCar) this very concept has been debated for at least the last 15 years; probably longer. To shed some light on this reorganization, flip to pg. 38.

As we assembled this issue, I found myself getting energized about all of the changes the SCCA is facing in 2013. I can't wait to compete in a U.S. Majors Tour, and I may give the Match Tour a shot, too. In fact, I might even hop behind the wheel of a T4 car just to try it out. All in all, I'm excited. This could turn out to be a very different, very great year; and not one I was expecting at all. •



MEMBERS WHO CARE

Since we all love our hobby, it's easy to be passionate about the topic at hand. This letter, printed in a 1993 issue of SportsCar, discussed the re-classing of cars in Solo's Stock category. While this eventually led to a more competitive G Stock, it also ruffled some feathers.

THE OFFICIAL PUBLICATION OF THE SPORTS CAR CLUB OF AMERICA

PRODUCED FOR THE SCCA BY: RACER MEDIA & MARKETING, INC.

EDITOR Philip Royle

EDITOR-IN-CHIEF Laurence Foster **ASSOCIATE EDITOR Jason Isley** ART DIRECTOR Ree Tucker **DESIGN CONSULTANT Rob French** NATIONAL EDITORIAL COORDINATOR

CONTRIBUTING EDITORS

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

CORRESPONDENTS

NEDiv, G.W. Henderson; SEDiv, Susan H. Young; GLDiv, Sam Karp; CENDiv, Nancy Schillace; SWDiv, Sydney Davis; MWDiv, Eileen Waters; RMDiv, David Muramoto; NPDiv, Sherri Masterson; Club Racing, Jim Wheeler; National Solo, Paul Brown; RoadRally, Rick Beattie; RallyCross, Bryan Tippens CONTRIBUTING PHOTOGRAPHERS D.E. Baer, Doug Berger, Rupert Berrington. Irina Bouzenkova, Ken Brown. Rick Corwine, George Dwinell, Mako Koiwai, Dennis Murray, Barbara Protos, Mark Weber, John W. Wilmoth, Dennis Wood

CEO & EXECUTIVE PUBLISHER Paul Pfanner COO & PUBLISHER Bill Sparks

EDITORIAL ADVISOR Jeff Zwart ASSOCIATE PUBLISHERS Wen Lai, Steve Bottom

SALES MANAGER Sophia Lopez GLOBAL SALES DIRECTOR John Chambers

ACCOUNTING MANAGER Jessica Levine PRODUCTION ASSISTANT Dana Weinkrantz INTERN Kourtney Karpinski PREPRESS Miguel Vega / QuadGraphics PRINTING: R.R. Donnelley, Pontiac, III

EDITORIAL CONTRIBUTIONS

are welcomed by Sports Car. All materials are subject to our standard terms and conditions. SportsCar is not responsible for unsolicited manuscripts, photos and drawings, and such materials will not be returned unless they are accompanied by a self-addressed, stamped envelope.

EDITORIAL/ADVERTISING OFFICES

RACER Media & Marketing, Inc. 16842 Von Karman Avenue, Suite 125 Irvine, CA 92606 (949) 417-6700 / Fax (949) 417-6116 E-mail sportscar@racer.com Toll-Free Advertising Line (800) 722-7140 Outside USA (949) 417-6700

REPRINTS

Nick lademarco at niademarco@wrightsmedia.com

Back Issues (949) 417-6700 **SCCA Member Services** (800) 770-2055



twitter.com/sportscarmag



🖪 facebook.com/sportscarmag



Authorized Centers IL | 847-480-9804 WA | 206-819-2500 425 Motorsports Gateway Racing Phoenix Performance ON | 905-983-6454 | PA | 610-482-0141 | TX | 817-512-4780 Performance Speed Tech

| QC | 450-662-6927 | TN | 865-862-5262 | CA | 661-764-5456 | CA | 707-935-7223 | FL | 561-748-5328 Racer's Edge 7's Only Wine Country Motor Sports

Wine Country Motor Sports

17161 Palmdale Street · Huntington Beach, CA 92647

To find a dealer near you: (714) 847-1501 or find us on the web at: cobra.subesports.com







VANTAGE POINT

JEFF **DAHNERT**

PRESIDENT AND CEO OF SCCA INC.

Conventional Wisdom

The Sports Car Club of America has many great events every year. Our championship events hold a special place with our members and offer very unique experiences to competitors and volunteers alike. We also have many other events throughout the year that stand out on everyone's calendars as the "can't miss" events in a particular program or area of the country. I have a number of my own favorite events, and one of them is coming up very soon.

The SCCA National
Convention, held Feb. 28March 2, 2013, offers a lot to
our members. If you haven't
been to the convention, you are
missing out on one of the
highlights of our Club's calendar.
This annual gathering brings
together members from all
disciplines of our motorsports
family. You not only get a chance
to meet other people who share
your same passions, but you also
get to see the bigger picture of
all of SCCA's programs.

There are training sessions for volunteers in many of our specialties as well as open forums for discussion of topics that are current and critical to our organization. There are town halls for each of our programs as well as a town hall that is all encompassing and allows all members access to ask questions of our Club's leaders. But, just like any other convention or seminar, it's often the exchange of ideas in the hallway or over a drink that can be the most enlightening. It is a chance to network with others from around the country and see how they are addressing issues

in their areas. It is also a chance to talk to the SCCA National Staff and have an exchange that is much more in depth than can be gotten through an e-mail or phone conversation.

One of the most impressive things you'll see all year is the Saturday night Hall of Fame induction ceremony. I attend a number of ceremonies like this around the country, and I can honestly say that no other organization puts on an event

HALL OF FAME

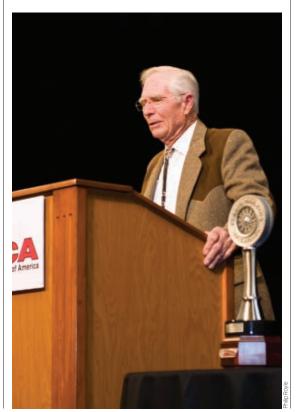
The SCCA National Convention's Hall of Fame ceremony is a can't miss, with some of the most influencial people in motorsports, like Jim Hall (BELOW), being inducted. that is as polished and impressive as the SCCA. To hear the stories of the people who truly laid the foundation for SCCA and made this Club what it is today is incredibly moving. Without fail, every year there is a moment that chokes me up, as well as makes me laugh uncontrollably. We are a club of unique individuals, and this is our opportunity to celebrate and recognize the trailblazers, the forward thinkers, and the



dedicated individuals who have given so much to our Club.

The National Convention will be held at the South Point Hotel, Casino & Spa in Las Vegas, Nev. For the latest information on the convention, and to register, go to www.scca.com/events and click on "SCCA National Convention."

Not only is the convention a valuable and fun event, but it also takes place in a city that is synonymous with fun. The flights and rooms are all reasonably priced, so I hope we'll see you there. But, whatever you do, make sure what you learn at the National Convention gets shared with those back home. What happens in Vegas after hours might stay in Vegas, but what happens during the day needs to be shared with everyone!





Wear it. Mount it. Love it.™

See more mounts + accessories at gopro.com







Wi-Fi Remote



The Frame Mount



Suction Cup



Tripod Mount



Chest Mount, aka "Chesty"



Rollbar Mount



Adhesive Mounts





INSIDE THE BOARD

LISA **NOBLE**

CHAIRMAN, SCCA BOARD OF DIRECTORS

The Year for Solutions

You've been hearing this for a few months now. Our Club is changing. We refuse to keep doing what we've been doing. Instead, we've been facing our problems, finding solutions and opportunities. 2013 is going to be one rowdy, kick-ass year like the SCCA hasn't experienced in decades. I'm proud to be a part of it, and you should be too.

There will be plenty of new programs for you to drive in or to help get off of the ground. Regions and divisions will be making plans for the future of their programs. The SCCA National Staff will be working hard to support and provide administration. It's not going to be easy or smooth, but it will be vitally interesting. Hang on and enjoy the ride - or jump on and help steer. Just don't drop off, because you will miss the fun of being there

This is the moment to embrace growth and explore our place in the changing world of motorsports"

when it all started. Take a look and see if you don't agree.

By the time you read this, we will have already kicked off the 2013 U.S. Majors Tour at Sebring. It's the first of about 20 events in four newly formed conferences. We'll test fresh ideas on division and geographic boundaries, steward structure, conference titles, and an enhanced points structure, as well as sponsorship options at the Conference and National levels. Most significantly, the Majors provides races drivers can count

HELLO

In 1971, a friend took me to the Lake Garnet Grand Prix. The experience was truly life altering. Walking through the gate, I stopped and said out loud, "This is what I want to do the rest of my life." I feel like the luckiest woman in the world to still be involved in the excitement of SCCA and want everyone at their the chance to have that same feeling – to be a part of the exciting community that so many of us love about the Club. And now, here I am as the new Chairman of the Board of Directors.

ON THE GO

Lisa Noble has been active in Club Racing for a while, competing at the National Championship Runoffs in Formula Vee since 1993 (seen here scrapping for position at the 2011 Runoffs).

on to have a consistent friendly experience and top competition.

How about nine Match Tour weekends featuring the Evolution Super Shootout? An easy entry into National competition, these entertaining new events include elements of both the Tire Rack Solo National Tour and ProSolo National Series. The goal? Maximum fun and minimal bureaucracy. Now that's a good way to run a Club!

There is more entry-level action on the Solo side. The introductory Starting Line Autocross Schools are the chance to bring in a new generation of Solo participants. Again, this is a joint effort with Evolution Performance Driving School.

SCCA Racing Experience (it's a working title) is the initial product from a committee of revolutionaries tasked to explore every detail of what makes our programs unfriendly, hard to break into, or just plain difficult to

understand. Barriers identified include licensing, car preparation rules, and more.

The Racing Experience pilot will test the waters of controlled, low-cost, wheel-to-wheel competition - well supervised but with lower requirements for entry and with different levels of competition than what we currently support. We want to test the concept as a separate run group at Time Trials and Club races, and include a standalone event if possible. More details will be forthcoming in the January Fastrack - and stay tuned as this group explores more of our previously sacred tenants.

What else? A list that touches most every part of our programs and infrastructure. This is the moment to embrace growth and explore our place in the changing world of motorsports. We're the best amateur motorsports organization in the country, and it's time to act like it.



hn W. Wilmot



The MoTeC M84 ECU is now even better value, offering professional-level features at a new entry-level price. Designed with the same sophisticated technology that leading motorsport teams trust worldwide, this is intelligent, race proven control with just the right amount of versatility. Visit our website to find out more, or call your nearest authorised dealer.

- On-board Wideband Lambda and Data Logging included
 no need for extra hardware, no extra cost
- Shares the advanced technology pedigree of MoTeC's M800 ECU
- Programmable, sequential control of engines up to 8 cylinders / 4 rotors
- Accommodates almost all OEM sensors and factory trigger modes
- 8 Auxiliary outputs for user-defined functions such as boost control and spray bars
- Dedicated, Windows-based ECU Manager software with sophisticated diagnostics to assist with installation, tuning and troubleshooting
- CAN connectivity to other MoTeC devices
 easily integrates with a Dash and Shift Light Module
- Optional Advanced Functions: Traction and Launch Control, Hi/Lo Injection (for staged injection), Gear Change Ignition Cut (for flat shifts) and Overrun Boost Enhancement (anti-lag)
- World class data analysis using MoTeC's i2 software





KNITTING FOR GOOD

All through the racing season the drivers are fine-tuning their cars, entering the National races, and competing for the right to drive at the National Championship Runoffs at Road America. In the meantime, another group of people are preparing in their own way to gather in Wisconsin.

Beginning in 2011, Sue Green (Blackhawk Region), and MaryBeth Gyulay (Chicago Region) - a Registrar and a Corner Worker, respectively started crocheting and knitting brightly colored squares of yarn. They recruited a few others and the word began to spread. At the 2011 Runoffs, the squares were sewn together to create two afghans. One was given as a worker gift and the other was taken to the Children's Hospital of Wisconsin in Milwaukee. The project was a great success and the word spread.

A letter to the editor in SportsCar alerted workers across the country to the effort. This year the goal was to also include baby-size afghans and increase the number of large afghans completed. When September 2012 arrived and registration opened, an amazing thing happened: Strips of colored squares and completed afghans began to arrive. Some were from Des Moines Valley Region, Mary Patterson and Liz Lowy, while others were from Sandy Dever (Chicago Region), Terry Roberts (New England Region), and Barb Peterson and Sue Green (Blackhawk Region). More were contributed, and we do not know the donor. Bev Heilicher (Chicago Region)



presented a completed beautiful blue afghan.

Out came the yarn and needles and the sewers went to work. Susan Ferretti, (New York Region), Wanda Cecil (South Carolina Region), Ann Marie Stinehelfer (Colorado Region), Terry Roberts, and Sue Green all stitched away during breaks in registration. Soon, there were five full-size and five baby-size afghans completed.

In 2012, all of the afghans were donated to the Penfield Children's Center in Milwaukee. Penfield Children's Center is a non-profit organization whose sole purpose is to help infants and young children with and without disabilities to reach their full potential through education, therapy services, and family programs.

MaryBeth Gyulay delivered the afghans, and reports that the center was very excited and appreciative to receive the donation. The representative of Penfields was amazed by our story and that so many people would take an interest in making such beautiful and colorful displays of love.

A tradition has started. Anyone who would like to contribute may do so. During your "off-season," crochet or knit 10-inch by 10-inch or 5-inch by 5-inch squares, sew up to five in a strip and bring them to the 2013 Runoffs! Maybe we can reach 10 of each size this year!

Sue Green and Terry Roberts

A LITTLE HISTORY

You can't know how pleased I am to see the SCCA wire wheel logo returned to its original two-color form on the cover and in the interior pages of the reinvented SportsCar. I first joined the SCCA when the headquarters were in Westport, Conn., and the SCCA wheel had a red Ferrari drum brake behind the wire wheel spokes. Leven created my own version in the late 1980s since the home office was still offering only repro proof sheets, and hadn't yet heard of digital art. I am still using that art for our own regional use of the SCCA wheel. I only use the black and white version when color isn't available. The two-color version is far more compelling and attractive than the black and white. Llovd Lorina

We like the original colored logo, too. And while it is possible the red drum brake is based on that of a Ferrari, a description of the logo appearing in the first issue of Sportwagen does not state the car it is from: "The emblem mentioned in the Secretary's Report, is a Rudge Whitworth

wheel with black tire, red

brake drum, and bright metal knock-off hub, spokes, and rim." Considering Rudge Whitworth wheels appeared on other cars of that era, and the member who originally designed the wire wheel logo (Chapin Wallour) owned a Rolls Royce Phantom I Ascot Phaeton - which also had Rudge Whitworth wheels - it's possible the design was modeled after the drum brakes on a Rolls Royce.

ON A HIGH NOTE

Hawaii Region hosted a great December RallyCross event. Everyone left with big smiles - and without needing any extra help. The turnout was good, and we even had some newcomers, spectators, and photography pros. We were missing some regulars, one of those because of unfortunate events. To those who couldn't attend, we wish you best wishes and hope to see you in August for the season finale.



The RallyCross course was very diverse with sharp turns, a really loose dirt sweeper, and an asphalt straightaway that was fun once your tires stuck, which made for plenty of sliding around. A couple of different lines kept us all guessing, but in the end it was the all-wheel-drive cars that turned the best times. Everyone in their respective classes enjoyed friendly competition and were very closely grouped.

We were done with timed runs by mid-afternoon, leaving hours for fun runs. It was another smooth event due to the efforts of all, and special thanks should go to the organizers. Rallycross on!

Avery Tsui

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

Accurate setups

assured.

COMPUTERSCALES XLi. Apps for

Apple™ iPAD and iPHONE will be available Spring 2013.

New!





Wireless Convenience using the Latest Bluetooth™ Technology

Advanced Features:

- All your partial weights & %s can be seen. Scroll thru the options with your fingertip.
- Shows Memory weights and current weights at the same time so you can easily compare
- Weights and car icon can be rotated on the display for easy viewing from any position front, rear, sides
- 4 different car icons are available Stock car, Modified, Indy car, & Kart - or your car?
- There's even a bright sunlite screen mode for easy viewing outdoors
- Pads are internally CNC machined for parallel and Satin finished - flat to .010"

#72715 Single cell pads......\$1,895.00 #72726 DUAL cell pads.......\$2,895.00

#72593 Basic wired.....\$1,048.00

Suede-Wrapped Steering Wheel

· Better grip and cushioning for improved steering control ergonomic molded grips on rim

Premium quality hand sewn, CNC machined aluminum

290 & 320 mm 3-hole center or blank:

\$189.00 to \$198.00



Tight Tolerance Steering Quick-Disconnect



- · Precision CNC machined spud is SAE 4130, hub is T6 aluminum, hard anodized
- Spud has second safety groove, helps prevent wheel coming off on the track
- Release ring is Yellow per FIA™
- Multiple hole 3 bolt pattern to 'clock' wheel (5 mm bolts for suede wheel only)

#56610.....\$119.90

QuickSet"

Digital Caster / Camber Gauge CNC machined Billet aluminum for rigidity & accuracy.





tech articles, videos, etc.

Check out our Facebook page for coupons from dealers!

longacre°

Call for your 2013 Catalog! -800-423-3110 www.longacreracing.com







RUNOFFS DVDS FOR SALE

The 2012 SCCA National Championship Runoffs DVD set, presented by Volkswagen, is available. The DVD set features all 29 races as well as commentary from the entire broadcast team. The set is available for members for \$31.99 by logging into ams.scca.com under merchandise.



The SCCA Club Racing U.S. Majors Tour 2013 schedule has been released. The highest level of amateur racing in the United States, the Majors schedule provides each Conference with a mix of tracks to form a geographic season-long championship.

"The U.S. Majors Tour schedule is one that many pro series would envy," says Dahnert. "Our drivers will compete at legendary and renowned circuits such as Sebring, Road Atlanta, VIR, Watkins Glen, Mid-Ohio, Road America, Circuit of the Americas, and Portland Int'l Raceway. Complimenting these venues are a host of Club Racing driver favorites to form four great

CONFERENCES

The U.S. Majors Tour splits the country into four Conferences, where drivers race for the overall title. Conference schedules.

All U.S. Majors Tour events on the schedule are doubleheaders, with the exception of the Chicago Region June Sprints, which will keep its traditional single race format.

Each Conference will crown a champion in all 28 Runoffs-eligible classes. Drivers will score their best finishes in two-thirds of a Conference's races. In the Eastern Conference, that means eight of the 12 available races; the Northern Conference will count seven of nine, and the Western Conference tallying six of eight races. The Mid-States conference would currently count seven of 10

The U.S. Majors
Tour schedule is
one that any pro
series would envy"

JEFF DAHNERT

races, but may see an additional race weekend added shortly.

As previously announced, points will count toward that Conference's championship, as well as to the SafeRacer National Series point championship and the traditional Divisional Championships.

Additionally, six premiere races will make up the BFGoodrich Tires Super Tour: Sebring Int'l Raceway,

SET THE RECORD STRAIGHT

In the January issue F2000 Championship Series coverage, we listed a Citation as claiming two wins during the season. Upon closer inspection, Robert LaRocca took 11 wins in a Van Diemen, Wyatt Gooden had two wins in a Van Diemen, and Nikki Coello scored a single win piloting an RFR.





EASTERN CO	NFERENCE
Jan. 4-6	Sebring Int'l Raceway*
April 19-21	VIRginia Int'l Raceway
May 3-5	Summit Point Motorsports Park
May 17-19	Road Atlanta
May 31-June 2	New Jersey Motorsports Park
July 5-7	Watkins Glen*
NORTHERN (CONFERENCE

NORTHERN	CONFERENCE
May 25-26	Michigan International Speedway
May 31-June 2	Mid-Ohio Sports Car Course*
June 14-16	Road America (June Sprints)
July 13-14	GingerMan Raceway
Aug. 3-4	Gateway Motorsports Park

MID-STATES	CONFERENCE
March 8-10	Circuit of the Americas*
April 6-7	Hallett Motor Racing Circuit
May 24-26	Pikes Peak International
July 6-7	High Plains Raceway
Aug. 3-4	Gateway Motorsports Park

WESTERN CONFERENCE		
Jan. 25-27	Auto Club Speedway*	
April 27-28	Buttonwillow Raceway Park	
May 25-26	Pacific Raceway	
July 6-7	Portland Int'l Raceway	

*Denotes BFGoodrich Tires Super Tour event

Auto Club Speedway, Circuit of the Americas, VIRginia Int'l Raceway, Mid-Ohio Sports Car Course, and Watkins Glen.

More information on the U.S. Majors Tour, the BFGoodrich Tires Super Tour, and the SafeRacer National Series is available at www.scca.com.





2013 RUNOFFS QUALIFICATION

The qualification criteria for the 50th SCCA National Championship Runoffs at Road America, held Sept. 16-22, 2013, have been set. The qualification process is largely unchanged from 2012, with paths through the Divisional Points, National Points, and now the U.S. Majors Tour. Additionally, as the Golden Anniversary of the Runoffs, all former Champions are invited to participate in the event.

As was the case in 2012, to qualify through either Divisional or National point standings, a driver must finish four SafeRacer National Racing Series races (regular National or U.S. Majors Tour events included), with a minimum of two starts within their Division of Record. Once the participation criteria are met, at least one of the following performance criteria is required:

- Finish in the top three of their class in their Divisional Championship.
- Finish in the top half of the coast-to-coast, National Point Standings within their class during 2013.
- Reach or exceed a minimum number of points for a given class in the National Point Standings, set by the top half of the 2012 National Point Standings.

Through the U.S. Majors Tour, any driver participating in three different Majors events in the same class (turning a wheel in an official session) will earn an invitation in that class. This criteria was used in 2012 for the Majors pilot program in what has become the Mid-States Conference.

A special invitation will be extended to any past SCCA National Champion to return to the 50th running of the Runoffs, provided that they qualify for a National license. Any past Runoffs National Champion may enter one class at the 2013 Runoffs without meeting the participation or performance criteria.

MID-POINT OF 2012 SAFERACER SCCA NATIONAL RACING SERIES POINT STANDINGS:

CLASS	PNTS	CLASS	PNTS
AS:	36	GT-2:	36
BS:*	40	GT-3:	38
CSR:	38	GT-L:	34
DSR:	33	HP:	31
EP:	39	S2000:	24
FP:	26	SM:	10
F500:	36	SRF:	13
FB:	43	STL:	19
FA:	25	STU:	20
FC:	22	T1:	47
FE:	28	T2:	44
FF:	22	T3:	45
FM:	32	T4:**	50
FV:	32	*(using SSC	level)
GT-1:	25	**(using SS	





INSIDER INFORMATION

There are a couple of new ways to find keep up with the SCCA. On the official blog (http://sccaofficial.blogspot.com) you'll find behind the scenes perspectives on various Club topics. Also, follow SCCA President and CEO Jeff Dahnert on Twitter at www.twitter.com/SCCAjeff

MEMBERSHIP DRIVE CONTEST

For complete details on the SCCA Membership Drive Contest, log in to ams.scca.com and look under "Forms."

REFERRAL LEADERS FOR NOVEMBER 2012

NAME	REFERRALS	REGION
Warren Leach	53	San Diego
Brian Ghidinelli	46	San Francisco
Julia Aebersold	30	Kentucky
Norma Williams	24	Kansas Čity
Mike Adams	21	Tennessee
Gayle Jardine	20	Cal Club
Allan Coy	18	Cal Club
John Zuccarelli	16	Florida
Don Johnson	15	Buccaneer
Karen McCoy	14	Oregon
Shannon Sheflin	13	Blackhawk Valley
Colin Fiedler	12	Milwaukee
Michael Jones	12	South Carolina
Carol DeBorde	11	Reno
Sherri Masterson	11	Northwest
Shari McCoy	11	Cincinnati
Meg Meyer	11	South Jersey
Ginny Blackson	10	Central Kentucky
Th 2 100 - Julii	I I	L L

There are 2.106 additional members with at least one referral.

REGION LEADERS

(Category based on 2011 year end membership)

REGION	GROWTH	RETENTION
Jumbo (800+) Detroit Oregon Milwaukee	7.3% 3.1% 2.6%	82% 75% 79%
Large (401-799) Central Carolinas St. Louis Buccaneer	8.1% 7.3% 5.3%	77% 73% 74%
Medium (200-400) South Bend Kansas Northwestern Ohio	16.4% 11.1% 8.8%	76% 85% 75%
Small (<200) South Texas Border West Texas Southern Illinois	47.9% 41.7% 28.6%	59% 92% 74%

RUNOFFS, SOLO NATIONALS BLACK MAGIC SHINE AWARDS

Cars in the six SCCA Solo categories and seven SCCA Club Racing categories made the best dressed list, claiming Black Magic Shine awards based on their appearances at the Tire Rack Solo National Championships and the SCCA National Championship Runoffs in 2012.

The winning cars were observed on the grid, in action, and in the paddock over the course of the events, with the winners selected by a panel of judges. Each category winner earned \$400 in cash from Black Magic, with the category runner-up earning \$250 and third place grabbing \$100.

TIRE RACK SOLO NATIONAL

CHAMPIONSHIPS WINNERS: Prepared: 1. Fred Zust, 2005 Lotus Elise, X Prepared; 2. Brian Hobaugh, 1973 Chevrolet Camaro, C Prepared; 3. Mark Berry, 2003 Mitsubishi Evolution, F Prepared

Stock: 1. Ricky Crow, 2008 Honda S2000, B Stock; 2. Dan Ireland, 2012 Chevrolet Corvette, Super Stock; 3. Mindi Cross, 2008 Mini Cooper S, D Stock Ladies

Street Modified: 1. Tom Kotzian, Mini Cooper, Street Modified FWD Ladies; 2. Brian Johns, 1993 Mazda RX-7, Super Street Modified; 3. Aaron Shoe, 2006 Mitsubishi Evo, Street Modified

Street Prepared: 1. Terry Fair, 2011 Ford Mustang GT, E Street Prepared; 2. Jessica Gauthier, 2012 Ford Mustang Boss, E Street Prepared Ladies; 3. Dennis Healy, 2006 Lotus Elise, Super Street Prepared

Street Touring: 1. Jake Diehl, Mitsubishi



Evolution, Street Touring Ultra; 2. Terri Mayo, 2000 Honda S2000, Street Touring R Ladies; Jason Collett, 2008 Honda S2000, Street Touring R

Modified: 1. Tommy Saunders, 1997 Legrand Mk25, A Modified; Dave Henry, 2001 Caterham SuperLight, D Modified; 3. Delmar Long, Westfield RC, E Modified

NATIONAL CHAMPIONSHIP RUNOFFS WINNERS:

Formula: 1. Tim Kautz, Piper Honda, Formula F; 2. Scott Rubenzer, Citation Ford, Formula F; 3. Brian Belardi, Van Diemen DP08, Formula Continental

GT: 1. Jeff Gainsborough, Porsche GT3 Cup, GT-2; 2. Mark Boden, Porsche GT3 Cup, GT-2; 3. James Hargrove, Honda Civic, GT-3

Production: 1. Brian Linn, Mazda Miata, F Production; 2. Austin Snader, Mazda RX-8. E Production; 3. Jamie Bestwick, Toyota Yaris, H Production

Sports Racing: 1. Scott Tucker, West WX10/ Suzuki, D Sports Racing; 2. John Tipton, Spec Racer Ford, Spec Racer Ford; 3. Steve Forrer, Ralt RT41/Toyota, C Sports Racing

Showroom Stock/Spec Miata: 1. Charlie James, Hyundai Tiburon, Showroom Stock C; 2. Jonathan Start, Fiat 500, Showroom Stock C; 3. Joel Lipperini, Honda Fit, Showroom Stock C

Super Touring: 1. Rob Huffmaster, Pontiac Solstice GXP, Super Touring Under; 2. Joel Weinberger, Audi A4, Super Touring Under; 3. Toby Gravoec, BMW Z4, Super Touring Under

Touring/American Sedan: 1. Michael Lavigne, Ford Mustang, American Sedan; 2. Steve Jenkins, Porsche 996, Touring 2; Tom Wickersham, Honda S2000, Touring 3

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:

Prize Possessions

is offering Prize Possessions members a free custom logo setup and 10 percent off on the initial order.



Receive 20 percent off published rack rates at all participating Choice Hotels.

Racer Parts Wholesale is Wholesale is

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

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



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

SCCA members receive a

20-percent discount on all XPEL Headlight Protection Kits and Do-It-Yourself Paint Products.

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

ams.scca.com.

WORLD CHALLENGE APPROVES FIA GT3 CARS

WC Vision has announced the approval of the Audi R8 LMS, Mercedes SLS, and BMW Z4 for competition in the Pirelli World Challenge GT class for 2013. "Each of the approved models is subject to our performance balance and aero specs," says Director of Competition Geoff Carter. "It was a challenging process, but the end result was well worth the investment."



SCCA PRO RACING UNVEILS 2013 SCHEDULES

All of the professional series sanctioned by SCCA Pro Racing have released complete, or near-complete, 2013 competition schedules. Of note is Trans Am and the Atlantic Championship Series, both of which are slated to add one additional race.



F1600 FORMULA F CHAMPIONSHIP SERIES f1600championshipseries.com

April 11-14	VIRginia Int'l Raceway, Va.	
May 9-11	Road Atlanta, Ga.	
May 24-25	Lime Rock, Conn.	
July 27-28	Mid-Ohio, Ohio	
Aug. 8-11	Mid-Ohio, Ohio	
Aug. 23-25	Summit Point, W.Va.	
(all events double weekends)		



F2000 CHAMPIONSHIP SERIES www.f2000championshipseries.com

April 11-14	VIRginia Int'l Raceway, Va.	
May 9-11	Road Atlanta, Ga.	
May 24-25	Lime Rock, Conn.	
June 27-28	Watkins Glen, N.Y.	
Aug. 8-11	Mid-Ohio, Ohio	
Aug. 23-25	Summit Point, W.Va.	
Oct. 11-12	Watkins Glen, N.Y.	
(all events double weekends)		



TRANS AM SERIES www.gotransam.com

Mar 3	Sebring Int'l Raceway, Fla.
May 19	CTMP, Ontario, Canada
May 25	Lime Rock Park, Conn.
June 9	Watkins Glen, N.Y.
June 21	Road America, Wis.
Aug. 17	Mid-Ohio, Ohio
Sep. 1	Brainerd Int'l Raceway, Minn.
Sep. 29	VIRginial Int'l Raceway, Va.
Nov. 3	Road Atlanta, Ga.
Nov. 17	Daytona Int'l Raceway, Fla.



PLAYBOY MAZDA MX-5 CUP www.mx-5cup.com

March 13-15	Sebring Int'l Raceway, Fla (double)
May 5-11	Mazda Raceway, Calif. (double)
June 14-16	Mid-Ohio Sports Car Course, Ohio (double)
July 19-21	Canadian Tire Motorsports Park, Canada (double)
Sep. 20-22	Coronado Naval Base, Calif.
Oct. 4-6	Houston Street Course, Texas
Oct. 16-18	Road Atlanta, Ga.



PIRELLI WORLD CHALLENGE www.world-challenge.com

March 22-24	St. Petersburg, Fla. (GT, GTS)*
April 19-21	Long Beach, Calif. (GT, GTS)
May 17-19	Circuit of the Americas, Texas (GT, GTS)* (TC, TCB)*
May 31-June 2	Detroit Belle Isle, Mich. (GT, GTS)*
July 4-6	Lime Rock, Conn. (GT, GTS)* (TC, TCB)*
July 12-14	Streets of Toronto, Can. (GT, GTS) (TC, TCB)*
Aug. 4-6	Mid-Ohio Sports Car Course, Ohio (GT, GTS) (TC, TCB)*
Aug. 24-26	Sonoma Raceway, Calif. (GT, GTS) (TC, TCB)*
Oct. 4-6	Houston Grand Prix, Texas (GT. GTS) (TC. TCB)*

*double weekends



ATLANTIC CHAMPIONSHIP SERIES www.atlanticchampionshipseries.com

May 24-25	Lime Rock Park, Conn.	
July 27-28	NJMP, N.J.	
Aug. 23-25	Summit Point, W.Va	
Oct. 11-12	Watkins Glen, N.Y.	
(all events double weekends)		





YOU'VE GOT MAIL

The SCCA Video Mailbag allows members to submit questions to the SCCA staff. The staff will then to offer insight into decisions or programs within the Club via a recorded video response on SCCA's Facebook page. Go to www.scca.com/mailbag to submit questions.

NEW INSURANCE AND SANCTION FEE NET SAVINGS

A revised Insurance and **Event Sanction Fee structure** has resulted in a net savings across the board in 2013. The collective revisions to the Club Racing pricing result in a net savings on all events from 2012-'13, with the total amount depending on the type of event and the car count. Some events could enjoy a several thousanddollar benefit. In RallyCross, RoadRally, and Solo, the net savings is \$0.50 per car in combined sanction and insurance assessment. In addition to the rate changes in Club Racing, some of the processes have changed as well. Beginning in 2013, no portion of the sanction or insurance fee will be required prior to the event, but payment in full will be due within 14 days of the

.....

ANNIVERSARIES SCCA MEMBERS CELEBRATING 25-55 YEARS

Carolyn L Johnson

Frank Melsheimer

Robert C Moeller

Wilfred L Painter Jr

Debbie Pavelick

Donald W Pepperdene

Michael E Pettiford

Ernest B Renswick

Jeffrey Robb

Ronald R Stanley

Martha S Walter

Susan H Wiseman

Val Korry

Grea Lund

Herb Noble

Marc Pavelick

John W Rowe

Peter Schneider

Richard Struve

Charles Wicht

Bill Wildman

Paul Wittrock

Barry Young

•••••		•••••
55-YEAR MEMBERS		
Robert F Clarke	1/1/1958	N New Jersey
Thomas J Peacock	1/1/1958	Chicago
50-YEAR MEMBERS		•
Robert F Criss	1/1/1963	Steel Cities
		Atlanta
Jim R Downing Donald Barrie Haaversen	1/1/1963	
	1/1/1963	Land O'Lakes
J Robert Henderson	1/1/1963	Central Florida/
Dogor El ourio	1/1/1062	Finger Lakes
Roger F Lewis	1/1/1963	Chicago
John D Treder K C Van Niman	1/1/1963 1/1/1963	San Francisco Cincinnati
K C van Niman	1/1/1963	Cincinnati
45-YEAR MEMBERS		
Jack L Dysart	1/1/1968	Milwaukee
David M Fell	1/1/1968	Gulf Coast
James Griffin	1/1/1968	San Francisco
Pete A Hanas	1/1/1968	SW Louisiana
John W(Bill) Harris	1/1/1968	Oregon
William R Kautz	1/1/1968	Chicago
Jerry Martin	1/1/1968	Western Ohio
James P Ray	1/1/1968	Houston
40-YEAR MEMBERS		
Margaret Ball	1/1/1973	Chicago
Patricia Enzman	1/1/1973	Blue Mountain
George C Feldbauer	1/1/1973	N New Jersey
Richard G Gallup	1/1/1973	Central Florida
Dan O Layton III	1/1/1973	St Louis
John McNaughton	1/1/1973	South Carolina
James N Myers		Washington DC
,	1/1/1973	
Michael D Outen Jr	1/1/1973	Cent Carolinas
John H Peterson	1/1/1973	Cincinnati
J R Todd	1/1/1973	Cent Carolinas
Lynn S Todd	1/1/1973	Cent Carolinas
Joseph O Whiteley	1/1/1973	Susquehanna
35-YEAR MEMBERS		
Martin P Burk	1/1/1978	Washington DC
John E Campbell	1/1/1978	Oregon
Stephen Coole	1/1/1978	Central Florida
Joe R Davis	1/1/1978	Houston
Donna L di Natale	1/1/1978	Kansas City
Janet A Fields	1/1/1978	South Carolina
Richard B Grundy	1/1/1978	San Francisco
Scott E Hess	1/1/1978	Las Vegas
Thomas P Imholz	1/1/1978	Chicago
James Michael Johnston	1/1/1978	Kansas City
David O Jolly	1/1/1978	San Francisco
Eric Carl Krueger	1/1/1978	Milwaukee
Leroy P Lacy	1/1/1978	Cal Club
Ken Payne	1/1/1978	North Carolina
Allan F Pierce	1/1/1978	Cent Carolinas
Donald E Roberts	1/1/1978	Arizona
Doug Shepherd	1/1/1978	Detroit
Marcia L. Ulise	1/1/1978	San Francisco
Peter A Wawro	1/1/1978	Cal Club
30-YEAR MEMBERS		
	1/21/1002	Blackbauk \/III.
Alan T Azar	1/31/1983	Blackhawk VIIy
Michael A Covello	1/28/1983	
Stuart S Cowitt	1/26/1983	Florida
Charles K Crawford	1/20/1983	Washington DC
Jennifer L DeHart	1/27/1983	Susquehanna
Armand Eshleman	1/31/1983	Land O'Lakes
Dick Greer	1/18/1983	Ohio Valley
R Kevin Halloran	1/28/1983	S West Virginia

Michael Hansen	1/20/1002	
Michael Hansen Brian Thomas Himes	1/28/1983 1/20/1983	
Hart R Kaudewitz	1/28/1983	
Glenn L Lange	1/28/1983	
Frank L P Marshall	1/31/1983	San Francisco
Mike B Messenger	1/19/1983	West Texas
Jim Moran	1/27/1983	Chicago
Kathleen Nesbitt	1/21/1983	Detroit
M G Purnell	1/27/1983	Tenn Valley
Patty Regenold	1/27/1983	Mid South
James F Seiple	1/27/1983	Susquehanna
John R Shetler	1/19/1983	San Francisco
Susan A Toler	1/18/1983	Cincinnati
Penny D Vanschuyver	1/19/1983	Central Florida
C W Varble	1/27/1983	Buccaneer
Joe Wilkinson	1/17/1983	Houston
25-YEAR MEMBERS		
Lawrence C Bacon	1/12/1988	San Francisco
George W Barber Jr	1/23/1988	
William C Beardsley	1/25/1988	
Michael Bentley	1/22/1988	New England
Jack Bottoms	1/30/1988	
Robert R Breton	1/27/1988	San Francisco
Rick Brown	1/13/1988	San Francisco
Jake Davis	1/23/1988	Texas
John C Dean	1/14/1988	Central Florida
Perry M Degioanni	1/30/1988	Atlanta
James C Demmer	1/13/1988	Detroit
Daniel D Deuble	1/12/1988	Chicago
Kathy Dickoff	1/14/1988	Oregon
Elizabeth M Drake	1/25/1988	New England
John C Drummond	1/13/1988	Arizona Border
John A Emmons	1/21/1988	Land O'Lakes
Bill Fisher	1/20/1988	
Douglas German	1/14/1988	
S Matthew Hamilton Jr	1/15/1988	
Larry Houghton	1/14/1988	San Diego
David Jackson	1/8/1988	San Francisco

1/12/1988 Central Florida 1/22/1988 Northwest

1/13/1988 Washington DC 1/28/1988 Iowa

1/12/1988 Des Moines VIIy

1/12/1988 Des Moines VIIv

1/15/1988 San Francisco

1/23/1988 North Carolina

1/1/1988 N New Jersey

1/25/1988 Des Moines VIIy

1/30/1988 Central Florida/

1/21/1988 Ozark Mountain

1/30/1988 Washington DC

Florida

1/13/1988 Kansas City

1/14/1988 Cal Club

1/14/1988 San Diego

1/22/1988 Colorado

1/15/1988 Texas

1/14/1988 Neohio

Robert Phillips Taylor Jr 1/28/1988 San Francisco

1/30/1988 Misery Bay

1/21/1988 Northwest

1/30/1988 Colorado

1/5/1988 Cal Club

2012 **BOARD**

event's conclusion. Details are available through the respective Solo and Club Racing sanction reps at the National office.

The results of the SCCA Board of Directors elections that were held in five of the SCCA's geographic Areas have been announced. One new board member was elected, with four incumbents rejoining the board for a second three-

The new Board member represents Area Five. There, Bruce Lindstrand defeated Todd Heilicher to win the spot vacated by outgoing Board member.

OF DIRECTORS ELECTION

year term in office.

2013 NATIONAL CONVENTION WANTS YOU!

The 2013 SCCA National Convention is where you want to be on Feb. 28-March 2, 2013. Held at the South Point Hotel, Casino & Spa in Las Vegas, Nev., the National Convention offers information about education about all of SCCA's programs, and is ideal for any region to attend. Find out more at www.scca.com/about and clicking "SCCA National Convention."



DIRECTORS

OARD (





SCCA BOARD OF DIRECTORS MEETING MINUTES 11/30 - 12/1/2012

The SCCA National Board of Directors met in Orlando, Fla., in concurrence with the PRI show Friday, Nov. 30 and Saturday, Dec. 1, 2012. All Area Directors were in attendance: Jerry Wannarka, Chairman; Lisa Noble, Vice-Chairman; Dick Patullo, John Walsh, Bill Kephart, Todd Butler, Secretary; Phil Creighton, Bob Lybarger, Michael Lewis, Treasurer; R. David Jones, Robin Langlotz, Steve Harris, Brian McCarthy and newly elected director, Bruce Lindstrand. In addition to the members of the Board, several members of the National Staff, program boards and subsidiaries also participated.

The following is a synopsis of motions from the meeting. Full details and minutes are available in the January 2013 Fastrack News available at www.scca.com/fastrack.

MOTION: To approve the insurance rate plan as presented. Butler/Lybarger. PASSED unanimously.

BOARD STATEMENT: The Board of Directors extends its appreciation for the excellent work on the insurance program and thanks the committee members (Chairman Dan Helman, John Zuccarelli, Ed Locke, Michael Smith and Rick Ehret) for their time, energy and efforts in securing a comprehensive plan with significant savings.

MOTION: To approve the budget for 2013 as presented. Lewis/Walsh. PASSED 12-1. Opposed: McCarthy.

MOTION: To approve the recommended continuation of the 2012 Tow Fund Program through 2013. Lybarger/Harris. PASSED 11-0-2. Abstentions: Noble and McCarthy.

MOTION: To approve the following GCR change as recommended by staff. Langlotz/Walsh PASSED. 13-0.

MOTION: To approve the following Operations Manual change as recommended. Kephart/Lybarger. **PASSED** 13-0.

MOTION: To approve the 2013 Runoffs eligibility components as recommended. Kephart/Harris. PASSED 13-0.

BOARD STATEMENT: The Board expresses its thanks to Lee Hill and Jim Creighton for their input developing the 2013 Runoffs eligibility requirements.

MOTION: To approve the 2013 National Points standings in the 2013 GCR as recommended. Patullo/Jones. PASSED 12-1. Opposed: Langlotz.

MOTION: To approve TTAC recommended rule changes effective 1/1/2013. Patullo/McCarthy. PASSED 13-0. See Appendix A - TTAC Rule Changes.

CRB RULES PACKAGE

MOTION: To approve the CRB recommended rule changes items #9700, #9586, #9328 effective 1/1/ 2013. Patullo/Butler. PASSED 13-0. See Appendix B - CRB Rule Changes.

MOTION: To approve the CRB recommended rules changes #9237, #9236 and #8507 effective 1/1/2014. Patullo/Butler. PASSED 13-0. Note: Patullo abstained from voting on IT item #9237. See Appendix B - CRB Rule Changes.

MOTION: To approve the GT2 new classification proposal as presented effective 1/1/2013. Patullo/Lewis. PASSED 10-3. Opposed: Jones, Langlotz, & Harris. See Appendix F - CRB Rule Changes GT2.

BOARD STATEMENT: The Board of Directors recognizes Fred Clark and Mirl Swan for their valuable service as members of the Club Racing Board.

PLANNING COMMITTEE REPORT

MOTION: To move to recruit and permit a number of regions to

conduct pilot events to test the concept of SCCA Racing Experience events in 2013 using the guidelines [in Fastrack]. Details of sanction and insurance requirements to be determined by the Club Racing Department for the pilots. Jones/Langlotz. PASSED 11-2 Opposed: Harris, Wannarka.

RALLYCROSS BOARD

MOTION: To approve the RallyCross rules package as proposed effective 1/1/2013. Harris/Butler. PASSED 13-0. See Appendix C - RX Rules Changes.

SOLO EVENTS BOARD

MOTION: to approve the SEB rules changes as proposed effective 1/1/2013. Walsh/McCarthy.

PASSED 13-0. See Appendix D - SEB Rules Changes.

ROADRALLY BOARD

MOTION: to approve the RRB rule changes as proposed effective 1/1/2013. Harris/Lybarger.

PASSED 13-0 See Appendix E - RRB Rules Changes.

The 2013 Board of Directors convened to install officers, approve program board appointments and determine its 2013 meeting schedule.

Bruce Lindstrand, Area 5 Director was welcomed to the 2013 SCCA, Inc. Board of Directors.

ELECTION OF OFFICERS followed with the results as follows:
Chairman, Lisa Noble; Vice
Chairman, Richard Patullo;
Treasurer, Michael Lewis; Vice
Treasurer, John Walsh and
Secretary, Todd Butler. Jerry
Wannarka was added as the fifth
member to the Executive
Committee

A full list of appointments is available in January 2013 Fastrack News.

2013 SCHEDULE OF MEETINGS FOR THE BOARD OF DIRECTORS:June 6-8, 2013
Oct. 10-12, 2013
Dec. 5-7, 2013





POBST POSITION

RANDY POBST

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

Good Maintenance



LEFT-FOOT BRAKE REDUX

Spent some time in a hot sports racer recently - one of the few times in my GT career - and lordy, it stops fast! Short braking distances. Compared to the SCCA Pro Racing Pirelli World Challenge GT K-PAX Volvo, no torque, but shocking corner speed, 2,000lbs lighter, and paddle shift. I had to try the left foot braking. Fantastic. Next was the Volvo, which was easy with ABS and sequential transmission. The old dog learned a new trick! En garde, World Challenge GT!

visit many SCCA events all year, and I don't need a survey to tell me that the majority of the people I see there are a lot like me. Males, salt 'n' pepper hair, 40-65 years old. We must continue to nurture young, new members to survive, but that's for another column - this month I'm going to relate my recent experience with something of interest for every one of you guys in my demographic profile: the prostate gland.

"Oh, brother," you moan, "can't we just talk apexes and racing?" Heck, yeah, you can. Ignoring it seems to be a common strategy, and maybe not the worst idea, from what I've studied. My dad did. PSA blood tests were not common then, so he didn't know until he started having a lot of trouble doin' number one, and doctors discovered a tumor in his prostate was causing the blockage. Prostate cancer. Ugh.

That was 1992. He went in for surgery, but it had already spread beyond the gland (a big deal), so they stopped that action and went another way - brachytherapy, radioactive seeding of the prostate. Twenty years ago they used a more powerful isotope, female hormones, and a drug called Luprin. He's still with us, but could no longer be sexually active. "The day my life ended," he says (don't tell him I told you). "Eeeyuuuw, old people sex," kids might say, but I sure plan to, how about you?

At Dad's urging, after a couple of years, I finally checked my PSA, the best easy measure of possible trouble down there. It was a 4.8. The breaking point is 4.0 for further testing. A round of antibiotics didn't bring it down, so we did a biopsy. Yep, there it was - cancer. Down there. Next door and directly wired to Mr. Happy. Docs said surgery, now.

Family and friends agreed, now. I read and read and decided: later. Got lots of well-intentioned pressure. It's a risk, yes, but if the number is low, I decided it was better to monitor it, and dove into a raw vegetable-based alternative treatment. I've been vegetarian for 20 years, so that was a "natural" choice. I stopped dairy and sugar, started green smoothies, and instantly lost 15 pounds. Me, so skinny to start with!

Family and friends worried, but I felt great, and no more acid reflux. Oatmeal, almonds, and avocados helped me stop losing weight. I was racing and winning with Mazda, K-PAX, and in Grand-Am Porsches, six years ago. I stopped telling people because I didn't want any more advice. I had made my choice.

My PSA inched up to 6.0, then down to 5.5, checking yearly. Until last year. It took off, over 11.0 by year's end. By tracking PSA results I could see the trend. Constant



to travel is what I blame, and I saw it was time for a change of strategy.

By happy coincidence, an old friend told me about Dr. Dattoli and his focused beam radiation and new-isotope seeding. Does this sound like a sales pitch? It is one.

My friend and his brother had both been treated there and were doing great, sex and all. (We hide nothing in the "me, too" brotherhood. Can you tell what my priority was?) I was treated this year. Won three races in the K-PAX Volvo anyway, no prob. Still get manly.

There are many patients there who have had surgery and recurrence. Dr. Dattoli finds that, eventually, it always returns. And, there are all the complications

I stopped dairy and sugar, started green smoothies, and instantly lost 15 pounds. Me, so skinny to start with"

that can come with surgery. From those I met, it sounded very true. Don't do it. A few even had death sentences elsewhere, metastasis, but were sent home cancer free. Brought tears to my eyes to hear the happy endings.

Google "Dattoli Cancer Center, Sarasota." When I called, Dattoli himself called me back and discussed it with me for almost 45 minutes. Amazing. Combined with my two old friends' success, I was sold. I recommend him to you, my middle-aged SCCA buddies, so I can see you at the races for many more seasons.

Prodsion Hub Plate Scales

Industry's First Vehicle Alignment System with Self-Contained Wireless Scales



Intercomp offers the most comprehensive line of indicators

Intercomp's industry leading RFX™ Wireless Weighing Technology is the most widely used advanced weighing technology of it's kind and is used by champions in all forms of motorsports.



SW500™

Cabled Scale System Part # 170125

\$1,090

SW787TM

PC Wireless Scale System

\$1.489

Part # 170154-PC

SW650RFXTM

Wireless Scale System Part # 170126-W

\$1,695

SW777RFXTM

Wireless Scale System Part # 170127-WPC

\$1,999





Call to request our 2013 Racing Products Catalog or log on to:



iRaceWeigh™ Intercomp Scale App for iPhone®

800-328-3336 USA

intercompracing.com

Worldwide +1 763-476-2531







JOE GIBBS FOAMING DEGREASER

Joe Gibbs Driven introduces its professional strength Foaming Degreaser. Safe for use on rubber, plastic, decals, and painted surfaces, the Foaming Degreaser removes unwanted tire rubber, grease, and oil. Just spray it on and wipe it off. www.joegibbsracingoil.com

B&B VW EXHAUST

Precision crafted using T-304 stainless steel and mandrel bends, the Billy Boat Performance exhaust is manufactured as a complete turbo back, direct bolt-on replacement system for the factory VW Golf R.

www.bbexhaust.com

TOP GEAR

ESSENTIAL TOOLS, ACCESSORIES, AND GEAR FOR RACERS



SPEC CLUTCH KITS

Spec has expanded its lineup of performance clutches to include seven different applications for the Scion FR-S and Subaru BRZ. Each kit includes bearings and an alignment tool. Also available is a serviceable billet aluminum flywheel, weighing in at 10lbs. www.specclutch.com

WILWOOD PEDALS

Pedal Assembly for both front and rear aluminum pedal arms for the brak





The new CORSA Performance intake

for C6 Corvettes is constructed from hand-formed, aerospace-grade carbon fiber for maximum strength and minimum weight. The carbon fiber integrates a thermal barrier to reduce high air temperatures. The less restrictive shape delivers increased horsepower and torque over stock. www.corsaperformance.com

SportsCar welcomes submissions of relevant motorsports products. Please send a description of the product, including price, and a color image to SportsCar Top Gear, 16842 Von Karman Ave., Suite 125, Irvine, CA 92606, or e-mail sportscar@racer.com. Products appearing in SportsCar are not necessarily endorsed by SportsCar or the SCCA.



RACE PROVEN, STREET LEGAL™

Brake Pad Technology





DTC – Dynamic Torque Control

- Unique controllability of brake torque
- · Exceptional release characteristics
- · Later/deeper brake use into corners
- · Less pedal effort/shorter pedal engagement times
- Exceptional wear characteristics

For details on the Hawk street product line visit www.hawkperformance.com







SHIFTIN' GEARS

WHAT IS THAT **NEW FANGLED THING?**

The SCCA that we have all become accustomed to is changing. The Club Racing program has a new look for 2013 in anticipation of the really big changes for 2014. The Solo Program has a new look in 2013 with a new spin on the Tire Rack Solo National Tour formats. Change is all around us, creating excitement around SCCA and its programs.

Change is good – but while it's exciting, it can be, at times, a little disconcerting"

Change is good - but while it's exciting, it can be, at times, a little disconcerting. It gets people out of their comfort zone and makes people evaluate what they are doing. The classic book about change is *Who Moved My Cheese?* I have used this book several times over the years to help people with change.

The SCCA Foundation is not immune to change, either. Three years ago the SCCA Foundation had a fundamental change - the SCCA Foundation would have its own Board of Directors vs. the SCCA Foundation being run by the SCCA Board of Directors. This was a huge change, and the last three years have been a learning process for all involved.

The SCCA Foundation has been around for a long time but had been very much in the background as far as Club priorities went. One of the goals of the current SCCA Foundation Board is for the SCCA Foundation and its activities to be much more visible to all members. In 2013, you will see the SCCA Foundation involved in activities to help the charitable side of the Club prosper and grow.

We will be using the 2013 SCCA National Convention as a "Kick-Off Point for 2013." We plan to



A FAMILIAR GOAL

While the SCCA Foundation is undergoing change, its fundamental missions of safety and education remain the same. introduce some new things at the Convention to help make the SCCA Foundation a much more viable part of the Club overall. And, as a sneak preview, here are some things to think about as you plan to attend the SCCA National Convention or as you wait to hear what happened at the SCCA National Convention:

- The SCCA Foundation has new fund raising plans for 2013 they are exciting and offer a way everyone can help contribute.
- A new Website will be launched.
 This site will make the
 Foundation more visible, and act as a central hub for programs the Foundation believes in.
- The Foundation will have information covering how to grow the Tire Rack Street Survival Program in 2013. Has your region hosted a Street Survival yet?
- Have you ever thought about the SCCA when you are doing estate planning?
- Can we help make the Club's 69-year history more accessible to the membership?

The five members of the SCCA Foundation Board of Directors and our advisory groups are excited about sharing what we have come up with for the charitable side of

the Club. We hope after seeing our plans you will be very proud that the SCCA Foundation is a part of your Club.

Change happens to all of us in our lives, and we think you will agree it is an exciting time for the Sports Car Club of America. See you in Las Vegas! ●

2013 CONVENTION

The 2013 SCCA National Convention will be held Feb. 28-March 2 at the South Point Hotel, Casino & Spa in Las Vegas, Nev. To register, log in at ams.scca.com. A complete schedule for the event is available for download at www.scca.com (click the "events" link at the top and then the "SCCA National Convention" link on the left). While the Convention coverage will appear in SportsCar, and some of the sessions are streamed live on SCCA's Website, there is no substitute for attending in person. The Convention offers every member the opportunity to converse, face to face, with not only members from other regions who might be facing similar challenges to your region, but also with the Board of Directors.



Philip Royle



SCHROTH Enduro Belt

FIA/SFI homologated restraint designed to make entry and egress fast and easy



www.schrothracing.com

PRO-FIT™

Gives a perfect fit for drivers of any shape and size using different size padding inserts





New TAKATA Harnesses

Brand new line of Street and Race harnesses

Available in Green and Black

TAKATA

www.takataracing.com

Stilo ZERO Helmets

The lightest helmets in the world, available with integrated electronics, hydration and forced air





Dealer Inquiries Welcome • 9A Electronics Avenue Danvers, MA 01923 Voice: 978-774-1615 Toll Free: 888-467-3269 Fax: 978-774-1548

PACESETTER

IF IT INVOLVES TRAVEL OR RACING, COUNT JAMES PLACE IN

inishing in seventh place in SSC at the 2012 National Championships Runoffs was James Place. So what, you ask? Well consider this; James Place is 80 years old and has been racing since 1954!

"I started with Midwest Council in 1954; raced an MG TD in an ice race at Silver Lake, Wis.," says Place. "I have been racing ever since, except for when I guit for two years. I joined SCCA in 1957, and just received my 55-year pin. [2012 was] my 34th time at the Runoffs."

In the early days, Place was sponsored by his dad's company, Place Auto Supply in Waukegan, III. "It wasn't the sponsorship that you would think. It wasn't direct sponsorship. It was what I could work out of the business. I guess you could say that I stole money from my family indirectly. Dad didn't like my racing and wanted

I've had a really good year and I have run 15 races all over the country"

JAMES PLACE

me to follow him in the business. I had raced a two-liter Ferrari TR for two years and I did well with it until the engine blew. At that time, Dad told me that he didn't think I was doing anything and he wanted me to quit. His brother had been hurt on a motorcycle and he didn't want me racing. It ticked me off that he thought so, but my mother thought my racing was cool. She even slipped me \$100 here and there to help, without my dad knowing. He thought that I ought to guit but I didn't want to guit - so, by God, I just kept on going."

In the early days, Place concentrated on sports racers. Place was a splendid fifth-place overall, first in EM, in the 1958 Road America 500 in a Ferrari 500TR, co-driving with Ken Neill. "It was a good car, but tough to drive," Place recalls. "I should have held on to it - [it would] be worth \$1.5 million today. The two-liter four eventually blew, and I put a Chevrolet V8 into it. After that I drove small sports



racers, an Ocelot, and then a Lotus 23 for many years, I still have that Lotus.

"I did well in the Ferrari. Fifth in '58, then in 1960 it had a Chevy in it. In the 500, the distributor broke and I parked it out on the track. Went back to the pits thinking I was done, but a friend said he could help. We got into his car, went into town where a friend of his had a Chevy sedan, took the distributor off it, drove back to the track, and I took the distributor out of my car. I replaced the broken one, managed to get the car started, and came back to the pits where we could work on it, set the timing, and so forth. As it turned out, we just barely made enough laps to qualify as finishers, and all the other B Mod cars had broken, so we won the class."

A LEGACY OF FUN

James Place has been competing at the National Championship Runoffs since 1979. In 2012, he competed at the event in Showroom Stock for the 24th time.

Place did a few years with the big bangers. "I raced the Wolverine with a small block Chevy V8, and then bought a Lola T-160. I had to put a big block Chevy into it in order to be somewhat competitive in Can-Am. I drove some Can-Ams, but that big block was just too much engine for the chassis and scared me a bit as it wandered big time on the straights. It would move over two or three feet from one side to the other. I then moved back into the smaller sports racers, as I felt more comfortable with them.

"After a while, I got involved with Pizza Hut and moved to San Antonio to do that, and have been in Texas ever since. I still drove the small Sports Racers until a friend talked me into Showroom Stock with a Peugeot. I discovered that a Sports Racer was just too damn much work, but that a Showroom Stock car isn't. So I have been doing that ever since."

Place's list of Showroom Stock cars is extensive and, at times, a bit bizarre. "I did well with two or three Peugeots, and then got an





in the 1960s.





JAMES PLACE

- REGION: Texas
- MEMBER SINCE: 1957
- LAST BOOK READ: Occasional fiction.
 Don't even know the title, but have been reading it for six months now
- FAVORITE MOVIE: Casablanca
- FAVORITETV SHOW: Turner Classic Movies, Formula 1, Green Bay Packers football
- FAVORITE FOOD: Pizza
- FAVORITE NON-SCCA ACTIVITY: Vacationing on a cruise ship
- FIRST CAR OWNED: 1932 Chevrolet roadster
- CURRENT DAILY DRIVER: Mini Cooper
- FAVORITE RACE DRIVER: Juan Fangio, Fernando Alonso
- MOST INFLUENTIAL PERSON
 IN MY LIFE: My father, because he taught
 me how to be successful in business

R5 Renault. Drove a Vega, a Mazda Protege, a Toyota MR-2, [and] a Miata which I didn't like too much so I got another Miata. Didn't like that much either, so I went to a Neon, Civic, Mini Cooper, Mazda 3, Cobalt, and now the Acura."

While he might not be winning the Runoffs in all of these cars, that doesn't matter to Place. "I do well enough to please myself," he says.

Place's favorite street car is a Mini Cooper that he used to race. "It's a great car to drive. Lots of fun and it gets great mileage. I love it on the street, but not on the track. When I raced it just chewed up the front tires too much."

As for the future, Place is undecided. "[2012] may be my last year. I've had a really good year and I have run 15 races all over the country, but only two in Texas. I really enjoy meeting friends. I meet many good people in SCCA and I like going around and seeing them once or twice each year. I've been out west, raced in Colorado twice, went down to Florida early in the year. But I don't know about the future. I don't want to be sticking a lot of money into a car, and my class has been eliminated so I need something new."

Place, who is single, has two sons. He had seven Pizza Hut stores in Texas, plus two Arbys in Chicago. He sold them all a good number of years ago, but smartly retained the real estate. Today, he manages his properties plus monitors the investments that he made with the profits he realized from the sale of the franchises. This

BEHIND THE HELMET

James Place has many hobbies, which include everything from racing to taking cruises around the world. allows him the ability to race, plus being able to indulge his passion for travel - which he mixes with his racing, as he enjoys staying at the tracks in his motor coach. But, as you read this, Place won't be racing. Rather, he will be on a 108-day cruise to the South Pacific.

Travel and cars - that seems to be Place's rather enjoyable life at the moment. Case in point, besides his Lotus 23, he recently bought an MG TD similar to the one he used to start his long racing career. "The first time I drove it I wondered how I could have raced it; it was such a clunker," he says. He also combines his two hobbies sometimes - he recently purchased an Alfa Giulietta and set off on a 1,000-mile journey. Will his journey in 2013 involve racing? We can only hope. •

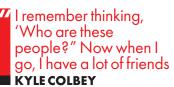


INSIDE TRACK

KYLE COLBEY OF GLEN REGION IS NORTHEAST DIVISION'S WORKER OF THE YEAR

Kyle Colbey is part of that lucky population segment that can race at Watkins Glen and sleep in his own bed. He is a 26-year-old design engineer for a machine tool company in nearby Elmira, N.Y. "My dad was always a car guy," Colbey says. "He did some drag racing. We always watched racing on TV when I was little. For my 15th birthday, we went to the NASCAR race at the Glen. It was pretty cool and unbelievably loud." Later on they went to Grand-Am races and got into sports cars. They were spectators for years. After college he asked himself, "Now what?"

In 2008, Colby "just showed up" at a Solo event with his stock Infiniti G20. He liked it. Better dampers and tires followed as he did every Solo he could for the next four years, nabbing some championships as



he honed his talents.

"With autocross, if you want to run, you help work the event. That exposed me to Timing and Scoring, and I wanted to see the backside of a [road racing] event." He and his dad went to a National at the Glen just to check it out. "I remember thinking, 'Who are all these people?' Now when I go, I have a lot of friends."

He worked his first race in 2010 when the Glen Region hosted a Double National. "I worked the next Regional a few weeks later and I got into the racing cycle." He still does some Solo events but he has to shop to find time in his schedule. For, in addition to becoming the Chief of Timing and Scoring for the Glen Region, he has predictably fallen in love, with



Club Racing. It was just a matter of time.

As chief of T&S, he arrives at the track around 7 a.m. and stops by registration to see if they have any late entries or other updates for him. Then it is off to the tower to plug everything in and get the equipment up and running. He runs the "hot computer" getting information directly from the decoder.

"The first sessions are definitely busy," he says. "You have to get used to the cars and be sure there are no duplicate numbers. You listen to the decoder closely. If a pack of five cars goes by and it only beeps four times, you say, uh-oh." If this happens, he will check with the workers running the tapes and also with the lap charters. He usually has between eight to 12 workers on board, and he needs them all. "Some race groups are a particular challenge. There are a lot of Spec Miatas and they run in tight packs."

He recently obtained a Honda CRX to run in ITA, and he loves

everything about the car and Club Racing. He has done his Driver's Schools and a few races and is determining which Regional championship he wants to run for next year. His parents and a few buddies go along as crew.

Colby has never been to the National Championship Runoffs, and wasn't present in 2012 when it was announced he was his division's recipient of the BFGoodrich Tires Worker of the Year Award. He does, however, hope to work a few days in 2013 at the 50th running of the Runoffs.

DOING IT ALL

Kyle Colbey's love of motorsports has led him to both volunteering and competing.

COLBY'S SCHOOL OF HARD KNOCKS

In the first session of his first SCCA Driver's School, he slammed the guardrail at Lime Rock. "I was trying too hard, too soon," he says. "The rear stepped out and I corrected. I remember looking hopefully down track." He needed a new steering rack, a tie rod, and he damaged a lot of sheet metal. But he got back on track and passed his school. "I learned very fast that unlike autocross, when you make a mistake in road racing, you can hit a lot more than a cone."



ONE GOAL. ONE VISION.
ONE RESULT.

WINES YOU WINGS

SEBASTIAN VETTEL F1™ CHAMPION



FIRSTGEAR



TRISTAN LITTLEHALE IS DETERMINED TO WIN, NO MATTER WHAT HE'S DOING

N ot only did 20-year-old rookie Tristan Littlehale capture a championship title at the 2012 Tire Rack Solo National Championships, he also added audacity to the endeavor by winning in the wrong car. Of the 28 entries in the STU class, 26 were Mitsubishi Evos or Subaru WRXs. Tristan was in his over-achieving, painstakingly tuned daily driver, a 1997 BMW M3 bought when he was 17.

Driving was a love affair that began when he attended a BMW Car Control Clinic in San Francisco. He was driving his dad's SC300 Lexus, but got a chance at an

At practice he is always asking for my feedback and constantly wants me to criticize his driving"

JONATHAN LUGOD

instructor's M3 and immediately found one to buy, throwing over his first love, competitive mountain biking - traveling to events in California and across the U.S., he had become quite proficient at mountain biking, at 15 finishing third at the National Mountain Bike Championships held in Vermont.

But at age 16 he got his driver's license and his bike team lost its funding. "My love for the twowheeled sport disappeared and was replaced with my love for four wheels," says Tristan unabashedly. His parents were thrilled. While Tristan had avoided sheet time in this notoriously crash happy sport, he had knocked his front teeth out on four different occasions. "We had the personal cell phone and home numbers of my dentist and orthodontist," he recalls.

Fate took a hand when the father of the girl Tristan was dating at the time turned out to be Ralph Conway, a BMW Car Control Clinic instructor and sometime SCCA Club racer.



Tristan Littlehale is always searching for that extra tenth of a second - and it was that determination that led him to a Solo National Championship title.

While he is an R&D engineering program manager of consumer PCs at Hewlett-Packard in the real world. Conway is also a skilled self-taught mechanic, and he began working with Tristan "to do the standard upgrades" and also persuaded both Tristan and his father, Kent, to go to track school, where he was their instructor.

"Tristan picked up on the concepts, terms, and skills incredibly quickly," says Conway. "I think [it's because] much of it is similar to bike racing - apex, weight transfer, vision, etc. He did not display the typical male 'I was born knowing how to drive' mentality and was like a sponge." Ultimately, Tristan was promoted to become an instructor. "Probably the youngest instructor in our chapter history," says Conway.

Tristan is now a junior mechanical engineering student at U.C. Riverside in Southern California, and it is there, competing at his first Solo event in the San Diego Region, that he

met Jonathan Lugod, now 25, whom he credits with not only encouraging him to compete at the highest level, but also providing the shock absorber and suspension tuning expertise to make the BMW competitive in STU. If the name is familiar it's because Lugod was Rookie of the Year at the 2011 Solo Nationals driving on a barely healed, severely broken ankle (four months in a wheelchair) and won the STR class in 2012.

"I think Tristan's drive to become a better driver and be recognized is something that makes him better," says Lugod. "At practice he is always asking for my feedback and constantly wants me to criticize his driving. After events, he uploads his videos on YouTube and asks me to do the same.

"I have no doubt in my mind that his driving abilities and the level of prep we put in the car made him a champion and he will be a National Champion again. At the moment, Tristan and his M3 are running STR raw times - this is huge."



EARNING THE WIN

'The one aspect of Tristan's personality that best describes him would be his strong work ethic," says Tristan Littlehale's his father, Kent, 'initiated by the various obstacles he has had to overcome due to his dyslexia. He spends hours researching the options for his car on the Internet, in magazines, and networking with his fellow car fanatics, then hours in the garage and finally testing to make sure everything is optimal. He has worked very hard to accomplish what he has done.

Complete Brake Systems Complete Brake Systems

Compact Remote Master Cylinders

- Available in either flange mount or side mount
- Ultra short 3.37" compact body provides 2.16" of additional clearance
- Reservoirs can either be mounted directly to the master cylinder or remotely



Over 40 different Master Cylinder configurations used in various applications. Piston diameters available from 5/8" to 1-1/8".

Combination Proportioning Valve

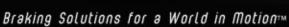
Substantially simplifies mounting, plumbing, wiring and brake

- proportioning adjustments on vehicles with custom brake systems
 Maintains full isolation between front and rear fluid circuits
- Rear circuit has a single inlet and single outlet with the adjustable
- proportioning valve
 - Brake light switch is immediately activated by pressure in the
- front circuit

Several Different Proportioning & Pressure Valves used in various applications are also available.



Call Today! 805-388-1188





Scan here for more info on Master Cylinders



NOW THAT'S DEDICATION

Most SCCA members aren't surprised to learn that competitors at the ARRC by GRM come from across the U.S. and other countries. What is surprising is that volunteers also come from other countries. For several years now, a group from the Netherlands calling themselves The Orangemen use their hardearned vacation time to come to Road Atlanta to work the ARRC. This year, workers from England and Canada also volunteered to keep the event running smoothly.

n the early 1990s, Atlanta Region identified a missing element in the Club Racing schedule; a nationally publicized event that totally focused on weekend warrior Regionally licensed classes. The American Road Race of Champions (ARRC) moniker hadn't been used in years, so the decision was made to resurrect the name and invite Regional racers to the famed Road Atlanta circuit to determine "national champions" for Regional-only classes. As it turns out, this was a popular idea.

Over the years, entrants from

almost every state, Canada, and more than a few other countries have experienced the thrill of competing on Road Atlanta's challenging 2.5-mile circuit; with pros like Randy Pobst regularly popping up to make the racing even more challenging. In 2010, the field was expanded to include all SCCA classes, but only non-Runoffs classes are designated "ARRC by GRM Championship Classes." Runoffs classes are designated as "ARRC by GRM Supplemental Classes."

This year's event was no different with entrants from 26



states, Canada, and the Dominican Republic making their way to Braselton, Ga., over the Nov. 2-4, 2012 weekend. It also featured perfect weather, very close racing, a healthy field of entrants, and strong camaraderie.





PLAIN FAST
Jim Taggart raced
to a convincing
victory in STU.

Montana on lap 18 with an off at Turn 7 that knocked out his BMW, allowing Reppert to cruise to the class win. Cliff Brown continued his undefeated 2012 season in ISM with his class victory.

Friday evening's social event kicked off soon after the race. A large group of racers gathered in the paddock where awards and checks were handed out for the 2012 PRO-IT champions.

Saturday morning began with the promise of more perfect weather. It was a bit cool, and while that's great for horsepower, it's bad for tire temperatures. The first couple of groups would also have to deal with staring down the blinding sun as they entered Turn 1 - and for those unfamiliar with Road Atlanta, Turn 1 is not a place one wishes for a lack of good vision.

Group one featured 14 entrants in seven classes of formula cars. A great mix of old and new technology – and the

Entrants from almost every state, Canada, and more than a few other countries have experienced the thrill"

The American Road Race of Champions Presented by Grassroots Motorsports magazine traditionally kicks off with the PRO-IT race on Friday afternoon. A full field of 41 entrants in the IT classes took the green flag with pole-winner Jim Taggart running away in his ITX Lotus Exige. Taggart took pole by 4.5sec, so this was not a surprise. Seeing a Lotus in a PRO-IT field was a surprise. The ITS race between five-time PRO-IT champion Matt Reppert and Mauricio Montana was one of the highlights of the weekend. The dice ended for



WINNING (FAR LEFT) William Perry led a sevencar ITC field to the checker. (LEFT) IT7 cars are still alive and well, with Gary Wilson claiming the class win.



A LOTTA MIATA

The fifth race group was comprised of 35 Mazda Miatas in either SM, SM2. or SSM Cliff Brown (01) led the field to the checker in his SM. (BOTTOM RIGHT) ITA also saw a Miata take this win, this one with John Carter at the helm.

GOING THE EXTRA MILE

This year, one race administrator took it upon himself to make a water and ice run for the volunteers. The Wal-Mart clerk was more than a little nonplussed when numerous shopping carts were rolled to the checkout containing a total of 26 cases of water and 20 bags of ice.

new tech didn't always win. The aforementioned sun played a role at the start. The pace car had barely stopped in the hot pits when the double yellow was displayed for several cars off track and out of the race. When racing resumed, Clint McMahan set a new track record in F600 on his way to a dominating overall win. Ed Midgley took second overall and the FF win, but third overall Donald Baggett's CF winner had a best lap that was only 0.02sec slower than Midgley. Indeed, old technology can be fast.

The second group promised to be one of the more interesting races due to the combination of SRF with Production and GT racers. There would be a split start, with the SRF group taking the green second. Juan Carlos Leroux took the overall win in his Honda Civic Si and Dana Webster captured the SRF crown, with Webster making it to sixth overall in the group.

Group three featured the loud cars of GT-2, AS, STO, STU, and ITO. It was also the season's final event for V8 Stockcars and The pace car had barely stopped in the hot pits when the double yellow was displayed for several car's off track"

would determine their champion. Randy Kinsland turned the race into a sleeper taking the win, championship, and setting a new STO track record.

As anticipated, the ITS and ITB

cars in group four delivered a fantastic race. Trever Degioanni and Timothy Jenurm battled nose to tail in ITS until Degioanni slid wide in Turn 1 on lap 19, letting Jenurm through for the overall win. In ITB, while the win went to Tom Martin, the real battle was for second through fourth place between Ken Haughwout, Jason Whitney, and Chi Ho.

Spectators loved group five the Miata boys. The top three





PERFORMANCE THROUGH TECHNOLOGY AND DESIGN >

SERIES: SPORT













SPORT DAMPING FORCE COMPARISON



AUCTIONING HISTORY

Saturday's social at the ARRC by GRM was well attended and featured rather unusual charity fundraisers. Gary D'Abate brought many T-shirts, posters, and even gym bags from classic SCCA events and volunteered them for auction. The bidding was fast and furious, and a large mound of money was auickly raised thanks to the rare merchandise.

qualifiers included a past ARRC champion, the reigning PRO-IT champ, and a former National Championship Runoffs champ. The top four starters were covered by less than a second, so the first lap would be interesting. Luckily, all competitors made it through Turn 1 and the opening lap without issue. The front two Miatas ran nose to tail the entire race and put on a great show. Cliff Brown took the win with a 0.488sec margin of victory over Danny Steyn.

Group six saw Simon Gregg take his immaculate GT-1 Corvette to a dominating win over the entire grouping, which included a number of potent SPO and GTA cars.



The next group featured John Carter leading every lap for the ITA and overall win. The ITC contingent was also led flag to flag by William Perry, though he had his hands full with Jinx Jordan until late when Jordan's Civic started smoking and slowed.

The final race group on Saturday saw domination by FS competitor Jean-Luc Liverato,

who was never challenged for the win in the widely spaced race.

Sunday at the ARRC features the action-packed, three-hour ECR Enduro. The 23-car field was green flagged with nine classes participating. Jim Taggart, joined by co-driver Tom Long, continued his winning ways in his Lotus Exige. His four-lap margin of victory over the ITS Acura Integra of Zsolt Ferenczy demonstrated that the Lotus legacy of light weight and superb handling is still relevant.

This year's event was similar to the previous 18 ARRCs in that it brought together racers from a wide swath of the country to test their skills on one of the most challenging race circuits in





MIXED RACING

SRF shared the track with a number of production-based racecars in aroup two. By the end of the race, Dana Webster wook the SRF win

America while retaining the "racers as one big family" atmosphere. If a racer had a problem, others volunteered their time or parts to get the car back on track. The workers were, as usual, fantastic. And, while the economic downturn has parked a few racecars in recent years, a number of those who skipped the ARRC this year already have plans to be back on track in 2013. Racers will always find a way.

And it's already time to mark your calendars, as the 20th running of ARRC at Road Atlanta already has a date: Nov. 1-3, 2013. Undoubtedly, you'll witness an historic event you'll be talking about for years to come.

The top four starters were coverered by less than a second, so the first lap would be interesting"

SWEET VICTORY

(BELOW) Jason Whitney took the victory lap in ITB. (FAR LEFT) F600 competitor W. Clint McMahan won his class and took the overall honors for the first race group.



RESULTS

ARRC Regional | Atlanta Region | Road Atlanta | Nov. 2-4, 2012 GTI: (4 starters) 1. Simon Gregg (Chevrolet) 1:23.465; 2. Zachary Monette (Ford); 3. Bob Monette (Jaguar); GT2: (3 starters) 1. Cermin josip (Porsche) 1:35.336; 2. Ken Olson (Panoz); 3. David Block(Porsche); GTL: (1 starter) 1. John P. Derickson (Renault) 2:00.764; **GTA:** (10 starters) 1. Cameron Lawrence (Chevrolet) 1:30.848; 2. Randy Walker (Chevrolet); 3. Bobby Kennedy (Ford);

AS: (2 starters) 1. Dainton Brooks (Ford) 1:38.946; 2. Jeffrey Werth (Chevrolet); **EP:** (1 starter) 1. David Smith (Mazda) 1:47.997; F**P:** (2 starters) 1. Don Ahrens (Mazda) 1:41.507; 2. Durward Simpson (Honda); HP: (2 starters) 1. David Lane (Austin Healey) 2:05.382; 2. Patrick Harris (MG);

STO: (6 starters) 1. Randy Kinsland (Chevrolet) 1:28.844; 2. Nick Hazelwood (Chevrolet): 3. Thomas Brooks (Chevrolet): STU: (2 starters) 1. Jim Taggart (Lotus) 1:34.852; 2. William Stewart (Mazda); STL: (3 starters) 1. J. Brian Price (Mazda) 1:40.493; 2. Jason Knuteson (Mazda); no other finishers; **SPO:** (10 starters) 1. Robert Mitten (Chevrolet) 1:29.664; 2. Grant Leadbetter (Dodge); 3. Lee Arnold (Chevrolet); **SPU:** (2 starters) 1. Juan Carlos Lerux (Honda) 1:39.577; no other finishers; **SM:** (31 starters) 1. Cliff Brown 1:43.653; 2. Danny Steyn; 3. Blake Clements; **SM2:** (2 starters) 1. Stephen Jones 1:51.292; 2. Dan Harding; **SSM:** (2 starters) 1. David Wible 1:48.893; 2. William Windsor; **SM5:** (2 starters) 1. Chris Windsor 1:41.760; 2. Forrest Landy;

ITR: (1 starter) 1. Mark Domo (Mazda) 1:44.546; ITS: (10 Starters) 1. Timothy Jenurm (Mazda) 1:40.739; 1. Trever Degioanni (Acura); 3. Dave Volante (BMW); **ITA:** (9 starters) 1. John Carter (Mazda) 1:43.297; 2. Chuck Baader (BMW); 3. Bowie Gray Jr. (Mazda); ITB: (7 starters) 1. Tom Martin (Volkswagen) 1:47.779; 2. Ken Haughwout (Audi); 3. Jason Whitney (Honda); ITC: (7 starters) 1. William Perry (Honda) William Petry (Honda); 115: (1 Statters) 1. William Petry (Honda); 15:53.164; 2. Terry Topping (Honda); 3. Jinx Jordan (Honda); 177: (3 starters) 1. Gary Wilson 1:47.250; 2. Tom Lyttle; 3. Phil Alspach; ITO: (1 starter) 1. Joel Vandiver (Dodge) 1:34.810; ITT: (1 starter) 0.05 inishers; ITX: (1 starter) 1. Christian Shipp

ASR: (1 starter) no finishers; CSR: (2 starers) 1. Jim Downing (Peach) 1:23.056; 2. Joel JAnco (Elan); DSR: (2 starters) 1. Glenn Cooper (HRP) 1:23.251; 2. Craig Farr (AMAC); SRF: (7 starters) 1. Dana Webster 1:41.952; 2. Robert Lerner; 3. David Brown:

FB: (6 starters) 1. J.R. Osborne (JDR) 1:21.842; 2. Charles Dempsey (Stohr); 3. Gianpaolo Ciancimino (Citation); FE: (8 starters) 1. Paul Schneider 1:27.063; 2. Brandon Kennedy; 3. Tilden Kinlaw; FM: (6 starters) 1. Ty Young 1:29.336; 2. Bruce Crockett; 3. Casey Carden; FC: (1 starter) 1. Robert Corliss (Van Diemen) 1:35.289; CFC: (1 starter) 1. Mike Eakin (Reynard) 1:35.811; **FF:** (1 starter) 1. Ed Midgley (Piper) 1:36.454; **CF:** (3 starters) 1. Donald Baggett (Crossle) 1:36.431; 2. Kevin Brumbaugh (Crossle); 3. Gunnar Lindstrom (Lola); **FV:** (1 starters) 1. Sherman Engler (Protoform) 1:49.099; FS: (2 starters) 1. Jean-Luc Liverato (Swift) 1:19.138; 2. Scott Woodruff (Ralt); **F6:** (2 starters) 1. W. Clint McMahon (FDS) 1:30.798; 2. Fred Edwards (Maverick); **F5:** (2 starters) George Bugg (Novakar) 1:38.898; 2. Ted Simmons (Novakar).

ITR: (2 starters) 1. Jarrod Igou (BMW) 1:44.081; 2. Mark Domo (Mazda); ITS: (7 starters) 1. Matt Reppert (BMW) 1:42.171; 2. Zsolt Ferenczy (Acura); 3. Felipe Rodriguez (Mazda); ITA: (3 starters) 1. John Carter (Mazda) 1:42.877; 2. Bowie Gray Jr. (Mazda); 3. David Montgomery (Nissan); ITB: (2 starters) 1. Jason Whitney (Honda) 1:49.032; 2. Darren Seltzer (Mazda); ITX: (4 starters) 1. Jim Taggart (Lotus) 1:37.761; 2. Jorge Laroux (Honda); 3. Mike Taylor (Mazda); **ISM:** (22 starters) 1. Cliff Brown 1:43.998; 2. Alex Bolanos; 3. Blake Clements.

ITR: (1 starter) 1. James Green (BMW) 1:46.947; ITS: (5 starters) 1. Zsolt Ferenczy (Acura) 1:42.430; 2. Ken Maynard (Porsche); 3. Heikki Silgren (Datsun); ITA: (3 starters) 1. Jason Dahm (Nissan) 1:50.368; no other finishers; ITC: (1 starter) 1. John Fine (Honda) 1:55.668; IT7: (1 starter) 1. Simon Tibbett (Mazda) 2:00.983; ITX: (4 starters) 1. Mike Taylor (Mazda) 1:49.552; 2. Bowie Gray Jr. (Honda); no other finishers; STU: (2 starters) 1. Jim Taggart (Lotus) 1:36.136; 2. John De Barros (Mazda); SM: (4 starters) 1. Ted Cahall 1:45.239; 2. John Linger; 3. Dan Harding; SRF: (2 starters) 1. William Coggies; 146.452; 2. Mike Rabbin. Coggins 1:46.452: 2. Mike Babbin.





Showroom Stock Gave the SCCA Great Club Racing for More Than 30 Years, but with Change Comes Opportunity – for More Great Racing

WORDS Jason Isley
MAIN IMAGE Rupert Berrington

The Showroom Stock (SS) category first crowned champions at the 1977 SCCA National Championship Runoffs with D.J. Fazekas winning SSA in his Datsun 280Z, Tom Kersey winning SSB in his Alfa Romeo Spider, and Douglass Farrow taking SSC in a Mercury Capri.

The SS category had an ebb and flow to it over the years, as the latest model was almost always a must-have item to win, and the rules even bumped cars that were only a few years old. Eventually, the category was

expanded to four classes, with the addition of SSGT for the factory hot rods of the late 1980s and early '90s.

Many of the early adopters of the SS category who tasted success went on to professional racing careers. Michael Galati, Randy Pobst, and Boris Said continue to flourish as pro drivers. Also notable is Don Knowles, who picked up the second SSB championship with his Saab 99 in 1978, and a Touring 2 title in a Ford Mustang this past year.

The introduction of the Touring

category in 1996 marked a turning point for SS, as T1 replaced SSGT. The Touring category allowed for more extensive modifications that were not necessarily within the class philosophy of SS, but would allow a potentially larger mix of cars within a class due to the ability to balance performance levels. The very next year SSA crowned Jeff Altenburg as its final champion; and in 1998 T2 joined the line up in its place.

LINERACING

Over the years, SS cars evolved, and the once nearly stock cars





Depending on which of the Touring classes your car is in, you have many choices when it comes to dampers.



that populated the classes began to give way to the trunk kit cars - these cars often wore a race-specific suspension package that differed from the street cars actually sold to the public by the manufacturer. The SS and Touring categories were getting closer together in prep level as each SS contingent lobbied for allowances for its particular car.

In 2011, a proposal to consolidate and better align SS and Touring made the rounds, with the objective of reducing class count and increasing participation

LEANER AND MEANER

For 2013, the once softly-sprung and somewhat anemic cars of SSC will handle better and have more oomph on the straights, all to make the cars competitive in the new T4 class.

within the remaining classes (incidentally, this was not the first time such a proposal had been made - searching Fastracks of the past reveal several of this nature). In October of 2012, the Board of Directors approved a revised structure that reduced the SS/Touring class count by one, with the biggest impact being the

We created a 'limited prep' version of the STO rules for the new T1"

KEVIN FANDOZZI

elimination of SSB and SSC, as they would combine to create the new T4 class. In addition, Super Touring Over (STO) cars would move to a revised T1 or step over to GT-2.

If you are an existing SS or Touring driver, what does this mean for you? For some cars, the new classes represent little more than a class ID change on the doors, while others may require rolling up your sleeves and digging a bit deeper.

The biggest - and arguably most complex - change came with the consolidation of SSB and SSC to the new T4. As part of the Touring category, it is very easy to get caught up in all of the spec line specific modifications, but the reality is if you were piloting an SSB machine in 2012 you won't have much to do - in fact, in some cases you could find your only modification is a new set of stickers. That said. Kevin Fandozzi, Chairman of the Touring committee, emphasizes how crucial it is for all competitors to look at the individual spec line for their car, no matter the class.

Across the board, all T4 cars now may remove the factory interior, jettisoning items like the carpet, headliner, and all passenger seats. "Now an SSB driver has the option of taking his interior out," explains Fandozzi. "But he still has still has to run the same [minimum] weight, so he can just replace it with ballast."

The interior removal allowance is helpful if your SSB car was one that could never seem to reach minimum weight, and even for those who find themselves installing ballast to get back up to minimum weight having some flexibility within the rules with where the weight is placed, aiding in balancing the car.

While the Touring category rules include a laundry list of allowances, the vast majority of SSB cars are prohibited from taking advantage of them. "However they ran the car [in 2012] should be how they show up this year," says Fandozzi. For the majority of SSB cars, there are no additional performance changes – minimum weights, wheels, catalytic converters, trunk kits, and other performance adjustments carry over as they were in 2012.

With the T4 consolidation, the once SSC cars are now charged with trying to match the pace of the 2012 spec SSB cars and, in an effort to aid them, the CRB has approved a list of modifications.





Many of the smaller SSC cars will reap a benefit from the new wheel allowance, which will see them all getting 7-inch wide wheels, although tire sizes did not change and the wheels can be no lighter than 15lbs.

SSC cars also make a big leap in the suspension department. Previously, a few SSC cars had an alternative suspension kit approved, but now all will see changes. The use of any nonadjustable shocks or struts was approved, as were coilover springs and height-adjustable perches with spring rates up to a predetermined maximum, depending on your suspension design.

Camber adjustment will also help these cars get around the turns faster, along with improving tire wear, but it is limited to -2.5 degrees of camber. And with most SSC cars traditionally being front-wheel drive, many will want to take advantage of the new rear swaybar allowance.

To help make up for the power deficiency of the small bore SSC cars, many have been granted a cold air intake system, catalytic converter removal, and an ECU reflash.

An allowance for a limited slip

TWEAK IT

The suspension allowances in Touring enable nearly every car to make improvements over the factory suspension. Not only will drivers be able to tailor a car to fit their driving style but, in most cases, the replacement parts are more durable.

WEIGHT LOSS

Everyone in Touring can now remove

the factory interior.

headliner, and other

unnecessary items

can be ejected,

making it easier

for the heavier

minimum weight.

cars to make

Seats, carpet,

differential and a decent weight break will also help many of the SSC cars that have joined T4.

If you are running in Touring this season you will want to check the section of the 2013 GCR that applies to your car even closer than usual, as many things have changed from last vear - the line specific items are where you will find the key details, so look carefully.



TOURING 4 ON A BUDGET

In the July 2009 issue of SportsCar, we set out with the goal of converting a 2004 Nissan Sentra SE-R Spec V daily driver into a Club Racing car for less than \$3,000 - and we did just that. Over the years, our Sentra has run Regional and National events, and even made an appearance at the 2010 National Championship Runoffs.

With the option of hopping up

GOING BALASTIC

While an exciting class, STO never attracted many competitors, so starting with the 2013 season those cars will be moved to two other classes. "We created a 'limited prep' version of the STO rules for the new T1, explains Kevin Fandozzi. "You can bring your C6 [Corvette] with headers and a stock engine - you don't need a \$30,000 engine program. [And] merging the STO rule set into T1 gives competitors the flexibility to do many more things to their cars, like engine swaps."

Past STO cars will still be welcome in the new T1, however, they will be given adjustments in the form of restrictors or weight to bring them down to the new performance level. Another option for some STO cars is a move to GT-2 - see the CRB report on pg. 60 for more details.







YEAH, OUR CUSTOMERS ARE THAT LOYAL.







B-SPEC

For 2013, cars like the Mazda 2, Honda Fit, and Fiat 500, which have been running under the "B-Spec" rules in SSC, get their own class. Several B-Spec cars have recently undergone competition adjustments to equalize the B-Spec class, but those are completely separate from the Touring reorganization. By and large, the only change for B-Spec heading into the 2013 Club Racing season is these cars will now be racing for the win rather than being shuffled to the back of SSC.

our SSC car and dropping some of its 3,100lb girth, we were reenergized. However, we did not want to stray from our initial plan - budget was still the name of the game.

Removing the interior was easy, and did not cost a thing - in fact, depending on the car you're stripping; you might be able to make some money selling the three seats. The interior removal also took care of getting us most of the way down to our new 2,950lb weight.

Finding suspension proved to be a bit a challenge. As is the case with many SSC cars, finding race quality, non-adjustable shocks for our car was troublesome. We opted to go with a set of Koni Sport shocks sourced from the Tire Rack.

As delivered, these shocks are not T4 legal as they are adjustable. However, we discovered in nearly every case an adjustable shock can be made non-adjustable. In some cases, you can remove or disable the adjustment mechanism yourself, while others may require the manufacturer or local suspension



expert to perform internal modifications. According to Brian Hanchey at AST-USA, an AST 5100 single adjustable damper can be made non-adjustable for around \$50.

Being able to convert readily available adjustable shocks can

save money versus having a custom unit made – and you might even be able to take advantage of that adjustment at a test day, find the setting you like and then having the manufacturer fix it at that point.

We opted to keep the rest of our Nissan's suspension very

NEW SHOES

SSC cars that joined T4 have been allotted a 7-inch wide wheel with a minimum weight of 15lbs. With SSC cars, the stock wheels were often very heavy.

SHAKEN, NOT STIRRED

The T3 class rolls in to the new season relatively unchanged. A number of cars lost weight in an effort to help speed up the class, as the rest of the Touring category has done, but for the most part the pointy end of the field should look much the same as it did in 2012. Although Kevin Fandozzi did mention other cars could be joining the field.





simple: an Eibach Pro-Kit, rear swaybar, and crash bolts complement the Konis nicely, and did not break the bank.

Looking for power, we opted for a K&N intake system, and took advantage of the catalytic converter allowance. But removing the catalytic converters also proved interesting. Like many modern cars, our Nissan incorporates a pre-cat into the

This gives an entry level Club racer a great place to start racing"

KEVIN FANDOZZI

exhaust manifold. While the rules are clear on how to remove a standard converter, this type is a bit trickier due to the pipe and manifold layout.

"My recommendation would be to punch it out," says Fandozzi. At least it's a free mod.

Due to our conundrum with the exhaust, we have yet to tap into the ECU allowance, but expect to find a few more ponies in there.

The stock wheels on our Sentra are heavy – like pickup truck heavy – so we were happy to shed that rotating mass with the wheel allowance. But like many of you, we have a good size pile of perfectly good OE wheels. We decided we could still use the heavy wheels for practice, and for the first time keep a dedicated set of rains at the ready. A set of TSW Mallory wheels were a perfect fit for our budget minded build, and were also a good bit lighter than our previous setup.

Of course, we didn't want to test our shinny new parts on last year's tires, so a fresh set of Goodyear Eagle RS tires made the package complete.

Less consumables, like the tires, we spent around \$2,000 so far to upgrade from SSC to T4 trim. This is nearly equal to what we spent to first get the car race ready, but considering we have not made any big investments to the Nissan in more than four years, we are doing pretty well. •

RACE READY

Our SSC Nissan Sentra has an affordable new stance thanks to Koni shocks and an Eibach Pro Kit. the TSW wheels are lighter than stock and look great. Now our budget build is ready to take on T4.

GROUND POUNDERS

According to Touring Committee Chairman Kevin Fandozzi, the target speed for the new T2 class is a lap time about 2 to 3 seconds slower than last year's T1. To get there, cars like the Ford Mustang Don Knowles drove the championship in 2012 received a weight break and a more beneficial restrictor plate. The same goes for the Mitsubishi Evo that Marty Grand has taken to Victory Lane on more than one occasion. This is all in preparation for past T1 cars like the C5 Corvette to join the new T2.

"If you're a C5 guy you can upgrade your engine and do a lot of car development and run in T1," says Fandozzi. "The other route [for a C5] is to get a restrictor and run in T2 – you have to put a restrictor plate on it so your power goes down to a reasonable level. This gives an entry level Club racer a great place to start racing, and when he gets to the point where he has exhausted his interest he can start doing some of the mods and move up to T1."







THE FOLLOWING PREVIEW OF THE ALL ME

BY THE SPORTS CAR C

www.scca.com

It's easy to get complacent. It's probably why mankind invented the word "routine" – it was a way of justifying not changing. The problem is, complacency doesn't foster growth. In the SCCA, complacency is easy. After all, what we do is exciting – there's no need to unnecessarily jazz it up. Having motorsports as your hobby means you're already more interesting than your neighbors. But sometimes even the coolest of hobbies needs a little something to help foster growth, bringing more

people into the fold of motorsport awesomeness. And that's exactly what's planned for 2013 - greater levels of awesome.

That's not to say the SCCA walls are being torn down and rebuilt from scratch. For an experienced, successful organization like the SCCA, that would be foolish. Rather, the programs previewed on the next handful of pages are iterations, existing on top of already successful programs.

To familiarize you with these new programs or rule changes, we

spoke to a number of key players within the Club, from vice presidents to directors of programs to chairman of their respective competition boards. When we were finished, we compiled the information into what we could only liken to an impressive movie preview for a blockbuster hit *you're* going to be a part of.

Some of the programs, like the new RoadRally points system and RallyCross Prepared and Stock class rules adjustments, only need

2013 SEASON HAS BEEN APPROVED FOR

MBERS

LUB OF AMERICA, INC.

ams.scca.com

you to continue to compete in order to participate in the changes. In Solo, a new touring competition series is launching – a series you will undoubtedly add to your competition calendar as soon as everything is finalized. For Club racers, your preview involves a brand-new program that in and of itself, is an even bigger preview of what's to come in 2014.

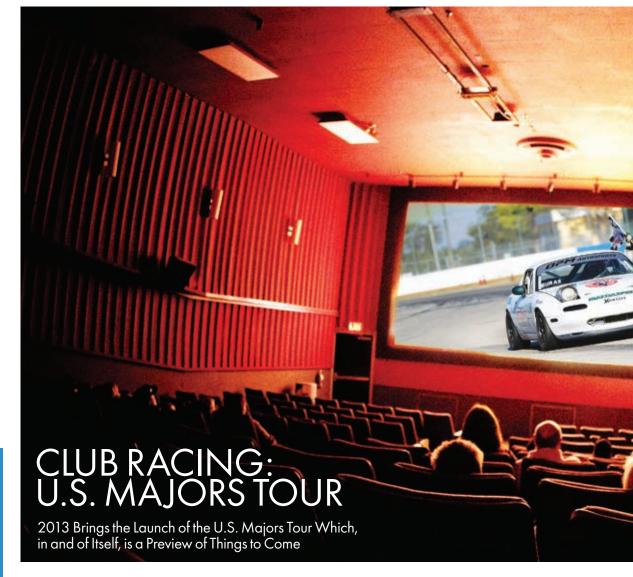
What you'll find on the following pages are not complete, definitive guides to the new rules, series, and whatnot. Rather, the pages will

give you a hint of what's in store. More details can be found on SCCA.com - the main feature will be coming to a competition site near you.

So, while it's still the off-season and you're itching to get back out there, take a moment to pop some popcorn, grab your favorite beverage, sit back in your comflest of chairs, and read on. The theater lights are dimming, and the trailers are about to start. And, based on what we've seen, SCCA plans to make 2013 a blockbuster year.

CONTENTS	
PREVIEW	PAGE
Club Racing: U.S. Majors Tour	46
Solo: Match Tour	48
RoadRally: Article 8.B.3	50
RallyCross: Setting the Stage	52





WINNINGS

to affect contingency payouts for the considering 70-some National races will be replaced with roughly 25 Majors races in 2014, these contingency programs will probably undergo alterations by their respective companies. But, while no details were available at the time of print, SCCA's marketing department is busy working with the various companies that offer racer contingency to ensure SCCA racers get the best payouts possible

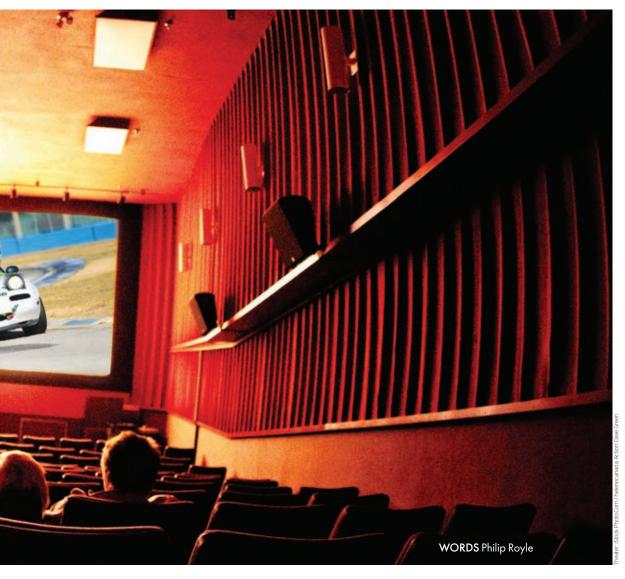
A preview of Club Racing's 2013 season could mean many things. The 2013 Touring category reorganization, the STO and GT-2 merger, Sports Racing updates. It could even involve the plans for the 50th running of the National Championship Runoffs. But the *other* big topic is the U.S. Majors Tour.

2013 will see a hybrid Majors/ Nationals Club Racing program. Competitors not wishing to learn more about the Majors but wanting to attend the 2013 Runoffs can qualify for the championship event in the exact same method they did in 2012 (all Majors are Nationals in 2013). Essentially, nothing changes for National racers in 2013. That is, unless you also want to chase a U.S. Majors Tour Conference title.

The U.S. Majors Tour alters the concept of racing within a division. Rather than racing within your division, the Majors program defines America by four Conferences: Eastern, Northern, Mid-States, and Western.

"The target was six weekends per Conference, but we'll probably come up a little short of that [in 2013]," says Butch Kummer, SCCA's Director of Club Racing tasked with the Majors program. The 2013 U.S. Majors Tour schedule can be found in the *Late Breaking* section of this issue, as well as on www.sccamajors.com.

If your goal is to win your Majors Conference, there are a few things you need to know. First, any Majors you compete in outside of your Conference will not count toward your Conference. Consequently, you could technically win two or more Majors Conferences. Second, if your Conference hosts 12 Majors races (all Majors weekends are Doubles, with the exception of the Chicago Region June Sprints), only eight of those races will add to your points total. If your Conference hosts six races, only four races will count. Kummer explains it as roughly 67 percent of the overall hosted races count. That means you can still win a title without entering all of the races. And third,



IS IT FOR ME?

"There's a percentage of our membership looking for more than a normal Rational weekend," Butch victory circle celebrations, they want live timing and scoring beamed out over the announcers." The all of that when the Tour comes to town. It's like a mini Pro Racing event, but one a Club racer can afford.

The idea is you're giving more quality track time to the more popular classes"

BUTCH KUMMER

points earned in a Majors race are basically double that of a National (see January's *Late Breaking* section for details).

So which National classes are invited to a Majors? "The biggest misnomer is that the Majors is only the top 10 classes," Kummer says. Kummer explains that the Majors is made up of Showcase and Invitational events, where Showcases invite all 28 National classes, and Invitationals cover only

the top 10 classes in that Conference. Currently, there are no Invitationals scheduled for 2013.

"We can also put a Regional component in a Majors weekend as long as it doesn't affect the length of the races of the National cars," notes Kummer, "but there will be no Rationals as part of the Majors program."

On a Majors Showcase weekend, where all Runoffs-eligible classes are invited to compete, Kummer says the idea is to offer the top 10 most subscribed to classes in that Conference prime run groups.

"We're striving for three or four run groups that have two or three classes in them, and then three groups with the rest of the classes," he says. "The idea is you're giving more quality track time to the more popular classes."

Starting in 2014, there will be Regional Club Racing and the U.S. Majors Tour - Nationals will not exist. That means the 70-plus National Club races the Club currently sanctions will be replaced with 25 or so Majors races. But if you think this means qualifying for the National Championship Runoffs will be impossible, think again - the Board of Directors is developing a Regional racing path to the Runoffs.

And that's the U.S. Majors Tour in a nutshell. For more information, head to www.sccamajors.com.





For the first time in roughly 20 years, the National Solo program has its first new series: the Match Tour. Great! But what's a Match Tour?

For one thing, the Match Tour is intended to be accessible not only to the National Championship hopeful, but also to the local driver who only runs a nearby Tire Rack Solo National Tour or ProSolo. Multi-time National Champ Clemens Burger won the inaugural Match Tour in Blytheville, Ark., on Oct. 27-28, 2012, but the idea is that someone won't need "multi-time National Champ" printed in front of their name to have a hope at winning one of these - though it's hard to imagine

the title would be a hindrance.

One thing that will be new to those familiar with a Solo National Tour is that there is just one Solo course for the two-day event. Saturday will be a familiar setup for those who have competed at Solo National Tours, though the plan at a Match Tour is to offer each competitor four runs rather than the usual three. It's these four runs that determine the class winners for the event. The top 32 competitors on Saturday - based on overall PAX results - will fill the first half of the grid for Sunday's Match Tour shootout.

Sunday morning will see another pair of runs, thus providing an opportunity for those the Match Tour will see four seperate 16-car brackets, each of which will send its winner to the final four"

who weren't quick enough on Saturday to make it into the Match Tour - a last-chance qualifier, if you will. The top four Ladies class qualifiers not already in the field will be added, and the final quarter of the qualifiers will be selected via a random drawing.

An overriding concern of the Match Tour is not to burden competitors with a lot of rules and procedures, so drivers who are only familiar with local events



NEW STUFF

new series brings logistical adding an additional 10 Tire Rack Solo need for a second trailer. investing in a new, slightly familiar sight to competing on the National level. This trailer its way through each of the RallyCross like the National Championship Runoffs.

won't be overwhelmed. Presumably, offering more than four runs on the same course will help with that idea.

Ultimately, the Match Tour will see four separate 16-car brackets, each of which will send its winner to the final four which will duke it out for top eliminator honors on Sunday afternoon.

This Match Tour series will be conducted as a joint venture between SCCA and the Evolution Performance Driving School, and will be patterned after the Evolution Shootout series that debuted about a year ago. The SCCA National Staff will - mostly - oversee the qualifying portion of the event. SCCA's Rally and Solo

Competition Manager Brian Harmer will head up equipment, tech inspection, site setup, and act as the operations steward, while Tracy Lewis will handle registration, timing and scoring, Web postings, and worker assignments. The Evolution team, headed by Mike Johnson, will manage Sunday's shootout at each event. As with all other National Series events, the local region is vital to the operation because it will serve as the host, and will provide much of the manpower including event chiefs, dealing with site acquisition, and various liaison duties.

While the Match Tour series schedule for 2013 is somewhat

fluid right now, the target is to host 10 events in 2013. A number of the locations will also host either a stop in the ProSolo National Series or a Solo National Tour, though not on the same weekend as the Match Tour. For example, Mineral Wells, Texas, has an April date for a ProSolo but its Match Tour will be in June. Also, the two post-Tire Rack Solo National Championships dates for Tour events will be Match Tours, not National Tours.

Ultimately, the Match Tour will offer a challenge for everyone from a multi-time National Champion to a Regional competitor who has never competed in a National-level Solo event.



COMPETITION POINTS

The second paragraph of Article 8.B.3 discusses the new Competition Points – but what exactly does it say? For your enjoyment, here's the rule straight from the RRRs:

Competition Points are based on the first six overal positions (10, 8, 6, 5, 4, 3 points, respectively) having <u>50+</u> points from all SCCA National RoadRally Championships within the same series conducted from 2007 through the preceding competition year. Any individual competing during this period but not positioned in the top six overall will receive 1 point for each year of

The SCCA RoadRally Rules (RRR) has proven very stable over the years. RoadRally is, after all, one of SCCA's great pastimes, and that longevity has led to a very mature set of rules. But for 2013, the RRRs has a rule change - one change - specifically, Article 8. While it's a singular change, it is significant because Article 8 sets the requirements for the annual RoadRally championship.

Starting in 2007, RoadRally champions were recognized in four categories: Sportsman, Senior, Expert, and Grand Master in each of three series: Course, GTA, and Tour. The category of a competitor was based solely on Lifetime Points.

For the 2013 competition year, a new concept of "Experience Points" will be used to recognize series champions in three categories. Those categories are Sportsman, (1-9 Experience Points); Expert (10-99 Experience Points); and Master, (100+ Experience Points). In prior years, there were few competitors in the Senior and Expert groups.

Experience Points are a combination of Lifetime Points and another new concept, "Competition Points." Lifetime Points have been awarded to the top six overall positions in National TSD (Course and Tour) rallies since 1958.

GTA rallies were included as a separate series in the SCCA

RoadRally program beginning in 2007. In addition to the traditional Lifetime Points, points earned in National GTA rallies, based on the top six finishing positions, will now be kept in separate standings for the GTA Series including National GTA rallies previously run.

These changes and clarifications to the Lifetime Points required revisions to Appendix T of the RRRs.

When the current championship system was put in place, it was recognized that the Lifetime Points system had its drawbacks. Those points are based on overall finish position and therefore may not accurately reflect the expertise of competitors who compete in classes with limited equipment, as



unlimited equipment classes are favored in overall standings.

Additionally, as Lifetime Points are only accrued on National events, competitors with significant experience and abilities who run primarily SCCA Regional events are often not fairly ranked. Lastly, Lifetime Points did not include GTA rally experience.

Competition Points are introduced in an attempt to more fairly reflect competitor experience.

The second paragraph of Article 8.B.3 discusses the new Competition Points. It is important to understand that points are credited *within a single series* - a competitor could compete in the Sportsman Category in the GTA

series, in the Expert Category in the Tour series, and in the Master Category in the Course series, all in the same year.

The traditional TSD Lifetime Points are included as Experience Points in both the Course and Tour series. The Lifetime GTA points contribute to Experience Points solely in the GTA series.

Competition Points are awarded to first through sixth place year-end finishing positions in each category, according to the same schedule as Lifetime Points "(10, 8, 6, 5, 4 and 3 points, respectively)." Those top finishing positions are counted in any and all of the previous four (and, in the future, three) categories within a single series.

Finally, to be awarded the points, the competitor must accumulate at least 50 points in that category for that year. If fewer than 50 points are earned, the competitor receives one point for that year.

The total of Lifetime Points added to the total of Competition Points determines the Experience Points. The number of Experience Points determines the category. The points earned are cumulative for each year, beginning with 2007.

The competition year runs from the first RoadRally after the USRRC through the following year's USRRC. Points for all RoadRallies accumulated through the 2012 USRRC are used to determine the 2013 Experience Points.





The RallyCross program has seen great growth. In fact, every RallyCross National Championship event since its inaugural gathering in 2007 has set participation records. And, while RallyCross might be small in numbers when compared to the likes of Solo, these dirt-loving competitors are every bit as dedicated to their sport.

This dedication has led to not only continuous growth, but also smart growth. RallyCross has the benefit of seeing what has worked in other forms of competition, adapting the success of their formats and rules to fit the RallyCross community. One such example is in the rulebook itself.

Acknowledging that what might be an advantage on asphalt or concrete is not necessarily a benefit on loose dirt - and thus lengthy restrictions are not always required - the RallyCross Rules

The previous rule was restrictive, listing camber plates as the only means of camber adjustment"

KEN CASHION

have been written with the goal of keeping the rules short and concise.

That said, some of the most notable changes to the RallyCross program in 2012 and '13 involve class rules. In 2012, the Modified class saw a dramatic change:
Modified Two Wheel Drive was
split into Modified Front and
Modified Rear Wheel Drive. The
result was rear-drive cars could
now be competitive. The rules
changes for 2013 are not nearly
as dramatic, and do not affect
Modified, but still should impact a
number of competitors.

Two new rules changes taking effect in 2013 involve the Prepared category. The previous Prepared rules were fairly limiting when it came to camber allowances. "The previous rule was restrictive, listing camber plates as the only means of camber adjustment - the rule wasn't inclusive of other methods



of adjusting camber," explains RallyCross Board Chairman Ken Cashion. The new rule will offer more ways of obtaining camber. Cashion also notes that, as of 2013, Prepared cars will be able to install oil coolers.

In Stock, the rule change is more of a tweak. "We're leaving the audio system changes kind of open, allowing something like an aftermarket head unit," Cashion says.

Something that should help grow RallyCross is the expansion of regional programs conference calls. "We do a conference call with myself and Steve Hyatt from the RallyCross Board [as the facilitator]," says Cashion. "This is open to all of the RallyCross Regional Directors in order to give them a direct line to the Board. [In 2013] we're trying to do this call three times a year. The idea is to improve the inclusiveness of what [the RallyCross Board is] doing, keeping as many people informed as possible, and to have input so we know what the regions want."

While Cashion admits this might not happen for 2013, the RallyCross Board is also hoping to raise awareness of the Triple Cross award - where a competitor wins a Regional, Divisional, and National Championship in the same year in the same class. The hope is to bring cash or prize sponsorship to the award in the coming years.

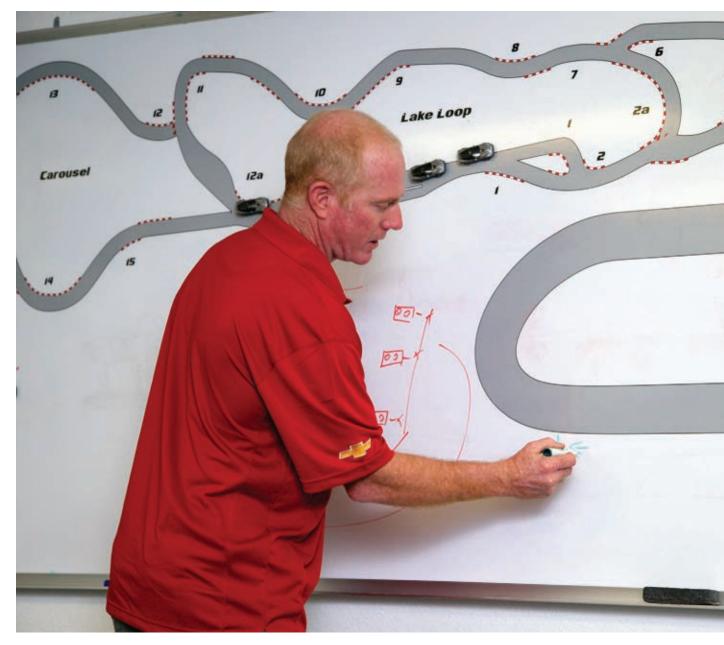
Output

Description:

ACCEPTING THE CHALLENGE

At the time of this writing, details regarding the 2013 RallyCross National Championship had not been confirmed, nor had the entire 2013 season of National Challenge events. However, the goal for the championship is to have it during the first weekend in October, possibly at the same location as in 2012. The National Challenges will remain similar to 2012, with a goal of nine events nationwide. The RallyCross Board is also encouraging the divisions to grow their RallyCross programs this year.

"Our goal is for the Challenge events in each division to become mini versions of the RallyCross National Championship," says Cashion. "We're looking for the divisions and Divisional Stewards to create a divisional flavor, with big deal events for their divisions. The divisions are also being encouraged to build a championship event for the division in order to build interest."



TRICKS OF THE TRADE

Winning is not easy. However, there are schools to help you go faster. Professional racing champ Johnny O'Connell happens to instruct at such a course where he reveals many of his secrets. Inless your name is
Aschenbach or Pobst, you
probably haven't had the chance
to follow 2012 Pirelli World
Challenge GT Champion Johnny
O'Connell around a track, learning
his lines and braking points. Then
again, if your name is Pobst or
Aschenbach, you probably don't
need to follow him around. For the
rest of us, though, having the
chance to follow an accomplished
racer such as O'Connell can be a
valuable learning tool. Even better
is having the 2012 Pirelli World

Challenge GT champ, eight-time 12 Hours of Sebring, and fourtime 24 Hours of Le Mans winner sitting beside you offering tips as you drive. And, thanks to his new course at The Bob Bondurant School of High Performance Driving, you do just that.

O'Connell's three-day course was designed by him - like many professional drivers, he supplemented his income as an instructor in his early days - and covers everything from the absolute basics to more advanced You will see their head turn to see where that apex is, that exit, before their hands ever move"

JOHNNY O'CONNELL

techniques. From braking and heel-and-toe downshifting to line selection and picking out markers, O'Connell covers it all with the help of the rest of Bondurant's instructors.

All the in-car instruction – except for a stint in the skid car – takes



TIPS FROM THE TOP

The Leader of a New Class at the Bob Bondurant School of High Performance Driving, 2012 Pirelli World Challenge GT Champ Johnny O'Connell Offers Some Advice

WORDS & IMAGES Richard S. James

O'Connell has been on both sides of the instructor/driver equation, so he knows what works and what doesn't. His racing record, in both sprint and endurance racing, speaks for itself. And, like you, he got his start racing in SCCA - his first race was with Cal Club Region at Riverside in 1985 - so he knows what he's talking about when it comes to improving driving and racing skills.

However, since most won't get a chance to attend the school with O'Connell - each class is limited to six students - SportsCar attempts to bring a bit of O'Connell's experience to you. Does the three-time American Le Mans Series GT champion have wisdom that Club racers and Soloists can use? You bet.

For more information about Johnny O'Connell's Premiere Performance Driving Course, see www.bondurant.com.

TIP 1: VISUAL SKILLS AND TECHNIQUES

"Whether I'm driving or I'm doing a broadcast on TV, I pay very close attention to this: Your top drivers have very good head movement," says O'Connell. "As they come into a corner, you will see their head turn to see where that apex is, that exit, before their hands ever move on the wheel. You'd be surprised, if you look at a Regional or National race, how awful some of the head movement is. We see it at the



WORDS THAT STUCK

"I had a very good coach/ driving instructor when I was young," says Johnny O'Connell. "At [Mazda Raceway] Laguna Seca, he asked me, 'What is your favorite corner?' It was the old Turn 7. now Turn 9. I. loved that corner. Then he asked me which is my worst corner I said Turn 4 (now Turn 6]. Hated it. Miserable corner. He said, 'Make Turn 4 your favorite. Make it be that part of the racetrack that you look forward to going to every lap.

"It was neat, because he was so in my head. Before, it would be, 'Exit Turn 3, coming up to 4 – crap, crap, crap.'
But the change in mindset was one of the best coaching moments I ever had."

REAL ADVICE

Instantaneous trackside feedback comes from the pro himself, as each student gets plenty of one-on-one time.

place in Bondurant's fleet of Corvettes, from the powerfulenough Grand Sport to the racecar-in-street-car-form ZO6 and even - if you're lucky - the mighty, supercharged, 638hp ZR1. Car control, handling oval, autocross, and road course sessions cover every aspect of high-performance driving at the school's facilities at Firebird Raceway in Phoenix, Ariz. The only things left out are race starts and passing, which are covered in the four-day Grand Prix Road Racing course.





Bondurant School all the time. because when you put a helmet on, it's awkward, it weighs more and you're not as comfortable."

It all comes down to looking where you want to go, and letting your hands follow. The corollary is look at where you don't want to go, and that's likely where you'll end up, especially when things get out of control.

"In my mind, you only miss an apex because you didn't look at it soon enough. If you look at it soon enough, it meant enough to you for you to hit it."

TIP 2: ACCELERATION, **NOT BRAKING**

Think about a lap at your favorite track. During that lap, where is your right foot most of the time on the throttle or on the brake? Understanding that brings you closer to understanding O'Connell's next point.

"If a person is of the mindset that, 'I want to be the last person on the brakes,' congratulations! My objective is to be the first guy on the

gas. I'm more efficient and generally faster if I focus on that," he says.

O'Connell doesn't discount the importance of braking, especially late braking to complete a pass. But being the last driver on the brakes corner after corner, lap after lap, isn't going to help you as much as being the first driver on the throttle.

My objective is to be the first guy on the gas. I'm more efficient and generally faster" JOHNNY O'CONNELL

TIP 3: TECHNIQUE, TECHNIQUE, **TECHNIQUE**

O'Connell is big on the basics. That's where his performance course starts, so it's no surprise that one of his top tips is to focus on the foundations of performance driving.

"I'm huge on technique. If a person has not mastered heel-and-toe downshifting, take the money from a set of tires or

TAKE THE WHEEL

While students have the opportunity to drive the school cars, when your instructor holds multiple pro titles, the ride alongs are often just as educational.

O'CONNELL'S WORLD **CHALLENGE EXPERIENCE**

Johnny O'Connell practices what he preaches. In 2012, O'Connell campaigned the SCCA Pro Racing Pirelli World Challenge GT, winning the Drivers' Championship and, along with teammate Andy Pilgrim, helped Cadillac earn the Manufacturers' title. Here's his season in a nutshell:

LAPS RACED: **323** (of 324)

LAPS LED: 43

STARTS: 12

POLES: 1

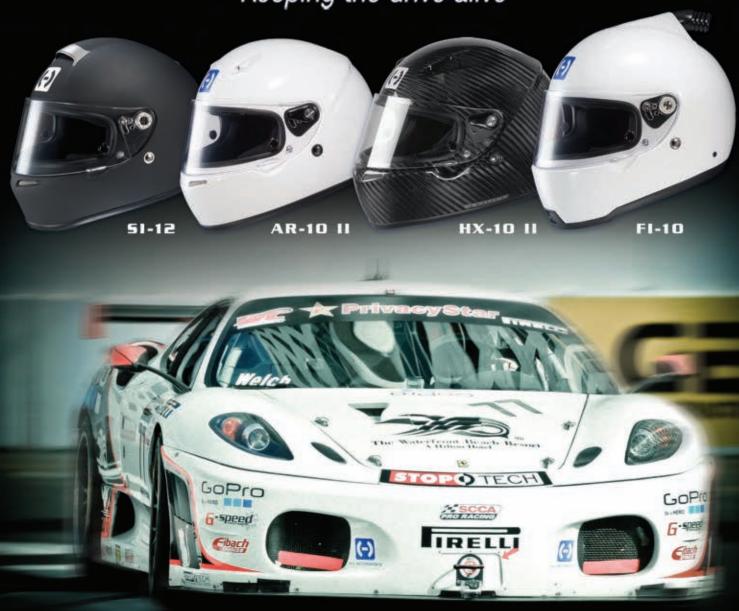
PODIUMS 8 WINS: 3

DNFs: 0





HJC MOTORSPORTS Keeping the drive alive



DAVE WELCH - FERRARI F430- FI-10





RESUME AT A GLANCE

Johnny O'Connell Born July 24,1962/ Poughkeepsie, N.Y.

- Career Highlights
 Started Club
 Racing in 1985
- First pro race in 1987 in Formula Atlantic series, winning five races, the championship, and Rookie of the Year
- Scored eight class wins in the 12 Hours of Sebring, with one overall win
- Scored four class wins at the 24 Hours of Le Mans, the first coming in 1994, his first year at the event
- Clinched 2012
 SCCA Pro Racing
 World Challenge
 GT title

whatever, come to Bondurant - or anywhere - so you can master heel-and-toe. You cannot be an adequate racecar driver, much less a great racecar driver, if that's not like breathing to you."

The other critical foundation is softness with controls, he says.

"Most people are too aggressive with their controls. They don't roll the steering in, they throw it in. They hit the pedals, they don't squeeze them. Work on your smoothness."

Technique, he notes, includes those things plus vision and even the way a driver sits in the car. And, naturally, he has a suggestion for a place to work on all that stuff.

"If you are racing and haven't been through a proper racing school, you should," O'Connell says. "There's a whole lot more to it than just reading a book...and a lot of guys don't even read the book."

TIP 4: ATTACK EVERY SESSION

"One of the things a driver will often do," O'Connell says, "is, at the start of a half hour session, take two or three laps to warm up. You can't afford that. Track time is too valuable. I learned this way back. I would always wonder, 'Why does that guy always leave the pits and he's on it?' Then it struck me: I've got half an hour. I can't afford to waste seven minutes warming up."

It goes way beyond maximizing

Then it struck me: I've got half an hour. I can't afford to waste seven minutes warming up"

JOHNNY O'CONNELL

track time. That first lap on cold tires can teach valuable lessons. Those bits of knowledge are especially critical in endurance racing where O'Connell has had so much success.

"When that track goes green, you've got to go. And you've got to learn how to go," he explains. "You've got to think, 'OK, my first two laps, I've got low pressure and no temperature in my tires. How do I drive this thing fast without

wrecking?' But you have to do it, because that's not too far off of the situation you have at the start of a race anyway."

TIP 5: BE CRITICAL OF YOURSELF

O'Connell has seen plenty of drivers who want to talk about themselves, but he knows the really good ones let the lap times and the trophies do the talking. So, he says, don't tell people how great you are, but turn an eye inward to see where you could be better.

"To this day, I keep a notebook," he reveals. "When I go to a racetrack for the first time, I've got notes on every single corner. I've got notes on every single corner of the Nürburgring in a book - what it looks like, what my reference points are; all that kind of stuff. Racing is a sport like any other and there are times you will have a bad day. Recognize it, keep notes."

If a driver is thinking critically, and giving a lot of thought to how he or she is performing, that driver will find himself or herself in a position to improve on weaknesses.

ALL NEW

SA2010 CARBON FIBER CFG HELMET



20% LIGHTER

than our current helmet

Starting at \$349.99 from most racing dealers
Sizes range from small - xxl





Stop Paying Rated or Inflated Premiums for your Personal or Corporate Life Insurance Coverage Sample Rates Male Age 40 - Non-Smoker 10 Year Level Term Coverage Annual Premium \$ 250,000 \$ 297 \$ 500,000 \$ 495 \$ 750,000 \$ 1,023 \$ 1,000,000 \$ 1,023 \$ 1,000,000 \$ 1,023 \$ 1,000 \$

Call us Today for a Competitive Quote

Steven E. Goldin

Phone: 305.790.7600 • Email: race962@yahoo.com

Racers Protecting Racers for over 40 Years





SERIES REPORTS

Sports Car Club of America 02/2013

Reports from SCCA's Competition Series



A BUSY END TO THE YEAR

Ithough the Club Racing Board (CRB) did not have a meeting scheduled for the Nov. 29-Dec. 1, 2012 PRI show in Orlando, Fla., the entire CRB and our secretary, Pam Richardson, were there. Consequently, it was hard not to have a face-to-face meeting. As the Chairman of the CRB. I was there to present the final recommended Club Racing rule changes to the Board of Directors (BoD). In addition, the CRB presented a package of car classifications and spec line changes designed to increase participation in the GT-2 class.

A year ago, the GT community formed its own ad-hoc committee,

It is completely unstood that these late changes will take some scrambling by GT-2 racers"

chaired by GT-1 Champ and BoD member Mike Lewis. The group was outside the SCCA committee system, but presented its recommendations concerning all GT classes to the GT Advisory Committee, chaired by Bill Gilcrease. The GTAC then worked on a proposal that came to the CRB. The first part of that proposal, which related to the GT-2 class, included a way to invite new cars to the class while speeding up the current cars.

Work was completed on that in time for the CRB to present it to the BoD at the PRI Show. CRB members Peter Keane and Tony Ave joined me for the meeting -Keane, because he was liaison to



the STAC and Ave as liaison to the GTAC.

GT-2 cars have been allowed adjustments to speed them up. Most ex-STO cars have been classified in GT-2. Trans Am 2 (TA2) cars and cars that race in the Regional GTA class will race under current TA2 rules, with the exception of open tires. These changes could turn GT-2 into one of the hottest classes in SCCA. It is completely understood that these late changes will take some scrambling by GT-2 racers, but it was felt that the changes should be made now rather than waiting until 2014.

While the CRB did not have a meeting scheduled, we did meet to cover some letters and to thank Fred Clark and Mirl Swan for their service as members of the CRB. Clark and Swan will both step down from the CRB at the end of December, Both have agreed to act as consultants in the future. The CRB's newest member, John LaRue, joins us from years of service on the Formula and Sports Racer Advisory Committee. John attended the meeting, and will assume his duties on Jan. 1, 2013. Dick Patulo, our BoD liaison, is moving up to become Vice Chairman of the Board of Directors. Patulo, and our other liaison, Todd Butler, have been voices of reason and support for the CRB. Patulo's replacement is John Walsh.

SUPER GRAND The familiar GT-2 field will be racing alongside STO

cars come 2013.

The B-Spec community also had a meeting at PRI. It was called to discuss the most recent comparison test at VIRginia Int'l Raceway. Keane, **Kevin Fandozi** (who is on the Touring Advisory Committee), **John** Bauer (Manager of Tech Services for SCCA), Ryan Miles (SCCA's Assistant Manager of Tech Services), and I attended the meeting. Also attending were manufacturer representatives and members of Pirelli World Challenge, where B-Spec runs in the pro series.

The VIR test included confirmation of chassis setups, dyno runs (with multiple restrictor plates), and on-track data (with AIM Solo data acquisition boxes) on the VIR north course and skid pad. There was also post-session driver debriefs. Tires were provided and monitored by BFGoodrich Tires.

The PRI meeting covered all of this information and plans for any adjustments going into the 2013 season.

THE SPORTS RACER CONSOLIDATION

The sub committees dealing with the Sports Racing rules for 2014 are hard at work developing the rules for the CSR/DSR consolidation, as well as creating the SR2 rules. The CRB expects to have a proposal ready by the Feb. 28-March 2, 2013 SCCA National Convention in Las Vegas, Nev. A progress report should appear on the SCCA Website in the near future, and more details will undoubtedly appear in SportsCar. And, as usual, keep an eye on Fastrack.





RACECAR for Sale or Rent!

TA2 cars available for sale or rent. New and used availability!
Cars are 2011 Camaro bodied, 2011 Howe chassis cars, all new
in 2011. LS1 fuel injected power, 480hp, Jerico transmissions,
quick-change rear ends, 10" slicks, big brakes, and great fun to
drive! TA2 is the best pro racing value for the dollar.

Wheels America Racing is running a full stable in 2013 and is SEEKING FUNDED DRIVERS!

2-Time TA2 National Champion! 7 out of 8 poles, multiple victories, most laps led!



CONTACT BOB STRETCH
(817) 668-5433
OR E-MAIL BOB@FIXRIM.COM







ON RALLYING

ROADRALLY

RUN WHATCHA BRUNG

With barely an asterisk or two next to a few models, an SCCA RoadRally can be run in any car. To attempt to prove the point, On Rallying sent a not so random list of 12 cars to RoadRally organizers across several SCCA regions and asked them how they would respond if someone asked if they could bring one of these cars on a RoadRally.

"I say, let 'em all come down," says Cal Club Region's **Jeanne English**. "The whole point of RoadRally is that all are welcome." On that region's First Friday Niter series, English had a pickup truck and a Cobra enter in Class A (the region's equivalent of Equipped Class). "The pickup truck was first overall."

Texas Region's **Sasha Lanz** comments that most of those cars could come to any RoadRally. He specifically noted that the Mercury Villager would be a great car to take the family on a GTA rally.

Lanz has less favorable comments for the two Accords, suggesting one would make a great spectator vehicle at an autocross and the other a good trade-in. First-hand RoadRally experience with the 1986 Honda Accord DX (and its manual transmission) proved its worthiness on any RoadRally. Also consider that **Blake Harer** and his brother **Brandon Harer** finished first overall on the Oregon 1,000 in a 2012 Toyota Avalon.

Mike Bennett, Great Lake Division RoadRally Steward and Detroit Region member, agrees that any of those vehicles could be used on a RoadRally. "I've seen stranger choices, including an extended wheelbase Cadillac limo one time several years ago."

Detroit Region includes a bunch of secondary unpaved roads on their events. "Owners of cars like the Triumph Spitfire and Honda S2000 might want to consider running with the top and windows up if gravel roads are



THE GREAT EQUALIZER

RoadRally is often less about the car and more about the competitors. When used correctly, equipment like a TimeWise 798A can make a classic automobile far more capable than a modern sports car.

IT'S ALL GOOD

Just about any vehicle can run a RoadRally, as demonstrated by this juxtaposition of conveyance between Revere Jones (right) and Tom Gould's pickup and the shiny sports car next to it.

HOW LOW CAN YOU GO?

Ground clearance can be an issue on some RoadRallies where most of the course is on unpaved gravel or dirt roads. The only vehicle Mike Bennett could remember not being able to complete one of that region's RoadRallies "was a radically lowered VW GTI which got stuck during the odometer calibration run. But I've seen other lowered vehicles make it through, so it probably depends on how low you choose to go."

involved," advises Bennett. "I met a nice young couple who ran a dusty event in a Mazda MX-5 with the top down a few years ago they were both gray all over at the finish, but seemed to have enjoyed themselves."

Bennett encourages committees to recruit the pickup truck owners to run sweep, "especially on winter rallies." Nevertheless, **Jeff Colah** and **Michael Sestili** ran a 1979 Ford F-150 in the 2011 Ohio Winter Rally and **Scott Beliveau** is always very competitive driving his "access

"I've seen stranger choices, including an extended wheelbase Cadillac limo"

MIKE BENNETT

cab" Toyota Tacoma pickup.

Oregon Region's **Kevin Poirier** recommends that cars like the Triumph Spitfire, Chevrolet Corvette, Mercury Villager, and Honda S2000 run any and all paved events. That region's Rally Against Parkinson's, in addition to being an all-paved-road event, features a regularity run on the Portland Int'l Raceway. The only limits are that the vehicle speed must stay under 75mph and there is no passing.

The typical way for RoadRally competitors to obtain a good score on a regularity run is to run at a single, constant speed such as 30-40mph. However, it's hard to imagine any competitor not wanting to use a different method in their Corvette or S2000.

Poirier agrees that the other cars "would work for any event." He felt that those cars could complete events like Detroit Region's 2012 USRRC or the Oregon 1,000. Those events have a majority of the course on unpaved gravel and dirt roads.

Subarus are probably the most popular RoadRally cars and Subaru has won the Manufacturer's RoadRally Championship since 2004. Most any car can be used to run a RoadRally and, in nearly every case, it can be competitive. That surprises many people who don't know the sport.

Output

Description:



ATI Dampers VS OEM

Improves horsepower & torque

Effectively reduces crankshaft harmonics at ALL RPM

Reduces oil pump, timing chain and distributor failure

SFI Certified for competition

WARNING! OEM dampers are not for racing!



OEM Style Damper

Waylen Hunsucker of Way Motor Works is a 2 time NAMCC Champion using ATI Super Dampers on his Mini!



917757 Acura NSX NEW! 917288 GM Ecotec -12% UD 918476 Honda B-Series

918456 Honda D-Series 918468 Honda H-Series 918464 Honda F-Series

918477 Honda K-Series 918522 Mazda Miata 917992 Mini Cooper S

918253 Mitsu. Evo 10 - 3% UD 918250 Mitsu. Evo 8 & 9 4G63* 918251 Mitsu. Eclipse/DSM 4G63*

X

918588 Nissan 350Z 918598 Nissan R33/34 RB26

917753 Nissan R33/34** +600HP 917752 Nissan R32 RB26** +600HP 918599 Nissan R32 RB26

* Includes lower timing gear hub

918641 Nissan GT-R NEW! 918582 Nissan SR20 (RWD)

918607 Nissan SR20 (FWD) 917756 Nissan KA24 918562 Toyota 2JZ-GTE

918525 Toyota 7MG 918479 Toyota 1GRFE **917991** Subaru WRX

** Includes billet aluminum water pump pulley

FAMILY OWNED • AMERICAN MADE

www.superdamper.com 6747 Whitestone Road • Gwynn Oak, Maryland 21207

PERFORMANCE PRODUCTS

© 2012 ATI Performance Products, Inc







A FULL RANGE OF PRODUCTS FOR KARTING, DIRT/ASPHALT, OVAL, DRAG, ROAD RACING, AND OFF-ROAD RACING.

CUSTOM DYE-SUBLIMATED CREW SHIRTS





SHOP ONLINE! K1RACEGEAR.COM



USA: (888) 514-3277 INTL: (760) 268-0710





CHECKERED FLAGS HIT NEDIV

There's no easy way to say it: We, as human beings, are destined to expire, move on, transition. It's always a sad occasion when someone near and dear does so. We invent phrases and euphemisms to describe it. Passing on, making the journey that we all must make, joining the choir immortal and, one of my favorites, taking their last checkered flag. But, with all the effort put into making it as comfortable as it can be, it still hurts to have to say goodbye.

By now you've undoubtedly heard of the passing of **John Cooper Fitch**. There have been so many tributes

and memorials and retrospectives that I'm sure he would have thrown up his hands and shook his head, laughing and wondering what all the hoopla was about. He was that way. More interested in the next idea he could turn into a useful, time and lifesaving device. He was a gadget guy, a car guy, and a gentleman. He will be missed.

Then we received word of the passing of Lawton Langston Foushee Jr. "Lanky" Foushee was a member of the teams that changed the face of auto racing in both the SCCA and the nation, first as crew chief on the Bud Moore Mustangs of Parnelli Jones and George Follmer that dominated the 1970 Trans Am championship, and then as a car chief on the legendary Group 44 team mounts. As many who knew him were quick to say, "He could build and fix anything mechanical." This was no doubt thanks to his time spent in the Air

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.

Force on the Presidential Aircraft Maintenance team. Did the fact he also worked for a Pontiac dealership before working for the Group 44 team have any bearing on one of the most famous Pontiacs in the history of the Trans Am, The Grey Ghost? Checkered flag, indeed.

I also received the following from **Art Jaso**, a member out of the Washington DC Region, regarding two of our family there:

"Washington DC Region recently lost two wonderful members, who perished in a terrible auto accident on Sept. 27. **Dick Hummel** and **Cheryl Willingham** had been friends of mine for years, and their friendship and dedication to the SCCA went far and wide. Dick was a true gentleman racer and Cheryl always had a smile on her face and a big hug to give. The MARRS series, the PDX program, the pace car team, the No Class Paddock, and



I have lost a wonderful couple and great friends. There is a big hole in our hearts now, but they loved each other and will be together forever."

SPREADING THE WORD

On a different note, as one race ends, another starts. So, I am happy to partake in some shameless promotion. NEDiv (and the rest of the SCCA - and the world) now has a brand-new, shiny motorsports program to tune into to get the skinny on all things motorized that turn left and right! The RacingWire Radio Show is the latest Internet radio sensation that is being broadcast via the World Wide Web and powered by PMN, the Performance Motorsports Network, (www. performancemotorsportsnetwork. **com**). The show broadcasts at 5 p.m. Eastern on Wednesdays and then thrice more weekly. Tune us in, won't vou?

CONTACT

G.W. Henderson

(631) 491-4075 gedub@hendersoneast.com



FLORIDA REGION TURNS 60

Our very own Florida Region turned 60 in 2012. In celebration, Florida Region's Publicity Director **Bob Lee** had a few words to say:

Florida Region (Sand 'n' Shoes) was founded in 1952 as the brainchild of the University of Miami Auto Club. This newly formed club had incomparable opportunities to race at iconic old Florida airfields such as Sebastian, Lakeland,

SPREADING
THE WORD
Gee Dub
Henderson
(left) and Brian
Bielanski host
The RacingWire

Radio Show on

Performance

Motorsports

Network.

Masters Field (in Miami) and Miami-Hollywood Speedway Park. Races were also held at Fort Lauderdale Airport and Davie Airport (now Nova University). But Florida Region finally settled at PBIR (Palm Beach Int'l Raceway) as its permanent home track.

Eventually, the government and military deeded the airports to each local county. There were, however, exceptions: Sebring continued as an airport and also hosted racing events. And, although Daytona Raceway adjoined an airport, it was built exclusively for racing.

Florida Region currently numbers its membership at over 900 deeply committed racers. Our members include everything from weekend racers, to crew members, to corner workers, volunteers, board members, and beyond, but they all share an intense commitment to racing excellence.

Happy birthday, Florida Region. You have been around the track a few times, but you are looking good!

THE SPIRIT OF VINTAGE RACING

For more than 30 years, Florida Region has supported a vibrant group of vintage racers as a separate class in its lineup of Regional events. The vintage group is well known for its camaraderie and *esprit de corps*, as well as the unique variety of cars it fields. Florida Region's **Sandy**Jackson fills us in on the details:

In 1993, the vintage drivers instituted an annual award called The Spirit of Vintage Racing, which is awarded to any driver, crewmember, or SCCA volunteer based on that

RECOGNITION
In 1993, Florida
area vintage racers
created the Spirit
of Vintage Racing
Award, to celebrate
SCCA members who
are dedicated to the
vintage philosophy
and program. In
2012, the award
posthumously
went to racer
Bob Youngdahl.
While Youngdahl
was technically
a Land O' Lakes
Region member,
he frequently
raced in Florida.



person's dedication to the vintage philosophy and program. What makes this award so special is that it's determined by the vintage drivers themselves, who best know one another and the performance of their competitors both on and off the track. The presentation is testimony to the respect and affection they hold for the people they select.

This year the vintage drivers chose to honor longtime SCCA member **Bob Youngdahl**, who sadly passed away last February. Youngdahl lived in Minnesota, but he wintered in Sarasota and raced with us each season, driving his Elva Courier, his Lotus Europa or, more recently, his Ginetta G-15. The drivers who elected him this year mentioned how much they miss his presence on the grid and in the paddock. They even miss helping to work on his cars between track sessions.

Last year's award went to both

Peggie and Paul Barten, a racing duo
who field a 1972 Triumph Spitfire
and actively support the vintage
program and Florida Region as a
team. Past winners have included
many Florida Region, Central Florida
Region, and Buccaneer Region
members, including Randy Cook,
Gordon Drysdale, Mike Ennis,
Meredydd Francke, Beau Gabel, Mike
Jackson, Terry Jackson, Morriss
Holliday, Bud Merrill, and John
Rollins, among others.

CAR SHOW BENEFITS UNITED CEREBRAL PALSY

Ah, yes, it's hard to beat strolling past shiny automotive toys in the balmy Sarasota air. But Porsches, Corvettes, and Jaguars with no race numbers on them? How odd. It's great, however, when it's for a good cause. Last year the Sarasota Exotic Car Festival (which benefits United Cerebral Palsy) welcomed a number of SCCA members as judges, and the same will probably be the case at this year's event, which will be held Feb. 22-24. If you are wintering in Florida, visit www.sarasotaexoticcarfest.com and attend the show - and wear your SCCA shirt, too, as it's a great place to recruit new members.

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





NORTH COAST NEWS GREAT LAKES DIVISION

BY NANCY SCHILLACE

THE NEXT GENERATION

As time moves on, we get to see the younger generation grow and advance in their Club racing. Ohio Valley Region member and 2012 Sports 2000 National Champion Corey Fergus is one of those who we've seen grow up in what seemed to be the blink of an eye, following in his father's road racing footsteps - then moving on to professional racing.

"2012 was a little different for me, as I spent most of the year following Corey around the country for his races and didn't do too much driving," says Corey's father and multi-time National Champion **John Fergus II**.

"Corey had a terrific rookie year in Grand-Am Continental Tire Challenge Series, where he drove for RSR Motorsports. After three outings in the team's Mini, Corey switched to the team's Honda at [the race in] New Jersey. A pole position, new track record, and win resulted. He stayed up front for the rest of the year in that car, with more poles [and] records, and enjoying driving with his teammate, **Owen Trinkler**.

"[Corey] attended the National Championship Runoffs in my Sports 2000 car, where he sat on the pole with a new track record for the fourth consecutive year, then drove away from the field to the S2000 win. What a year!

"He had the opportunity to test with a number of teams after the season, with the highlight coming from [Ohio Valley Region member] **Mike Shank**, who put Corey in his Rolex 24 at Daytona-winning No. 60 Daytona Prototype at the Kansas Speedway test!"

END OF THE SEASON

The SCCA is such a great community. Many members of our division have banded together for remembrances of lost members at a number of end-of-season events. One example of this is the whistle ceremony by Lake Erie Communications. Then there's raising funds for charities. Each year, Neohio Region picks a charitable organization for a fundraising effort at the final event of

the season. In October, at the Son of Spook-Tacular Quad Regional, the members did what they do best - drive racecars. For a donation, Neohio Region members took people on course rides around the track during the lunch break. Donations benefited the local chapter of the American Foundation of Suicide Prevention and the Suicide Prevention Alliance of Northeast Ohio.

WE ALL BENEFIT

A new partnership with Nationwide Insurance, NASCAR, and Mid-Ohio Sports Car Course is bringing a new NASCAR event named the Nationwide Children's Hospital 200 on Aug. 16-17. Bringing a popular venue to the area is an opportunity for a financial boost to the local community and the track.

So, what does this have to do with SCCA Club Racing? The members who volunteer regularly will bring their skills, as they do for all the professional races at this track. Plus, it's a chance for membership recruiting to let people know that we're here and bringing all sorts of racing opportunities.

And no matter who stands in Victory Circle, the big winners are the kids at the Nationwide Children's Hospital of Columbus, who will benefit from the collaborative efforts in fund raising and awareness efforts. Boogity, boogity, boogity let's bring in some new members!

CONTACT

NANCY SCHILLACE

nhschillace@wowway.com



AN INTERVIEW WITH NEW AREA DIRECTOR LINDSTRAND

The election results for the National Board of Directors were released in November, and for Area 5, it was **Bruce Lindstrand** claiming the position. Many in the division may already know Lindstrand through his longtime involvement with the Club's road racing, Tire Rack Street Survival, and Time Trials programs. Given his new position, we

WHAT A YEAR
Corey Fergus had a great 2012. He not only drove some professional race cars (RIGHT), but also picked up the Sports 2000 National Championship title at the Runoffs (BELOW).





took the opportunity to sit down with him and ask a few questions:

In your new position, you are replacing longtime Area Director **Bob Lybarger.** Do you plan to build on some of the programs he had in place or will you be starting from scratch?

I'm looking forward to the challenge ahead. I need to be on the Board for a bit to understand the programs in place, and also understand the method in which the Board operates. I think that [Lybarger's] shoes are big ones to fill, as he is well respected. I do feel that an evolutionary approach is appropriate, as I believe many programs are of value - but they need to be looked at from the standpoint of whether these approaches make sense for all of the areas? For example, some programs that work on the West Coast don't necessarily see the same success in the Midwest.

The SCCA National Office has rolled out some significant changes to the Club Racing program with the new U.S. Majors Tour. How do you feel these changes will impact SCCA at the Regional and Divisional levels?

I think it's difficult to predict how the Majors will affect the Regional and Divisional segments because the program appears to be fluid at this point. To be honest, I'm not sure what the program will look like in six months or a year. I'm sure very shortly I'll have a better understanding of what the Board has envisioned. The Majors program could provide more competition for the drivers and larger turnouts for the events. The aspect that needs to be assessed is the increased travel competitors will face and how that affects other events put on by area regions. I can tell you that I've been talking to drivers, workers, track owners, and prep shop owners over the last couple of years and I feel



February 28th - March 2nd

Join us for the SCCA National Convention at the South
Point Hotel and Casino in Las Vegas!





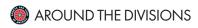












there is a very real understanding among all that some type of changes are needed to help our racing program. It is a complex equation with many variables - the program must be flexible enough to have a good fit in areas coast to coast, knowing that different areas have had success in quite different ways.

One topic which always arises is Club Racing worker recruitment and retention. Do you believe that this needs to be handled on the Regional, Divisional, or National level?

I think it needs to be an active effort at all levels. I think that the National Office should provide awareness from a marketing standpoint, but it becomes more hands-on with the divisional and regional efforts. I'm personally involved in a program that will distribute driver donation funds to workers in Central Division in a way that may positively impact worker retention, potentially getting more people into the worker program. I've also started to work with a Formula SAE team to get some of their team to come to an SCCA event, or events. These are gear heads, which are in short supply in today's society and the potential exists for these people getting involved in not only driving at different levels, but also working. Technical schools, automotive technical training facilities and also drifting programs are all areas we need to critically seek out. I think we all have to pursue avenues to attract new potential members.

The area of which you have become a Director has a strong Rally and Solo program. What are your opinions on these programs and the way they serve the Club?

I'm especially proud of the Solo program in Central Division, as it is growing and attracting new people. SCCA is made up of many aspects of motorsports and, although my primary involvement previously has been road racing, I fully understand that Solo, RallyCross, and RoadRally are valuable assets. We as an organization need to better understand how people can be attracted toward these programs and retained, by better providing what they are looking for in their approach to motorsports.

You have been involved with both Street Survival and Time Trials. What

are your thoughts on these young programs? Do you believe we should continue to develop these programs or use them as feeder programs?

Both of these programs are worthwhile for different but valuable reasons. I personally have been involved in Street Survival [early on with] Milwaukee Region, and it is a wildly rewarding program. All involved at the regional level gather a great sense of satisfaction making a difference with young people. We're looking at expanding our Street Survival program and I fully support all regions' efforts on starting or expanding their involvement. I feel the PDX program represent an untapped market of potential SCCA participants. I also think that some of the programs I'm familiar with offer enthusiasts an opportunity for motorsports involvement with a smaller financial or time investment. That being said, with the proper management of these programs, many of the people will likely expand their involvement - whether by working, crewing, or participating - if we follow through with the contact and potential mentoring which would provide the catalyst.

What skills do you believe you will bring to the Board of Directors?

I feel that many aspects of my background will help me in my new position, like working in the corporate world in engineering management, being a longtime racer, starting up and successfully running my own business. But probably more important is being able to manage racing programs of multiple, quite diverse customers within a season. I'm successful in doing this. I believe, because of my communication skills and my accessibility to my customers. In my role as Director of Area 5, this will be my key to trying to have a

Viteogoal 49 35

BACK TO HALLETT

in the Midwest Division at Hallett positive impact for the members of Area 5, by being accessible and by listening. I don't claim to know everything about every program, but I'll do my best to get the information I need to help make the right decisions for our members.

CONTACT

SAM KARP

(414) 975-0846 karpsam@hotmail.com



ACCEPTING THE CHALLENGE

The Midwest Division Club Racing schedule for 2013 shows a concerted interest in developing the Regional racer. "Overall, a couple of race groups are really trying to emphasize Regional racing to help grow our driver base," says **Bill Johnson**, the MiDiv Scheduling Chair. "Midiv is short on licensed drivers, but we have eight active racetracks."

Consequently, a Double School/Double Regional weekend will be held April 19-21 at Gateway Motorsports Park (GMP). This event is being supported by the entire division, with the goal being to develop and grow the number of drivers within the division.

Last season, the MiDiv Club
Racing calendar featured seven
weekends with 11 Regional and 11
National races. There are nine
weekends planned for 2013
featuring 16 Regional races and 14
Nationals. Events have been added
at Kansas Speedway on May 4-5
with a Double Rational/IT weekend
hosted by the Kansas and Kansas
City Regions, and at the lowa
Speedway on May 17-19, featuring a
Double Rational/IT and a V8 and
Wings Festival hosted by Des Moines
Valley Region.

The new year also brings several fun, can't miss events. The Hallett Motor Racing Circuit will see a Double National/Super Tour on April 6-7. The Aug. 3-4 weekend at GMP includes a Double National/IT race and features a Spec Racer Festival. The 2013 season kicks off March 23-24 at Memphis



RACE HERE.

January 4-6 - **Sebring International Raceway** January 25-27 - **Auto Club Speedway** March 8-10 - **Circuit of the Americas** Motorsports Park and concludes at GMP on Oct. 19-20. Rounding out the schedule are events at Heartland Park Topeka on June 1-2 and Mid-America Motorplex on July 6-7.

"If we are to have successful events, St. Louis, like many other regions, will need to refocus much of its Club Racing energies on the Regional racer," observes **Chuck Udell**, St. Louis Region's Club Racing Chair. "For 2013, we will offer a 'stay at home' six-race series for our local racers. Our goal is to look at every aspect of the on-track experience to make road racing as fun, affordable, and convenient as we can."

Teaming up with Southern Illinois Region, St. Louis Region offered two winter opportunities to introduce those interested in the sport to everything they'd need to know, which included the paperwork, classifications and cars, the gear they'd need, and mentoring. The slogan was, "You've heard the call do you accept the challenge?"

REMEMBERING BOB HUBBARD

The late **Bob Hubbard**, a longtime member of the St. Louis Region, was inducted into the Nebraska Automotive Hall of Fame in October. He won eight MiDiv titles, developed the Mazda GLC for IMSA, the first tubeframe IMSA GTU RX-7, and was the crew chief on the winning GTU car at the 24-hour race at Daytona from 1985-'88.

Dan Layton, Honda IndyCar PR, and **Mark Weber**, the official photographer of SCCA Pro Racing, wrote a remembrance of Hubbard after his passing in 1999.

"Everyone has a teacher they remember for the rest of their life - for us it was Bob Hubbard. We learned there is no substitute for preparation, long hours, and hard work. That 'good luck' is usually the result of all that and 'bad luck' the result of a failure to prepare. We learned that nothing is as satisfying as accomplishing something difficult, that the secret of becoming good at almost everything is practice, practice, practice. We learned that the toughest jobs - building a new racecar up from a bare sheet metal body-in-white, repairing a big wreck - all begin with just a twist of a wrench or the first bend in a piece of sheet metal."



The lessons they learned from Hubbard are a great start to mentoring those who accept the challenge and become the new and the improved MiDiv Club racers.

CONTACT

EILEEN WATERS

eileenwaters10@ymail.com

SOWDIV SUNSET SOUTHWEST DIVISION BY SYDNEY DAVIS

SNADER'S RUNOFFS CHARGE

Houston Region's **Austin Snader** had an up and down 2012 Club Racing season. Despite that, he once again made the trip to Elkhart Lake, Wis., for his fourth consecutive attempt at E Production at the National Championship Runoffs.

"Going to the Runoffs, we always hold ourselves to high standards," Snader recalls. "I always expect a podium finish from myself. However, realistically anywhere inside the top five at the Runoffs is nothing to be disappointed about."

For Snader, this race was the fastest 35 minutes of his life.

"I truly wish I had another five minutes to capture a podium position," he says. "I was so close, yet couldn't quite get there. We were hot right off the trailer from the start of the test day, so it was an overall good week for sure."

With an up and down set of qualifying sessions, Snader found himself starting ninth in a competitive EP field. Because he was aggressive at the start, Snader was able to make up three positions MAKING
THE MOVE
Austin Snader
collected the
GoPro Move of
the Race title at
the 2012 National
Championship
Runoffs for his
impressive charge
to fourth place.

heading in to Turn 1. He followed that up with a very quick second lap, bringing him in touch with **Kevin Leigh** and **Rick Kavitski**.

"With one lap to go, I had completely made up the gap by the time we approached Turn 7," Snader says. "With just a slight gap going into the Carousel, I was able to make a run on fourth place Kavitski on the exit of the Carousel, and it was now or never. I pulled to the inside of the track and held my line as we approached the Kink."

Fortunately, Kavitski gave way, preventing a two-wide attempt at the Kink, but the altered line gave Leigh an opportunity to open a gap through Kettle Bottoms. Snader was able to cut the 15-car length gap in half under braking at Canada Corner, but the BMW horsepower allowed Leigh to pull away once again.

"Turn 14, the final corner, was my last hope for making it onto the podium," he says. "I got in and out of it very well, despite the defensive line Kevin took to protect. I got an excellent drive through the last corner, but once again the BMW power was able to climb the hill and pull away coming to the checkered flag."

The charge earned Snader the GoPro Move of the Race.

"It was the most fun Runoffs I've had thus far - and, quite frankly, I'm addicted to the pressure to finish well at prestigious races like the Runoffs. It was no doubt a tough race, and I feel fortunate to finish the way I did. Huge thanks to my dad for the efforts he put in to fuel my success. I couldn't do it without him."

THE RUNOFFS FOR REYNOLDS

For Alamo Region's **Matt Reynolds**, the Runoffs was full of expectations and the unknown. Having raced at the front of the SWDiv Spec Miata field the past few years, he dipped his feet in E Production this season as well.

He had not been to Road America since 2010, so he was a little rusty, but running two cars helped him get up to speed quickly. Going into the Runoffs, Reynolds was expecting a challenge in Spec Miata and hoping for a clean week for E Production.

"In Spec Miata, Road America is all about having cooperation between you and one or two other drivers to ensure good drafting down the straights," says Reynolds. "I knew



Your SCCA life is waiting. Impatiently. Two thousand events a year feed your adrenaline-seeking needs.

Join today - Don't let life pass you by.







Mobil 11









I had good speed, but the qualifying times didn't show it, and it would be critical to find a drafting buddy early."

Reynolds ended up sixth overall, and was able to hold his head high with a clean, quality run in Spec Miata.

"The Runoffs are always an enjoyable experience littered with man drama, skepticism, bad qualifying sessions, unexpected weather, expected weather and, of course, some fender benders here and there," he says. "It was a little different than all the other Runoffs I have been to regarding Spec Miata. When you look at the entry list you notice that every person could be in the top 10, and then you look at the final grid and realize every person in the top 10 could win this race. This is the kind of talent and competition I want to see at the Runoffs every year."

Reynolds had a lot of mixed feelings going into the EP race. The new class and new car had caused a few headaches and hiccups throughout the regular season, but it had also clinched some victories.

"Of course I thought about if the car would run correctly the whole race," Reynolds says. "Having so many problems during the season made this impossible to ignore. As I was going down into Turn 5 on the pace lap, I knew something was wrong - hints of the early retirement. I would have loved to have been up at the front this whole race. I knew the car could do it, it was just a matter of bad luck and timing."

Despite his bad luck, he is grateful to the E Prod class for welcoming him to the competition and the support crew that stuck with him through thick and thin.

"Chris Campbell, Eddie Williams,
Danny Byars, Jim Johnson, Joey
Hladek, and Jesse Prather all
deserve a round of applause for
their efforts on both cars throughout
the week," he says. "I would also
like to thank my father, David
Reynolds, for infecting me with
this passion of racing cars, of which
I will never recover."

CLUB RACING AT COTA BECOMES REALITY

It's official, the Southwest Division will be racing at Circuit of the Americas, home of the Formula 1 United States Grand Prix, on March 8-10, 2013. Details are emerging each week, so stay tuned to the Southwest Division website, **www.sowdivscca.org**, for all the information you will need to get registered for this historic event.

"Lone Star Region is totally excited to be able to provide this truly unique experience of a Club race at the Circuit of the Americas," Race Director **Roger Krebs** says. "This is the best racing facility in the world as far as I'm concerned. COTA knows and understands the SCCA and is pleased to make the facility available to the Southwest Division."

One thing to note for drivers and crews planning on attending the COTA race, this event will be competing with Austin's popular South by Southwest convention for hotel rooms, so book them as early as possible. Krebs suggests to start looking south of Austin, as the track is located southeast of downtown.

MAKE IT A DOUBLE

For those interested in coming to double up their Club Racing, Houston Region will be racing at MSR Houston on Feb. 23-24. Drivers and teams will be allowed to leave their trailers and tow vehicles at MSR Houston during the break, and Houston Region will assist in transportation to and from MSR Houston to Hobby Airport for those wanting to fly back and forth.

"The volunteers who are helping with transportation request that in lieu of payment, donations be made to MSR Houston Charities non-profit organization," **James Rogerson**, Houston Region RE, says.

CONTACT

SYDNEY DAVIS

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



END OF A YEAR, START OF AN ERA

As usual, those in the warmer southern climes of RMDiv were the last to conclude their 2012



RECOGNITION
Ed Shuler (center)
was RMDiv's
winner of the
BFGoodrich
Tires Worker of
the Year Award,
making claim to
the prize through
his dedication
in Flagging and
Communications.
He was presented
with the award at
the 2012 National
Championship
Runoffs.

racing seasons, with both Pan Am Region and Rio Grande Region holding their final points earning Solo events toward the middle of November.

Of course, Pan Am and Rio Grande Regions aren't the only ones to have fun as the temperatures drop and the season moves from fall to winter. The Rocky Mountain winter Solo series was set to kick off Dec. 2, with one event scheduled each month through March. Front Range Airport - just east of Denver - will see many hardy souls warming up their hands, engines, and tires during these events.

For Club Racing, there's always winter testing at High Plains Raceway, Pikes Peak Int'l Raceway. and Pueblo Motorsports Park in Colorado, or Miller Motorsports Park in Utah. Those same tracks will play prominent roles in 2013 as the preliminary schedule for RMDiv features those four racetracks prominently. Pikes Peak will host a Majors event over Memorial Day weekend (under Continental Divide Region sanction), while High Plains is slated to get a Majors race July 6-7 weekend (with Colorado Region sanction) - a complete listing of U.S. Majors Tour dates is available online at www.sccamajors.com.

SHULER REDLINES

Colorado Region member **Ed Shuler** has never been one to let the grass grow under his feet.
As one of the most prominent and reliable members of both the Colorado Region Board of Directors and the RMDiv Flagging and Communication team, Shuler

can usually be found in his whites on race day. And, as the recipient of the 2012 BFGoodrich Tires Rocky Mountain Division Worker of the Year Award for flagging, Shuler is most deserving of the award. Congratulations!

But there's more to his story. A few years ago, when the Colorado Region publication *Redline* needed a new editor, Shuler stepped up once again. Like many regional publications, it's now a monthly e-publication, and Shuler sorts, organizes, and edits material sent in by the membership. Reading through the October issue, there were endorsements for the Area 8 Board election, Jay Bonvouloir's scintillating photo essay on attending the Bathhurst 1000, regional news, and plenty of news from the 2012 National Championship Runoffs. All good stuff and another feather in Shuler's well-plumed cap!

JOHN BARKER UPDATE

Many RMDiv racers will remember racing at the now defunct Second Creek Raceway, located in Commerce City near Denver Int'l Airport. The tight and twisting 1.4-mile circuit was usually overseen by long-serving track manager **John Barker**. As an SCCA member for 53 years, Barker recently completed a move to North Carolina.

Unfortunately, right about the same time, Barker was diagnosed with leukemia and has been undergoing treatment at the Wake Forest Baptist Hospital in Winston-Salem. He's had a rigorous amount of therapy on a daily basis to fight this dread disease. Hopefully, this will put the disease into remission so he can get back to his life of working on cars.

For all his RMDiv friends who'd like to stay in touch and maybe even swap a few lies about racing at Second Creek Raceway, feel free to contact Barker through e-mail at jsbarker55@gmail.com. Pony Express and SportsCar send best wishes for a speedy and full recovery.

CONTACT

DAVID MURAMOTO

(303) 752-9777 nissan7gt3@comcast.net



BLOWING SMOKE NORTHERN PACIFIC DIVISION BY SHERRI MASTERSON

TROPHY WINNERS

The off-season means it's time for bench racing, banquets, and meetings - and, boy, does NPDiv have banquets. Northwest Region held its annual banquet on Nov. 2, 2012. Congratulations to each of the class winners in Club Racing, Time Trials, and Solo. Perpetual trophies were awarded to the following people: Stan Burnett Inspirational Award, Glen Hernandez; Joan and Frank Manley Enthusiast Award, Harley Johnson; Mary Pang "Unsung Hero" Award, Sherri Masterson; Bernie Doud Sportsmanship Award, **David Conover**; Pat Pigott Memorial Award, **Todd Harris** (Oregon Region); Driver of the Year, Robert Rygg; Race Worker of the Year, **Darren Glaser**; and Time Trials Driver of the Year, **Thomas Slipp.** Congratulations to all.

BROCK WEIDNER'S FINAL RACE

In the December issue *Blowing Smoke* column it was reported that some SCCA drivers would be attending the La Carrera Panamericana 2012, held Oct. 19-25, 2012 in Mexico. The entry list showed 111 teams at the beginning of the race, with just 84 teams crossing the finish line (13 U.S. teams and one U.S./Canada) in this grueling seven-day race.

Arctic Alaska Region's Brock Weidner had a rocky beginning to the seven-day journey just getting to the start line in his 1974 Porsche 914-4. He drove from the border of Texas south toward Veracruz, Mexico. After losing his driver's license, getting separated from the convoy, getting lost (really lost), and giving the car a good shakedown "test," he finally arrived, only to discover at tech there were still a few things (like a fire system) he did not know were required. However, He managed get everything done and found a tech person with only minutes to go before they closed.

Brock's navigator, fellow Arctic Alaska Region member **Alicia Dunning**, arrived from Juneau, Alaska, to help with the final prep for the race, and eventually after a late start and other issues got to the first day finish line – although not in time for an official finish award. After another night of conquering issues, they arrived at the start line and finished every leg of day two with flying colors.

Weidner made many Facebook posts each evening when he could get online. He mentioned several times that they were having the "blast of their lives." The car was remarkable, especially when so many teams had to work all night after so many crashes. Weidner and Dunning were lucky with the "miracle car" and did get sleep at night if the adrenaline let them!

The narrow mountain roads were the most treacherous with many crashes. They did their best in the high-speed city stages through traffic. The crowds were amazing and always looking for autographs, pictures, and offering beverages. At one point during the event, Weidner and Dunning stopped to allow local children to sit in the car for pictures. At one point, Weidner said he felt like they treated him like **Juan Fangio**, and he was only driving mediocre speeds though the mountains.

After four days of competition, the duo had only received one silver medal, which Weidner said he would treasure forever - they both would. He also realized that they wouldn't have made this race without the people who truly believed in him. He also noted that Dunning became a great navigator, and he truly appreciated her talent giving them a fighting chance to finish this race.

On the final day, in Bufa just outside of Zacatecas (where the final finish arch was located). Weidner took a break to relax in the sun, taking in all that they had been through and how his dream for so many years had finally come true. Other drivers going by stopped to make sure everything was alright with the car, and he waved them on. "Just relaxing," he told them. He got back in the car, strapped in and headed up the mountain. This was the final leg of an incredible trip and he was heading for the Arch and the finish.

As the car went toward its final destination, it slowly came to a halt gently bumping a sign on the side of



the road and stopped. Weidner and Dunning's Porsche 914-4 is shown finishing 83rd – but Weidner's checkered flag came early. As the car came to a slow stop, he turned off the engine and passed away. He suffered a massive heart attack, never making it from the car.

But although the end was tragic, Weidner's life was fulfilled with glorious accomplishments. Weidner was admitted to the bar association in 1986 and had his practice in Alaska for more than 25 years. He also worked for Boeing as an engineer, a pilot for Great Western Airways, and many other jobs. He was on the Olympic shooting team, he owned and raced sailboats, he traveled the world, climbed mountains, and he loved diving and underwater photography. Weidner loved Alaska, the outdoors, and the people. But most of all, he fulfilled his lifelong dream of driving the La Carrera Panamericana race, and did it at the age of 65 years young. Race in peace.

CONTACT

SHERRI MASTERSON

BlowingSmoke.SCCA@gmail.com



KICKING IT OFF

About the time this issue hits your mailbox, most of the National competition programs will be well under way for 2013. The first thing that will hit SPDiv is the SafeRacer National Club Racing program, which visits Inde Motorsports Ranch as a Double National Jan. 19-20. Arizona Region has been on hiatus from the National scene due to a lack of suitable locations, but the move to Inde puts the region back on the schedule. The Arizona Region schedule also shows a Double Rational at Inde in March, and a joint Double Regional with San Diego Region at Chuckwalla Valley Raceway in April - assuming the Chuckwalla facility receives its SCCA safety approval.

Cal Club Region starts its year with a BFGoodrich Tires Super Tour



SUPER MAJOR Don't miss Cal Club Region's BFGoodrich Tires Super Tour and Majors at Auto Club Speedway on Jan. 26-27, 2013. and U.S. Majors Tour at Auto Club Speedway Jan. 26-17. The January event has always been a popular one, and returning to the old format of piggybacking the Arizona Double should help draw snowbirds from near and far. This event also benefits from the proven Super Tour format, and with much anticipation we will be looking to see what the Majors Tour brings to the event.

Moving to February, Cal Club returns to Willow Springs for a Double Rational, and if you are a fan of running Big Willow you should plan on making this one, as it's the only visit to the track currently on the schedule.

There is no National Club race scheduled in March, but the Super School, Regional, and PDX will be at Buttonwillow Raceway Park. If you are thinking about getting started in Club Racing, the Super School is the best value in town for obtaining your license.

Aside from a June stop at Auto Club Speedway for a Double Rational, the back half of the National season will involve spending a lot of time at Buttonwillow, with a U.S. Majors Tour slated for April, as well as a Double Rational visiting the track at the end of August.

For SPDiv Club racers wanting to chase the U.S. Majors Tour Western Conference points title, plan on a trip to the Pacific Northwest, where the series will visit Pacific Raceway in May and Portland Int'l Raceway in July.

On the Solo side, all indicators point to business as usual for the Tire Rack Solo National Tour and Tire Rack ProSolo National Series visiting SPDiv. The National Tour will visit San Diego Region once again, with a late March event, then the ProSolo season gets under way with its journey to El Toro in Irvine, Calif., at the beginning of April.

In addition to hosting the ProSolo season opener, Cal Club Region also has its "Super Regional" on the schedule - a replacement event for the once-popular Southern California Divisional event - which is set for June at El Toro.

For those wanting to improve their cone carving skills, the Evolution Performance Driving School has a number of events already in its calendar for our area. You can head out to Hawaii for a "family vacation" in January and brush up on your skills, or catch the school in March when it comes to El Toro.

Speaking of driving schools.

Danny McKeever's Fast Lane school just updated its fleet of cars - the school is now sporting the Scion TCs that competed in the 2012 Toyota Celebrity Grand Prix. The Fast Lane school has also expanded its campus to include Buttonwillow Raceway Park in addition to its home for many years, Willow Springs.

CONTACT

JASON ISLEY

(949) 417-6725 jason.isley@racer.com

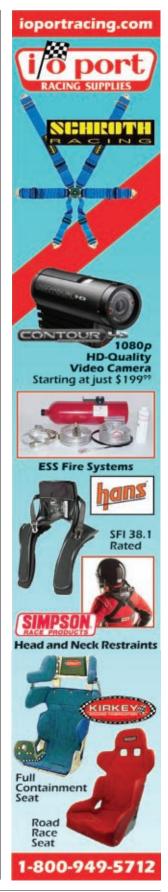




ioportracing.com

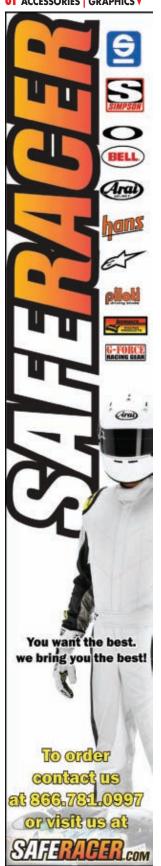








01 ACCESSORIES | GRAPHICS ▼







Huge inventory





01 ACCESSORIES | GRAPHICS ▼



02 FABRICATORS | HARDWARE V



Exhaust Development and Manufacturing All Types of Race Engines Current to Vintage

949.581.2181

www.hytechexhaust.com 12 Hammond Dr., Suite 203 Irvine. CA 92618

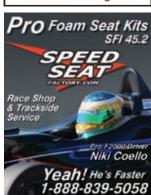


Parts for ALL Formula Fords – U.S. Importer for Crosslé Cars and Parts

RENTALS: FC-FF-CF Swift DB6, Crossle

Trackside Support Engine and Transaxle Services Complete fabrication and repair facilities

Phone (209) 722-7373 4814 E. Childs Ave. Merced, CA 95340 www.PorterRacing.com











Check with us for others



Roll Cage Kits 5pc^c(Nota 1990-2005 Coming Soon 2006



Specializing in parts & accessories...
SM, MX5 and RX8

& e ng	
e	-
na	1
	3
1	3
	-
	1
	-
1	1 5
	5
400	1
	ı
	1
	1 (
	5

9" 4.5" 2.125" 1x \$622 \$314 \$149 3x \$555 \$275 \$132 6x \$490 \$242 \$116 12x \$418 \$203 \$99

MINIMUM BILLING: \$99

NEXT AVAILABLE: APRIL 2013

Space reservations deadline: Jan 30

Materials due: Feb 8

Mails: Feb 22

TO PLACE BUSINESS CLASSIFIED:

Call (949) 417-6722, or email Sophia.Lopez@racer.com

BUSINESS CLASSIFIED CATEGORIES

- 01 ACCESSORIES | GRAPHICS
- 02 FABRICATORS | HARDWARE
- 03 ENGINES | DRIVETRAIN
- 34 SERVICES | RACECAR CONSTRUCTORS
- 05 SAFETY EQUIPMENT
- 06 ELECTRONICS
- 07 TIRES | WHEELS | BRAKES
- 08 FUELS | OILS | LUBRICANTS
- 09 TOOLS | SHOP EQUIPMENT | CANOPIES
- 10 DRIVING SCHOOLS, AIDS | KARTING
- 11 ARTWORK | COLLECTIBLES | APPAREL
- 2 REALESTATE
- 13 WANTED
- 14 MISCELLANEOUS

PERSONAL CLASSIFIEDS

25 words 1 x **\$39** +photo **\$64** 25 words 2 x **\$54** +photo **\$100**

25 words 3 x **\$73** +photo **\$134** 25 words 4 x **\$86** +photo **\$164**

MINIMUM BILLING: \$39

Additional words (over 25): 70¢ ea.

NEXT AVAILABLE: APRIL 2013

 $\textbf{Space reservations deadline:} \ Jan\ 30$

Materials due: Feb 8

Mails: Feb 22

TO PLACE PERSONAL CLASSIFIED:

Call (949) 417-6722, or email Classifieds@racer.com

PERSONAL CLASSIFIED CATEGORIES

- 20 PRO RACING
- 21 OTHER PRO SERIES
- 22 OPEN WHEEL | SPORTS RACERS
- 23 PRODUCTION BASED | GT
- 24 SOLO
- 25 RALLYCROSS
- 26 TOW VEHICLES | TRAILERS
- 27 STREET CARS
- 28 SERVICES





50 Years of Serving SCCA Members!



Aluminum Flywheels



Hi-Comp O.S. Pistons



Weber Parts



Copper Gasket



Cams



Headers



Engines



Modified Heads



Titanium Racing Parts



Racing Clutches



Stroker Kits

Cranks knife-edged

PAECO Industries 2400 Mountain Drive B'ham, AL 35226 (205) 823-7278 www.paeco.com



call (941) 355-0005 fax (941) 355-4683

internet catalog available www.batinc.net

Parts & Equipment



Motorsports' leading manufacturer of scale platforms since 1992

What's new for 2013

MK Technologies

MKT1200 Scale Trays
 Hub-Mounted
 Set-Up Wheels



MKT1200 - \$1295 Set-Up Wheels starting at \$1495

See the complete line of MKT scale platforms at www.mktechnologies.com



MK Technologies wireless zero deflection scale pads available for all platforms

MK Technologies supplies race products to top-level professional race teams.

Toll free:1-888-764-7875 www.mktechnologies.com

03 ENGINES | DRIVETRAIN ▼

Performance Engines



When only the best is good enough!

Five different stages of tune for Street, Autocross, or Racing, in short block or long block configuration. Prices start at \$1,740, exchange.

PAECO Industries (205) 823-7278 www.paeco.com

04 SERVICES | RACECAR CONSTRUCTORS ▼



04 SERVICES | RACECAR CONSTRUCTORS V

Why race with ALARA Racing?



Because winning never gets old.

ALARA Racing is THE right choice for MX-5 Cup racing.

Testing • Rentals Purchases • Arrive & Drive

We offer a full-on Pro Racing experience with the best mechanics, crew chief and data engineers in the paddock.

Let ALARA put YOU on the podium!



www.ALARAracing.com sales@alararacing.com 713-398-3314

Photo: Joiful Memories Photography

Find all your Fastrack news on

scca.com/fastrack

TRACK RENTAL AVAILABLE

Rent Roebling Road's 2.02 mile nine-turn road course.

Located just 20 miles from beautiful historic Savannah, Ga. Facility offers privacy, covered

work area with scales.
Fire-Rescue with jaws of life,
ALS ambulance, race fuel and
hot showers, and lots of
Southern hospitality.

 Call Richard and Kaye McCloy for a free brochure and track rental rates

Toll-Free Phone (888) 398-7223 Local Phone (912) 748-4205 Fax (912) 748-8038 www.roeblingroad.com

05 SAFETY EQUIPMENT ▼



Bolt-in Roll Cages for SCCA and Club Racing Completely pre-fit Weld-in cages

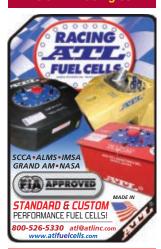
Options such as NASCAR-style door bars, X-bracing and many others

Competition Roll Bars for Solo I, and time trials

Headers for many makes and models



Telephone: (205) 608-1156 Fax: (205) 608-1441 E-mail: info@KirkRacing.com





06 ELECTRONICS **V**



89 *96* National Championships. And counting.

2012 Runoffs Customer Results:

- 7 Poles
- 4 Outside Poles
- 11 Podiums
- 7 Championships

See our website for the complete list



www.competitiondata.com (716) 631-2880

scca.com

VISIT OFTEN



Nobody can match our selection.

We offer the latest products and upgrades from the brands shown below — plus more. Visit our redesigned website featuring a new online catalog, vendor news and product support information. Ask your fellow racers about our fantastic service and fair prices.







805.238.1699 paso robles, california veracitydata.com







- Fully synchronized data + video
- Realtime full function overlays
- Single click data/video integration
- Instant data availability in analysis

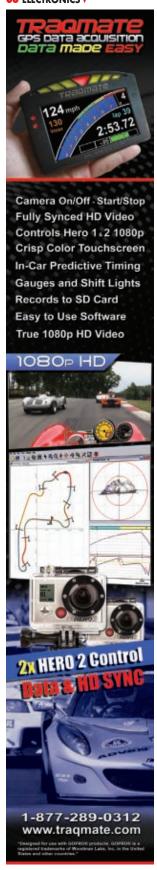


\$1095 (DL1 + DASH3lite) \$1195 (DL1 + DASH3)

Race Technology USA 804 358 7289 ussales@race-technology.com



06 ELECTRONICS V







USED GOODYEAR AND OTHER MAJOR BRAND RACING TIRES

ALL 10-, 13-, 14-, 15-, 16-, 17- and 18-inch sizes. Latest compounds, half to full rubber. Low prices, quick service. Phone anu time.



call 1-800-GOODYEAR or visit

www.racegoodyear.com

















08 FUELS | OILS | LUBRICANTS V



3R Automotive Denver, CO 303-781-0774

7s Only Buttonwillow, CA 661-764-5456 Autobahn

Wichita, KS 316-267-3001 **Averill Racing**

Madison Hts, MI 248-585-9139

Bavarian Autosport Portsmouth, NH 603-427-2002

Bay Area Distributing Belmont, CA 650-593-5040

Beherent's Florida, NY 854-651-7389

BimmerWorld Dublin, VA 540-674-3990

Competition Motorsports Portland, OR 503-281-1579

Continental Motorsports Mason, OH 513-459-8888

HRP World Peoria, IL 866-851-RACE

Hutch BSR

Concord, NC 704-662-0901

Jeas Delaware, OH 800-345-4545

Lane Automotive Watervliet, MI 800-772-5266

Lybarger Racing Ent. McHenry, IL 815-363-8560

Murray's Speed & Custom N. Miami, FL 800-227-7099

OG Racing Sterling, VA 703-430-3303

Pegasus

New Berlin, WI 800-688-6986 **Pelican Parts**

El Segundo, CA 888-280-7799

Porterfield Enterprises Costa Mesa, CA 949-548-4470

Pro Am Houston, TX 800-847-5712

Racer Parts Wholesale Indianapolis, IN 317-639-0725

SAFERACER Neosho, MO 866-781-0997

Speedway Motors Omaha, NE 800-979-0122

Summit Racing Equipment OH, NV, GA 800-230-3030

Tri-Point Engineering Canoga Park, CA 818-348-5385

Truechoice Powell, OH 800-388-8783

Tucson, AZ 877-438-5872

Wrights Distribution Salt Lake City, UT 801-244-7455

REDLINEOIL.COM (800) 624-7958





09 TOOLS | SHOP EQUIPMENT | **CANOPIES**



DRIVING SCHOOLS, AIDS KARTING V



ENDLIPANCE KARTING

All Karts Provided | Schools & Races

Beglitter (no experience necessary)
Average Age is 39
Instructional Video (on our website)
(on our website)

Lime Rock, CT
Englishtown, NJ
Jacksonville, FL
Charlotte, NC



ALL-N-ONE DRIVER'S SCHOOL

Historic Roebling Road Raceway

Jan 31 - Feb 3, 2013

Fulfill Your SCCA Driver's School requirements in one weekend!

Students!! Thinking about your SCCA Competition Driver's License?

Then complete ALL your driver's school requirements in ONE weekend at Buccaneer's Region's own Roebling Road Raceway located just minutes west of historic Savannah, Ga. Roebling Road Raceway is an exciting and challenging 2.02-mile road course filled with history and heritage.

Instructors !!! Mark your calendars!!!

We need your experience with our students! Classroom. Tech Inspection, Track Familiarization Sessions **On-Track Sessions** and Racing!!! Come play with us!

Ted Migchelbrink (912) 897-1944

or e-mail: tmigchelbrink@rocketmail.com

SEE:

www.buccaneerregion.org www.motorsportreg.com FOR UPDATED INFORMATION!



25 words 1 x \$39 +photo \$64 25 words 2 x \$54 +photo \$100

25 words 3 x \$73 +photo \$134 25 words 4 x \$86 +photo \$164

MINIMUM BILLING: \$39

Additional words (over 25): 70¢ ea.

NEXT AVAILABLE: APRIL 2013

Space reservations deadline: Jan 30 Materials due: Feb 8

Mails: Feb 22

TO PLACE PERSONAL CLASSIFIED:

Call (949) 417-6722, email Classifieds@racer.com. or mail in the form at the end of this section.

PERSONAL CLASSIFIED CATEGORIES

- 20 PRO RACING
- 21 OTHER PRO SERIES
- 22 OPEN WHEEL | SPRTS RACERS
- 23 PRODUCTION BASED | GT
- 24 SOLO
- 25 RALLYCROSS
- 26 TOW VEHICLES | TRAILERS
- 27 STRFFT CARS
- 28 SERVICES

20 PRO RACING V



2008 WORLD CHALLENGE CIVIC > 2011

Long Beach winner, Fabtech Cage, 2.0 Si Winter race motor, Hondata Flash Pro (ECU). Skunk2 header, Si Trans Kaaz 90 lock LSD, BC Racing 2way shocks. Swift springs, HPD/StopTech brakes. WC/STU \$24,000 or ITS \$21,000. BRANDEN PETERSON RACING Email: brandenpeterson@yahoo.com or call (970) 485-1849 [24717-03]



2012 VOLKSWAGON JETTA GLI > World Challenge Touring Car; multiple wins and pole positions during 2012 WC season; 2

cars available with spares; very fast and reliable; competitive for World Challenge and Grand Am. Contact: Steve (305) 790-7600 or email race962@yahoo.com

[24729-02]

21 OTHER PRO SERIES V



CRAWFORD DP03 CHASSIS 001 > New

motor, chassis completely rebuilt by Crawford 15hrs ago. Includes complete rewire & addition of Motec system, 3 sets of wheels and spares. Multiple podium finishes: Tony Stewart, Jimmie Johnson, Dario Franchitti, Dan Weldon, Andy Wallace, Butch Leitzinger and many more world class drivers! Contact: (941) 981-9128 or Lam6293@aol.com [24711-02]



2003 RILEY & SCOTT MKIIIC > Last R&S

built. Chassis #005. Le Mans history - qualified 7th in 2003. Elan built Ford engine. XTRAC sequential gearbox. Steel tube frame/composite hybrid chassis. Vintage eligible. Fast!!! \$279,900. 50 plus sports & race cars in stock. Contact: www.wirewheel.com or call 772-299-9788. [24732-02]



1999 MARCOS MANTIS > Factory built. 1 of 38. Tube frame purpose built race car with composite bodywork. Ford Cobra 4.6 liter V8 4 cam tuned to 360 hp. Full adjustable race suspension. Pneumatic air jacks with wand. Imported from Belgium in 2011. Raced in the Dutch Supercar Challenge Series, BRITCAR & BELCAR (Belgium), \$49,900, 50 plus sports & race cars in stock. Contact: www.wirewheel.com or call 772-299-9788. [24734-02]



1999 PICCHIO SRP II SPORTS RACE

CAR > Chassis # MB1. Vintage and Historic Eligible. Previously raced in HSR and SVRA. Excellent overall condition. BMW "M" Spec 3.0 engine producing approximately 420HP. Hewland FT-200 Gearbox. 18" OZ wheels with spare. Aluminum skinned steel tube chassis with composite body. One of the last Martini sponsored race cars. Excellent FIA European race history. \$79,900. Contact: www.wirewheel.com or call 772-299-9788. [24736-02]

21 OTHER PRO SERIES ▼



2006 RCR CHASSIS # 97 > Kevin

Harvick Richard Childress Racing GM Goodwrench sponsored Nextel Cup road course car; very rare purposeful built road course car built for Sonoma and Watkins Glen; last year of the RCR team built cars before the COT mandated change; 358/825hp RCR road course motor, dyno time only(RCR 223); Tex T101 midshift transmission: 4.22 rear end with internal pump; All original paint and graphics as purchased from RCR;

Believed to be the only 2006 GM Goodwrench RCR road course car in private collection; vintage eligible or show; museum quality; letter of authenticity from RCR included with sale; (305) 790-7600 or email race962@ yahoo.com [24730-02]



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]

22 OPEN WHEEL | SPORTS RACERS V



2004 RACER'S EDGE PREPARED PRO FORMULA MAZDA > Two sets of wheels,

rain tires, and a short and tall gear set. One race on rebuilt motor. Motec system with lots of extras. Reduced Price! \$32,000. Contact: Andre (904) 728-3845 or e-mail: a.desmarais6@gmail.com [24720-03]

FORMULA CONTINENTAL FOR RENT IN SUNNY FLORIDA > 2001 and 1995 Van

Diemen's for races, schools, testing. Elite engines, 25 years' experience in Prep and Driver Coaching. Contact: Weldmotorsports@gmail.com or 352-406-8724. [24738-05]

22 OPEN WHEEL | SPORTS RACERS V



1986 TIGA SC-86 SPORTS 2000, CSR

> Chassis # 334. SCCA homologated January 1986. LOGBOOK 33-2187. LOGBOÓKS dating back to 1986. Car was run by PacWest Racing on the west coast. 2.0 liter Pinto with Esslinger modifications. Twin 45 Webers, (includes S2000 intake and carb). Approx 188HP. Engine built in the winter of 2009 by Dave Rollo, Won VARAC Formula Classic 'I''' Championship. Various gear sets & spares. New painted nose & mold. \$23,900. 50 plus sports & race cars in stock. Contact: www.wirewheel.com or call 772-299-9788. [24733-02]

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 > OVFR \$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]



RALT RT 40/41 > Lap Records/Winning Car, Reliable/Racer Ready, Car with Fresh Loynings & Basic Spares \$49,000, Major Spares \$11,000, Loynings Motor \$10,000, Pit Equipment \$1,000, 20' Trailer \$4,000. Package \$65,000 Contact: Edd Ozard (925) 200.7509 [24719-03]

23 PRODUCTION BASED | GT ▼



CATERHAM EP > 2011 SCCA GLD Championship winning car, new Chima built, Arch Motors chassis with SVT drive train and Penske suspension. Contact Bob for details: 216-276-2652, doernbergr@aol.com. [24728-03]

23 PRODUCTION BASED | GT▼



2006 VIPER COMPETITION COUPE >
Originally developed by Oreca in Europe for FIA GT3, also competed in the British GT series and Australian GT
Championship series. 8.4li by THR
Development. Emco Sequential with no liftshift, Drexler Differential, 4 Core PWR radiator. The car never received any structural damage and has had only 8 hours of use since refreshing. Price: \$169,995. Contact 1-800-270-1608 or by e-mail at bfkatz@bjmotors.biz. [24726-04]



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]



RILEY AND SCOTT TRANSAM CAMARO

> Chassis TA92-015. Seven time NORPAC Div GT1 champion. Has broken or held GT1 lap record at every west coast track (7). Still holds record at Pacific Raceways, Seattle. Penskes, Hewland, Alcons, 9 inch, 2002 body, new cell, data. Buy this GT1 winner with TransAm podium potential. \$49,500 less engine (available). Contact Mike Rockett at 425-308-2660. [24723-03]



1995 DODGE NEON ACR > Car has current Tech (11/2012) for ITA. Car was one of the original Celebrity Challenge Cars "back in the day". Runs Great. Reliable. Easy/Cheap to race. Have All Log Books. New Belts and Window Net. Spare bumpers and doors along with 2 complete sets of tires and Wheels . \$2700 and you are racing! Contact Tom at 941-400-4608 or by email at viwarrior66@gmail.com. [24731-02]

23 PRODUCTION BASED | GT ▼



2010 VIPER ACRX > Winningest ACRX in the history of the Viper Cup. Two consecutive National Championships. Every bit of additional equipment and preparation was put into this car. Full data and video Race Keeper system. Fire Suppression. Polished wheels. 1 of 50 ACRX's built. Detailed engineering and set-ups from two years of racing included. Prepared by Viper Exchange. Racing support and maintenance available. Price: \$112,000. Contact us at 1.888.332.9433 or bernie@ tomballdodge.com. [24725-04]



1990 SPEC MIATA > Ready to race. Last raced 2011. SCCA and NASA logbooks. One weekend on RA1's. Koyo radiator, transponder, newish seat. Dallas. \$7900. petrokevin@gmail.com. [24721-02]



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]



2010 VIPER ACRX > Jeff Courtney's 2010-11 Viper Cup ACRX. This rare car has received no crash damage and is very reliable and dependable. Fresh Arrow motor, sealed with 0 hours. Tremec transmission has two events on it. Bad Boyzz clutch with eight races. Rebuilt Quaife LSD 4 races ago, with 3.33 gear. This car is #17 of a series of 50 cars built, needs nothing, ready to run. Price: \$119,995. Contact 1-800-270-1608 or by e-mail at bfkatz@bjmotors.biz. [24727-04]

23 PRODUCTION BASED | GT▼



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 [24724-02]

26 TOW VEHICLES | TRAILERS V



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]

ADVERTISER INDEX 61 Alpinestars 29 63 ATI FixRim 61 59 GForce 9 Go Pro Hawk Performance 23 HJC 57 HMS Motorsports 25 Intercomp 21 K1Speed 63 Koni 35 Longacre Racing 13 Motec 11 Motovicity 87 Performance Friction 41 Safe Racer 88 Sampson 61 67, 69, 71 SCCA Steven E Goldin Sube Sport 7 Tire Rack 2.3

PERSONAL CLASSIFIEDS

25 words 1 x \$39 +photo \$64 25 words 2 x \$54 +photo \$100 25 words 3 x \$73 +photo \$134

25 words 4 x **\$86** +photo **\$164 MINIMUM BILLING:** \$39 *Additional words (over 25): 70¢ ea.*

TO PLACE PERSONAL CLASSIFIED: Call (949) 417-6722, email Classifieds@racer.com, or mail in the form at the end of this section.

PERSONAL CLASSIFIED CATEGORIES

31

Wilwood Engineering

- 20 PRO RACING
- 21 OTHER PRO SERIES
- 22 OPEN WHEEL | SPRTS RACERS
- 23 PRODUCTION BASED | GT
- 24 SOLO
- 25 RALLYCROSS
- 26 TOW VEHICLES | TRAILERS
- 27 STREET CARS
- 28 SERVICES

CLASSIFIED AD FORM (MAXIMUM 25 WORDS; EXTRA WORDS 70¢ EACH)

(1	_(2	_(3	(4	(5
(6	_(7	_(8	. (9	(10
(11	_(12	(13	(14	(15
(16	_(17	(18	(19	(20
(21	_(22	_(23	(24	(25)
(26	_(27	(28	CATEGORY #	

PAYMENT: Full payment must accompany all orders. Checks (payable to *RACER* Media & Marketing, Inc.), Visa, MasterCard or American Express accepted. All foreign orders must be paid with international Money Order in U.S. funds drawn on U.S. bank. All advertisements are subject to acceptance by publisher.

MAIL TO: RACER Media & Marketing 16842 Von Karman Avenue, Suite 125, Irvine, CA 92606



CALENDAR

SPORTS CAR CLUB OF AMERICA FEBRUARY 2013
FIND SCCA CLUB RACING, RALLY, AND SOLO EVENTS NEAR YOU







WORLD CHALLENGE

world-challenge.com

Mar 22-24 St. Petersburg, Fla. (GT, GTS double)

Apr 19-21 Long Beach, Calif. (GT, GTS) May 17-19 Circuit of the Americas. Texas (GT, GTS double) (TC, TCB double) May 31-Jun 2 Detroit Belle Isle, Mich. (GT, GTS double)

Jul 4-6 Lime Rock, Conn. (GT, GTS double) (TC, TCB double) Jul 12-14 Streets of Toronto, Can. (GT, GTS) (TC, TCB double)

Aug 4-6 Mid-Ohio Sports Car Course, Ohio (GT, GTS) (TC, TCB double) Aug 24-26 Sonoma Raceway, Calif. (GT, GTS) (TC, TCB double)

Oct 4-6 Houston Grand Prix, Texas (GT, GTS) (TC, TCB double)



gotransam.com

Mar 3 Sebring Int'l Raceway, Fla. May 19 CTMP, Ontario, Canada May 25 Lime Rock Park, Conn. Jun 9 Watkins Glen, N.Y. Jun 21 Road America, Wis. Aug 17 Mid-Ohio, Ohio Sep 1 Brainerd Int'l Raceway, Minn.

Sep 29 VIRginial Int'l Raceway, Va. Nov 3 Road Atlanta, Ga.

Nov. 17 Daytona Int'l Raceway, Fla.



mx-5cup.com

Mar 13-15 Sebring Int'l Raceway, Fla (double)

May 5-11 Mazda Raceway, Calif. (double)

Jun 14-16 Mid-Ohio Sports Car Course, Ohio (double)

Jul 19-21 Canadian Tire Motorsports Park, Canada (double)

Sep 20-22 Coronado Naval Base, Calif. Oct 4-6 Houston Street Course, Texas Oct 16-18 Road Atlanta, Ga.



atlanticchampionshipseries.com

May 24-25 Lime Rock Park, Conn. Jul 27-28 NJMP, N.J. Aug 23-25 Summit Point, W.Va Oct 11-12 Watkins Glen, N.Y. One additional event to come... (all events double weekends)

championship F2000 **CHAMPIONSHIP**

f2000championshipseries.com Apr 11-14 VIRginia Int'l Raceway, Va. May 9-11 Road Atlanta, Ga. May 24-25 Lime Rock, Conn. Jun 27-28 Watkins Glen, N.Y. Aug 8-11 Mid-Ohio, Ohio Aug 23-25 Summit Point, W.Va. Oct 11-12 Watkins Glen, N.Y. (all events double weekends)



F1600 **CHAMPIONSHIP**

f1600championshipseries.com Apr 11-14 VIRginia Int'l Raceway, Va. May 9-11 Road Atlanta, Ga. May 24-25 Lime Rock, Conn. Jul 27-28 Mid-Ohio, Ohio Aug 8-11 Mid-Ohio, Ohio Aug 23-25 Summit Point, W.Va. (all events double weekends)





Date Track/Region

Phone numbers are for region registrars

NATIONAL

SOUTHEAST sedivracing.org

Jan 4-6* Sebring/Central Florida Feb 23-24 Roebling Road/Buccaneer Mar 15-17* Road Atlanta/Atlanta Apr 19-21* VIR/North Carolina May 18-19* Road Atlanta/Atlanta Aug 30-Sep 1* Barber Motorsport Park/Alabama, Atlanta

Atlanta/Alabama (770) 472-0460 Buccaneer (912) 897-1944 **Central Florida** (407) 568-6902 Florida (561) 318-1383 North Carolina (800) 342-7390

SOUTHERN PACIFIC scca-sopac.org Jan 19-20* Inde Motorsports Ranch/ Arizona

Jan 26-27* Auto Club Speedway/ Cal Club

Mar 16-17* Inde Motorsports Ranch/

Apr 27-28* Buttonwillow/Cal Club Jun 9-10* Auto Club Speedway/ Cal Club

Aug 31-Sep 1* Buttonwillow/Cal Club Cal Club (661) 304-9382 Arizona (480) 832-1327 Cal Club (661) 304-9382

SCCA NATIONAL CHAMPIONSHIP RUNOFFS

Sep 16-22 Road America, Elkhart Lake, Wis.

REGIONAL

SOUTHEAST sedivracing.org Feb 9-10 Sebring/Central Florida Feb 23-24 Roebling Road/Buccaneer Mar 9-10*# VIR/North Carolina Mar 15-17 Road Atlanta/Atlanta

Mar 30-31*# Carolina Motorsports Park/South Carolina

Apr 5-7* PBIR/Florida Apr 27-28* Roebling Road/Buccaneer May 4-5# Daytona/Central Florida

May 11-12* VIR/North Carolina May 18-19*# PBIR/Florida May 18-19*# Road Atlanta/Atlanta

May 25-26*# Carolina Motorsports Park/South Carolina Jun 1-2 Sebring/Central Florida Jun 8-9*# Homestead/Florida

Jul 6-7*# Roebling Road/Buccaneer Jul 13-14*# Road Atlanta/Atlanta Jul 20-21#Sebring/Central Florida

Aug 10-11* Daytona/Central Florida Aug 17-18*# Charlotte Motor Speedway/CentralCarolinas

Aug 30-Sep 1*# Barber Motorsport Park/Alabama, Atlanta

Aug 31-Sep 1# Sebring/Central Florida Sep 14-15*# Homestead/Florida

Sep 28-29# Daytona/Central Florida Oct 5-6# Roebling Road/Buccaneer Oct 19-20# VIR/North Carolina Oct 19-20 Sebring/Central Florida Oct 25-26# VIR/North Carolina Nov 1-3# Road Atlanta/Atlanta Nov 9-10# PBIR/Florida Nov 30-Dec 1 Sebring/Central Florida Atlanta/Alabama (770) 472-0460

Buccaneer (912) 897-1944 Central Carolinas (828) 684-2696 **Central Florida** (407) 568-6902 Florida (561) 318-1383

North Carolina (800) 342-7390 South Carolina (704) 575-5960

SOUTHERN PACIFIC scca-sopac.org

Feb 23-24* Willow Springs/Cal Club Mar 16-17* Inde Motorsports Ranch/ Arizona

Mar 23-24*# Buttonwillow/Cal Club Apr 6-7* Chuckwalla/San Diego, Arizona

Jun 9-10* Auto Club Speedway/ Cal Club

Aug 31- Sep 1* Buttonwillow/Cal Club Oct 5-6* Buttonwillow/Cal Club Oct 19-20 (triple) Inde Motorsports Ranch/Arizona

Arizona (480) 832-1327 Cal Club (661) 304-9382

DRIVERS SCHOOLS

SOUTHEAST sedivracing.org

Jan 31-Feb 1* Roebling Rd/Buccaneer Jul 20-21 Sebring/Central Florida Buccaneer (912) 897-1944 Central Florida (407) 568-6902

SOUTHERN PACIFIC scca-sopac.org Mar 21-23* Buttonwillow/Cal Club Cal Club (661) 304-9382



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

The Jim Russell Racing Schools

(707) 939-7600 jimrussellusa.com Pettiford's Go 4 It Racing Schools

(303)666-4113 go4itservices.com

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

REGIONAL ONLY

Allen Berg Racing School

(888) 722-3220

allenbergracingschools.com

MSR Houston

(281) 369-0677 msrhouston.com

Porsche Sport Driving School

(888) 204-7474 porschedriving.com

Spring Mountain Advanced Driving School (888) VET-4FUN

springmountainmotorsports.com

DRIVERS SCHOOLS

BIR Performance Driving School

(866) 511-7606 birperformance.com **FAASST Performance Driving School**

EAST: (877) 266-4429, WEST: (719) 761-1372 faasst.com

Danny McKeever's Fast Lane Racing School (888) 948-4888 raceschool.com

Pro Drive Racing School

(503) 285-4449 prodrive.net

ProFormance Racing School (253) 630-5130

proformanceracingschool.com

Sports Car Driving Experience

(800) 453-5506

corvetteracingschool.com

Waterford Hills Road Racing Inc.

(248) 623-0070 waterfordhills.com

TIME TRIALS

SOUTHEAST sedivracing.org

Mar 15-17 PDX Road Atlanta/Atlanta Apr 13-14 TT/PDX Talladega/AL TVR May 18-19TT/PDX Road Atlanta/ Atlanta

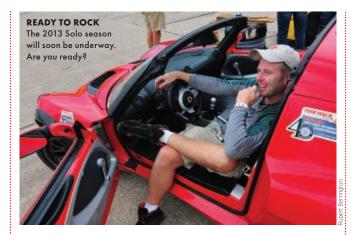
Jun 15-16 HC Chasing the Dragon/ Central Carolinas

Jul 13-14 PDX Road Atlanta/Atlanta Jul 20-21 PDX Sebring/Central Florida Aug 3-4 HC Chasing the Dragon/ Central Carolinas

Aug 31-Sep 1 PDX Sebring/Central

Sep 14-15 TT/PDX/CT Carolina Motorsports Park/South Carolina Sep 28-30 HC Crown Mountain/ Tennessee Valley

Oct 19-20 TT/PDX Talladega/Alabama, Tennessee Valley



Nov 1-3 PDX Road Atlanta/Atlanta Nov 16-17 TT Roebling Road/Buccaneer Atlanta (770) 472-0460 Buccaneer (912) 897-1944 Central Carolinas (828) 684-2696 Central Florida (407) 568-6902 South Carolina (704) 575-5960 Talladega TT PDX (205) 422-1417

SOUTHERN PACIFIC scca-sopac.org Nov 17-18 PDX Firebird Raceway/ Arizona

Dec 8 Arizona Motorsports Park/Arizona Mar 23-24 TT Buttonwillow/Cal Club Oct 5-6 TT Buttonwillow/Cal Club Cal Club (661) 304-9382 Arizona (480) 832-1327

SOLO

TIRE RACK® SCCA ProSolo 2013 schedule to be announced

TIRE RACK SCCA ProSolo FINALE

2013 date to be announced

TIRE RACK SCCA SOLO NATIONAL TOUR

2013 schedule to be announced

TIRE RACK SCCA SOLO NATIONAL CHAMPIONSHIPS

2013 date to be announced

Tire Rack SCCA Solo National Championships, Lincoln Airpark, Lincoln, Neb.

REGIONAL

Date Track/Region

Phone numbers are for Region registrars

ROCKY MOUNTAIN coloradoscca.org Jan 12 Front Range Airport/Colorado Feb 17 Front Range Airport/Colorado Mar 23 Front Range Airport/Colorado Apr 28 Front Range Airport/Colorado May 11 Front Range Airport/Colorado Jun 8-9 Front Range Airport/Colorado Jul 28 Front Range Airport/Colorado Aug 18 Front Range Airport/Colorado

Sep 29 Front Range Airport/Colorado Nov 10 Front Range Airport/Colorado Colorado (970) 980-9970 Pan American (915) 540-1723

SOUTHERN PACIFIC scca-sopac.org

Jan 6 Aloha Stadium/Hawaii Jan 19-20 Aloha Stadium/Hawaii Feb 10 Aloha Stadium/Hawaii Mar 31 Aloha Stadium/Hawaii Apr 14 Aloha Stadium/Hawaii Jul 14 Aloha Stadium/Hawaii Jan 28 Aloha Stadium/Hawaii Aug 11 Aloha Stadium/Hawaii Aug 25 Aloha Stadium/Hawaii

Arizona kkempvet@aol.com **Arizona Border** (520) 907-4797 Hawaii (808) 283-1705 Hawaii-Aloha (808) 349-8813

ROAD RALLY

NATIONAL

2013 date to be announced

RALLYCROSS

NATIONAL CHAMPIONSHIP

2013 Date and Location to be Announced

All dates/events subject to change

* = Double Event CH = Charity Rally #=Fnduro R = Restricted

+ = Addition/Change v = Vintage HC = Hill Climb T = Tentative CT = Club Trial TT = Track Trial

PDX = Performance Driving Experience RR = Regional Rally D = Divisional

GTA = Game, Tour, Adventure Rally

GRC = Great Race Class NT = National Tour NC = National Course RT = Regional Tour

CR = Course Rally SR = Social Rally E-mail addresses for registrars and event

organizers are available at www.scca.com

FOR CHANGES

Club Racing: (785) 232-7229 Solo, RoadRally: (785) 232-7656 RallyCross: (785) 357-7259



Chairman JERRY WANNARKA Vice Chair n LISA NOBLE Secretary TODD BUTLER Treasurer MICHAEL LEWIS

NATIONAL STAFF

VP Program Development
VP Program Development HOWARD DUNCAN VP Finance RICHARD EHRET

VP Club Racing TERRY OZMENT
VP Marketing/Communications ERIC PRILL PRO RACING STAFF
President TOM CAMPBELL

SCCA ENTERPRISES STAFF

President ERIK SKIRMANTS

NATIONAL OFFICE

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

NATIONAL OFFICE INFO, HOURS Mon-Fri, 8 a.m. to 5 p.m. Central time

NATIONAL PHONE NUMBERS Toll-Free (800) 770-2055

Pro Racing (785) 357-7223 Solo (785) 232-7656 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 Pro Racing info/results: sccapro.com

SCCA DIRECTORS

Area 1: Dick Patullo

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

Area 2: Jerry Wannarka 3284 Danmark Drive, Glenwood, MD 21738 (443) 266-7170; jwannarka@scca.com

Area 3: Robin Langlotz 3116 Indian Drive, Orlando, FL 32812 (407) 851-2232; rlanglotz@scca.com

Area 4: Stephen Harris

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

Area 5: Bruce Lindstrand 532 Stiles Ct., Darien, WI 53114 (262) 724-3346; blindstrand@scca.com

Area 6: Lisa Noble 11975 Blue River Hills Road, Manhattan, KS 66503 (785) 539-8604; Inoble@scca.com

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

(817)877-2837;rdjones@scca.com Area 8: Bill Kephart 4735 Centennial Blvd.

Colorado Springs, CO 80919 (719) 632-8000; bkephart@scca.com ea 9: Brian McCarthy

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

Area 10: **John Walsh** 244 Mendon Center Rd., Honeoye Falls, NY (585) 624-9289 (h); jwalsh@scca.com

Area 11: Michael Lewis 18781 Heritage Drive, Poway, CA 92064 (760) 291-1261; mlewis@scca.com

Area 12: **Philip Creighton** 3109 Trotter Parkway, Alpharetta, GA 3000A (678) 366-2100; pcreighton@scca.com

Area 13: Todd Butler P.O. Box 607, Yamhill, OR 97148 (503) 754-0988; tbutler@scca.com



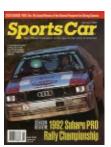
OOTS A JOURNEY INTO SPORTSCAR'S BACK PAGES



10 YEARS AGO.

FEBRUARY 2003

 A news item noted that an MTV reality show asked competitors to name their favorite racecar driver. Rather than an F1 driver, a competitor named a World Challenge driver.



20 YEARS AGO..

FEBRUARY 1993

 Club membership cards had changed from plastic to an all-in-one paper format, but members called for the return to plastic. However, the plastic cards required members to have one card for their membership and another for their licenses.



30 YEARS AGO... I

FEBRUARY 1983

 Several letters were printed complaining that F440 had proven itself as a Regional class and deserved National status. The following year, Mike Leathers claimed the first F440 National Championship in a Zink.



40 YEARS AGO.

FEBRUARY 1973

 Gene Henderson's Press On Regardless Rally win was covered. He found a loophole allowing him to compete, and win, in a Jeep - something not thought legal before.



50 YEARS AGO..

FEBRUARY 1963

 An editorial piece covered the controversy of recent rules changes within the GCR. Some members claimed the various rules changes to be "without justification or too drastic." The conclusion? The changes all abided by Club requirements.



BUILDING A BUZZ

The ARRC (a Regional race which had adopted the name the National Championship Runoffs used to have) was celebrating it's ninth consecutive year of competition at Road Atlanta. In celebration, a marketing blitz, which included television ads. attracted more competitors than the event had seen since its rebirth. The ads also set in motion title sponsorship for the following year's event.



A SIGN

There was no explanation for the photo, but on the final page of the February 1983 issue of SportsCar sat this image. The caption read: "It's not nice to fool with your SCCA sticker..." Indeed, truer words were never spoken.



ARRC ATTACK

This issue of *SportsCar* covered the 1972 ARRC - but at this point in history, the ARRC was what we now call the National Championship Runoffs. The event drew 408 competitors to Road Atlanta, with 108 corner workers braving the cold conditions. Twenty-one classes took the green flag on the 2.52-mile circuit, with one SCCA driver of note, Jerry Hansen, adding to his growing medal count by claiming another three National Championships.

RULE THE STREET

and every street corner



When it comes to ruling the street, and every corner in-between, Eibach has the track-tested springs and suspension components that go the distance – and can even give that tired old tuner a new trick or two, That's why more top race teams and street tuners turn to Eibach and Motovicity as their number-one resource for expert advice and wide selection of race-ready springs, coilovers, shocks/struts, sway bars and suspension hardware, With more in-stock inventory and same-day shipping, we'll help you turn corners into profits, and then you'll understand why our customers say: Motovicity is better than direct!™

















Snell SA2010 and (11) Approved!

AVAILABLE IN SIZES: XSM - XLG. \$899

The best helmets on the market!

free Shipping on All orders over \$100

To order visit us at All The com or contact us TOLL FREE at 866.781.0997



















www.facebook.com/eaferacer

