

The SCCA Member Magazine



71.3

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

The Right Formula

CLUB RACING Majors and Super Tour Race to Florida **TIRE SHOOTOUT** Uncovering the Quickest of the Quick **HISTORY** Ghost Tracks of the Mid-Atlantic







| | TIRES | NY | 177 | 5 | | ompetition Tire Prep your tires for the ultimate of | | |
|--|---|--|---|--|--|--|---|---|
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| | 195/50 R- 15 125 195/55 R- 15 120 205/50 R- 15 120 205/50 R- 16 134 205/55 R- 16 144 205/56 R- 16 144 225/45 R- 16 144 225/45 R- 16 144 225/45 R- 16 144 225/45 R- 17 174 215/46 R- 17 174 215/45 R- 17 164 245/46 R- 17 164 245/46 R- 17 164 225/40 R- 18 219 225/45 R- 18 219 225/45 R- 18 219 225/45 R- 18 219 225/45 R- 18 228 245/45 R- 18< | 205/552R-16 | $\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$ | 215/50 2R-17* | 215/452R-17* 174 225/452R-17* 184 225/452R-17* 184 245/402R-17* 185 245/452R-17* 236 245/452R-17* 236 245/452R-18* 17* 236 225/402R-18* 247 225/452R-18* 247 225/502R-18* 247 235/452R-18* 247 235/452R-18* 257 235/502R-18* 257 245/352R-18* 256 255/402R-18* 269 255/402R-18* 269 256/402R-18* 269 26 | 195/55 B-14 ************************************ | $\begin{array}{c} 2 205(60 2R-13 & 192\\ P 225(45 2R-13 & 204\\ P 225(55 2R-13 & 204\\ P 205(55 2R-13 & 209\\ P 205(55 2R-14 & 219\\ P 205(55 2R-14 & 211\\ P 205(55 2R-15 & 234\\ P 225(55 2R-15 & 234\\ P 25(55 2R-15 & 234\\ P 25(55 2R-16 & 244\\ P 225(55 2R-16 & 244\\ P 225(55 2R-16 & 244\\ P 225(55 2R-16 & 264\\ P 25(55 2R-16 & 267\\ P 25(55 2R-16 & 267$ | $\begin{array}{c} P \ 225/50 \ 2R+15 & -205 \\ P \ 225/50 \ 2R+16^{\circ} & -199 \\ P \ 225/50 \ 2R+16^{\circ} & -197 \\ P \ 225/43 \ 2R+17^{\circ} & -265 \\ P \ 225/40 \ 2R+17^{\circ} & -265 \\ P \ 255/40 \ 2R+17^{\circ} & -275 \\ P \ 255/40 \ 2R+17^{\circ} & -275 \\ P \ 255/40 \ 2R+18^{\circ} & -289 \\ P \ 255/30 \ 2R+18^{\circ} & -289 \\ P \ 265/30 \ 2R+18^{\circ} & -289 \\ P \ 265/30 \ R+18^{\circ} & -289 \\ P \ 265/30 \ R+18^{\circ} & -289 \\ P \ 265/30 \ R+18^{\circ} & -386 \\ P \ 265/30 \ R+18^{\circ} & -386 \\ g \ FForce \ R1 \end{array}$ |
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| | 245/35 ZH- 17 was | 255/35 R- 19 ^x | 285/35 ZR- 18 ^x 293 225/40 ZR- 19235 235/35 ZR- 19332 245/40 ZR- 19323 275/35 ZR- 19356 305/30 ZR- 19 ^x 447 255/40 ZR- 20450 | 245/40 R- 19 | 235/35 ZR- 19 ¹⁺¹ \$414 245/35 ZR- 19 ¹⁺¹ \$435 245/35 ZR- 19 ¹⁺¹ 435 265/35 ZR- 19 ¹⁺¹ 435 305/30 ZR- 19 ¹⁺¹ 488 305/30 ZR- 19 ¹⁺¹ | ST 205/75R- 14° | 285/30 R- 19 ⁿ | 265/35 ZP- 19 ⁿ |
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| K4R lic | ght grey |
|---------|-------------------------------|
| Size | Starting at Weight (lbs.) |
| 15x7 | |
| 15x8 | 149 12.1-13.1 |
| 16x6.5 | 1 59 12.4-12.8 |
| 16x7.5 | 159 16.7 |
| 17x7 | 199 14.0-14.1 |
| 17x8 | |

PF01 bright silver Black available for some applications.

and availability

Size 15x7 15x8.

16x7.

17x7.

17x7.5

17x8..

17x9..

18x7.5.

18x8.5.

18x9...

18x9.5

18x10.5

Size 15x6.5..

15x7.

RC-G4 gold

18x8.

17x8.5.

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Starting at Weight (lbs.)

..... 12.8-13.0

..... 15.6-15.8 252 16 6-17 0

..... 17.0-18.2

..... 17.2-18.6

..... 17.4-17.8

..... 18.2-19.2

..... 18.0-19.2

BILSTEIN

. 261 18.0-18.2

356 20.4-20.8

. 365 21.8-22.8

SUSPENSION

225

234

.243...

. 257 ...

. 275 ...

. 293

. 306 ..

. 320 ..

342..

. 261

Hours EST:



| 16x7 | 139 | |
|---------|-----------------|---------------|
| 17x8.5 | | |
| NA TO | | |
| KI-13 s | ilver/light gre | ey 🛛 |
| Size | Starting at | Weight (lbs.) |
| 14x6 | \$119 | |
| 15x7 | | |
| 17x7 | | 13.7-15.0 |
| 17x8 | | 15.4-15.5 |
| 17x9 | | |
| | | |

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RPF1 bright silver Black and gold available for some applications. Visit www.tirerack.com for sizes,

| pricing and availability. | . ur or uo | 1000111101 01200, | 62 11 |
|---------------------------|------------|-------------------|----------------|
| Size Startir | na at | Weight (lbc) | Bright s |
| 14x7\$1 | | | applica |
| 15x72 | | | pricing |
| 16x72 | | | Size 17x8.5 |
| 16x82 | | | 17x8.5 |
| 17x72 | | | 18x8 |
| 17x7.52 | 39 | | 18x8.5 |
| 17x82 | | | 1888.5 |
| 17x8.52 | 48 | 16.0-16.5 | C3 Ii |
| 17x92 | 257 | 15.0-15.9 | Also av |
| 17x9.52 | 266 | | Size |
| 17x102 | | | 17x9 |
| 18x7.52 | | | C3M |
| 18x82 | | | Also av |
| 18x8.53 | 806 | | Size |
| 18x93 | 333 | | 15x9 |
| 18x9.53 | 342 | | MT1 |
| 18x103 | 351 | | Size |
| 18x10.5 | | | 17x9 |
| | | | |

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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. Starting at Weight (lbs.) Size 15x6 5 16x7 114 16 3-17 2 ... 109...... 17.5-18.3 17x7. **119**..... 18.3-19.3 17x7.5 18x7.5. 109 19.2-19.9

.. 176 20.3-20.5

18x8



C1 light grey Bright silver and black available for some applications. Visit www.tirerack.com for sizes, pricing and availability.

| Size | <u>Starting at</u> \$94 | Weight (lbs.) |
|--|----------------------------|---------------|
| 5x7 | \$94 | 12.8-13.0 |
| 5x7.5 | | |
| 5x8 | | 13.0-14.6 |
| 6x6.5 | | 14.4 |
| 6x7 | | 15.2 |
| C2 lig | ght grey | |
| Bright silver and black available for some applications. Visit www.tirerack.com for sizes, | | |

| - | pricing and ava | allability. | |
|---|-----------------|-------------|---|
| 5 | Size | Starting at | Weight (lbs.) |
| 0 | 17x8.5 | \$144 | |
| 5 | | | |
| 0 | 18x8 | | <u>Weight (lbs.)</u> 19.0 19.2-20.0 |

18x8.5..... 167 20.8-21.2

C3 light grey Also available in black and bright silver. Starting at Weight (lbs.) Size 17x9 C3M light grey (Miata only) Also available in black and bright silve

Starting at Weight (lbs.) \$104.......\$104...... Size 15x9 MT1-R matte grey (BMW only)



Superforgiata polished/black

| AISU available | in nynt yrey. | |
|----------------|---------------|---------------|
| Size | Starting at | Weight (lbs.) |
| 19x8.5 | \$1,391 | 16.5-17.5 |
| 19x9 | 1,402 | 18.3-18.4 |
| 19x10 | | 17.7-19.9 |
| 19x11 | 1,437 | 19.0-21.0 |
| 19x12 | 1,484 | 20.0-20.7 |
| 20x8.5 | 1,565 | TBD |
| | 1 600 | |

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| Size | Starting at | Weight (lbs. |
|--------|-------------|--------------|
| 18x8.5 | \$399 | |
| | | |
| 18x10 | | |
| 18x11 | | |
| 18x12 | | |
| | | |
| | | |



Alleggerita HLT anthracite

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| for sizes, pricing and availability. | | 18 | |
|--------------------------------------|-------------|---------------|----|
| Size | Starting at | Weight (lbs.) | 19 |
| 16x7 | \$259 | | |
| | | 14.2-14.9 | 19 |
| 17x7.5 | | 15.0-15.1 | 19 |
| 17x8 | 329 | 15.4-16.7 | 19 |
| 17x8.5 | | | 19 |
| 18x7 | 395 | 16.5-16.6 | 19 |
| 18x7.5 | 398 | | 19 |
| | | 17.2-18.4 | 19 |
| 18x8.5 | 405 | 17.4-19.1 | 20 |
| 18x9 | | | 20 |
| 18x9.5 | 419 | | 20 |
| 18x10 | 429 | 19.0-20.2 | 20 |
| 18x11 | | | 20 |
| 18x12 | 454 | 22.4-23.4 | 20 |
| | | | |



... 149...... 12.1-13.1

Kojin matte silver/black

Size 17x8

17x9.

Ultraleggera/Ultraleggera

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

| | ng and availabil | |
|------|----------------------|----------------------------|
| Size | Starting at \$205 | Weight (lbs.) 12.0-12.4 |
| | | 14.5-15.0 |
| | | 15.5-16.2 |
| 17x8 | | 16.7-18.0 |
| 18x7 | 355 | 16.5-17.5 |
| 18x8 | | 18.4-18.8 |
| | | 19.4-20.8 |
| | | 20.0-20.6 |
| | | 21.6-23.0 |
| | | 23.0-23.4 |
| | | 23.2-23.6 |
| | | 24.0-24.8 |
| | | 23.0-26.0 |
| | | 24.5-25.5 |
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Down to Business

E nough talk - let's get down to business. For the last couple of issues I've waxed somewhat poetic about changes within the Club, redesigns of the magazine, and differences in opinion by the membership over the 70 years of the SCCA's existence. But does any of that *really* matter? At the end of the day, aren't we're here for the competition?

I don't really care if your thrills come from volunteering, running RoadRallies, kicking up dirt in RallyCross, dodging cones in Solo, or racing wheel to wheel, ultimately we're here for the same reason. And, hopefully, this issue captures some of that.

On the cover you'll find an amazing piece of machinery. If you don't recognize the winged beast, it's the University of Kansas Formula SAE car that won the FSAE competition in Lincoln, Neb., in 2012, and then backed

I'm pretty confident when I say that some of the results will surprise you. They surprised me."

that up with the FSAE win at the 2012 Tire Rack Solo National Championships. It's fast, it looks mean, and it's completely designed and built by the next generation of SCCA members who are still in college. You can read more about it starting on pg. 36.

This issue also contains a competition tire shootout. This is the first DOT-legal competition tire challenge that *SportsCar* has organized in a long, long time. To pull it off, we borrowed a tuned version of one of the hottest cars on the market, the Scion FR-S, and convinced 2010 Pirelli World Challenge Touring Car Champ Robert Stout to pedal the car around with six different tires bolted to it. I'm pretty confident when I say that some of the results will surprise you. They surprised me. Want to be surprised? Flip to pg. 30.

On pg. 48 is coverage of the first U.S. Majors Tour and BFGoodrich Tires Super Tour of the 2013 season, which took place at Sebring Int'l Raceway in early January. In preparation for the ProSolo season kicking off in early April, on pg. 52 you'll find a number of helpful tips to make your 2013 Tire Rack ProSolo National Series attempt that much more fruitful.

There's way more in this issue (including an installment of our popular Ghost Tracks series, and a feature diving into helmet safety), but I would be remiss not to mention what's coming up in the next couple of issues. The April issue is going to mark the return of SportsCar's new member guide. Like the March 2012 issue, the issue will be an all-inclusive guide to every aspect of the Club. Once you receive the issue, I encourage you to read through it, and then hand it to a friend who isn't an SCCA member. The May SportsCar will be another must-read issue, as we'll continue our coverage of the 2013 Super Tour series with Round 2 at Auto Club Speedway, and we'll bring you all of the details from the 2013 SCCA National Convention. There will also be a number of tech articles that should pique your interest.

But like I said, enough talk. It's time to go racing!

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GEAR TO GO It's time to break out the helmet and gear because the 2013 competition season is already upon us.

THE OFFICIAL PUBLICATION OF THE SPORTS CAR CLUB OF AMERICA

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VANTAGE POINT JEFF **DAHNERT** PRESIDENT AND CEO OF SCCA INC.

A Resolution (albeit late) purposely waited to write this month's column until the New Year and all of its opportunity and possibility was upon me. So as the day dawns on Jan. 1, 2013 and I make my own resolutions for the year at hand, I hope you will find 2013 to be inspiring and that you have also set some goals for yourself.

If you are relatively new to the Club, you may not yet have discovered all the ways that you can become involved. But, if I can urge you to add one late resolution to your slate of endeavors for 2013, it would be to get out and participate! Get your car on a Solo course, a racetrack, a RallyCross course, or in a RoadRally competition. Do it! This is why we exist. We are not a

If you are relatively new to the Club, you may not yet have discovered all the ways you can become involved"

Club of collectors, we are a Club of participants - and you will get the biggest rewards when you get behind the wheel and participate.

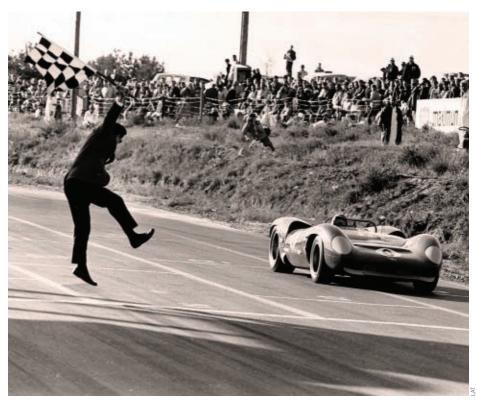
Each month you should be receiving an e-mail tailored specifically to you, which shows events in your area. You can also go to the SCCA Website and find the upcoming events that may interest you. If you haven't yet participated at an event, make the commitment right now that 2013 will be the year that you turn a wheel at an SCCA event. And, if you are a member who is already participating in SCCA events, make the commitment to welcome and assist a new member who is just getting started.

We have a rich and full history of people who made their names in SCCA. Mark Donohue, Bobby Rahal, Carroll Shelby, and many others have

an SCCA pedigree. Whether you strive to reach the level of competition that these people have reached or you

RICH HISTORY The SCCA has an incredible history, and photos to prove it - like this one of Mark Donohue winning at Mosport in 1966. When you participate, you continue the areat tradition of the Club. just want to compete against yourself and your times, it starts by getting behind the wheel and participating. Whatever your area of competition, make the commitment that 2013 is the year you step away from the video games and into reality. While the graphics and sounds of some of the games are exciting, they cannot compare to the sights, sounds, smells, and g-forces that are part of the real motorsports experience.

There is an old saying that goes, "Those who can, do. Those who can't, teach." While this isn't a saying I personally agree with, you won't know whether you can or can't until you try it for yourself. My father had a saying that he repeated to me time and time again and it has stuck with me. It was one of his favorites, and he used it on many young people who needed some inspiration. "What do you mean you can't? Can't never did anything until he tried!" You can do this, and SCCA will provide the opportunity. And above all else, have fun! ()





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INSIDE THE BOARD Lisa Noble

CHAIRMAN, SCCA BOARD OF DIRECTORS

e're the best amateur motorsports organization in the country, and it's time to act like it. You heard these words from me last month, and you'll hear them again. This is an attitude that SCCA members should take as a rallying call. So often we only hear from the Internet naysayers or black helicopter theorists who delight in crying fault to the bigger world. As Club members, it is time for us to take back ownership and responsibility for success. It is time to regain our pride in excellence and focus on progress and solutions. It is a chance for us to begin reclaiming SCCA's position as the best.

As we make this cultural shift, I want to define some of the strengths at the core of our Club's identity. This should be an ongoing conversation. Here is my short list - a work in progress.

Competition. OK, that's easy. We

Our shared experiences are an incredible bond. A sense of trust and confidence in one another is key"

are all about it. It's essential to each of our programs and motivates our drivers to their best mental, physical, and mechanical efforts. Our volunteers crave its excitement and appreciate the expenditure needed to make it happen.

What else? As the old saying goes, "I came for the racing and stayed for the people." We've heard it a hundred times and it is true for many of us. Our shared experiences are an incredible bond. A sense of trust and confidence in one another is key to the SCCA experience.

As I thought about this, there just didn't seem to be a single word to express the idea. The closest I could

Competition, Camaraderie, Driven, Skills, Real Life

get to it was camaraderie. Though we know it's so much more, let's go with it: *camaraderie*.

We seem, pardon the pun, driven to participate. People for whom the SCCA is a way of life recognize that what is gained is worth the time, money, and effort. We are motivated to bring our best and to do it for as many weekends as we can possibly manage. We are *driven*.

Skills. We have ability and talents at such high levels that we are recognized by other race organizations as the model to follow. Top-notch expertise in timing, flagging, emergency response, course setup and design, safety of all sorts, engineering dynamics, technical specifications, driving, crew support - in fact, there isn't enough space to list everything in the depth needed. But the point is, we have the knowhow to run a motorsports event from conception through competition to turning out the lights at the end of an event.

Then there is *real life* participation. We get out there and live it. Almost every weekend during the year there is an SCCA event with great competition, camaraderie, and people who are driven to succeed, using amazing skills and recognized as leaders in the sport. We don't view it on a screen or read about it in a book or on the Web - we bring it to life.

Do these five words truly describe the breadth of what the SCCA brings to motorsports? I don't think so. There definitely is more. I would love to read your letters to the editor weighing in on which aspects of the SCCA experience you value most. It is your Club. What makes *you* proud to be an SCCA member? •

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SOLO SAFETY

In the January 2013 issue, I was surprised to see what appears to be a picture of a course worker seated between two ProSolo cars at the starting line not looking at either car, although one car had already launched for its run. As a Solo Safety Steward, part of my job is ensuring that the course is safe for all participants. That includes the drivers, spectators, and finally, the course workers themselves. From past experience I know that a course worker cannot outrun a car out of control - the person can only dodge the car if the course worker is actually looking at the car. Finally, given the course worker's proximity between the dual starting lines, the course worker should be standing behind the starting lines watching the cars launch. Even given the low probability of a driver losing control of his or her vehicle during the launch off the line. play it safe, and remember that Murphy's Law is always in effect! Gregory Smith

"The photo in the January issue does show the starter farther forward than is normal, as usually the chair is positioned about five feet farther back [behind the big green cones]," explains Howard Duncan, SCCA's Vice President of Rally/ Solo and Special Programs.

"Occasionally during our Friday practice starts we will move to this forward position if cars are having trouble staging, as it allows us to assist the drivers by watching what on

RANTS REVS

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their car might be tripping the light beam. In this case, apparently the chair did not get repositioned.

"As to why the worker is seated, since the normal procedure in ProSolo is to have the drivers focus on the shot clock and then the tree, the starter is not actively involved in the process from the driver's perspective and can be a distraction. However, if there is an issue on course that requires the start be held, the starter stands up and takes several steps forward with his or her hands up to alert the drivers at the line of an issue. By having the starter seated most of the time and largely out of site creates added emphasis when he does stand up."

CLUB PRIDE

I try to thank everyone individually, but for once I decided to write in to thank everyone in one big go. Every time I read about drivers and volunteers heading to a children's hospital to cheer up sick children [January 2013, North Coast News], I have an overwhelming feeling of pride of being an SCCA member. The old adage is that we came for the cars and stayed for the people. To me, it's what we do after we decide to stick around that makes this Club so fantastic. Patricia Rivera

THE NEW LOOK

I have just finished consuming the January issue of SportsCar, and I nearly read it from cover to cover. Congratulations on a truly outstanding issue. The coverage of the professional series was superb and I enjoyed the articles about the Acura TSX and George Follmer as well. As a 40-year member of SCCA. this is one of the finest issues that I can remember.

On the other side of the coin, I suspect that you have heard of "the graying of SCCA." As part of that

demographic, I have to complain about some of the layout changes that have been made to the magazine that make it very hard for us old geezers to read. The main type font keeps getting smaller and smaller. In the series results, every other entry is in a light grav color that is very difficult. if not impossible, to make out without finding a magnifying glass. Your designers have done a terrific job with the recent changes in presentation of the magazine - now if you can just work a little more on function you will make a certain group of readers much happier. Thanks for the great magazine!

John Goetzman

We would like to thank everyone who contacted us



with their thoughts and comments on the new design. You'll find, over the last few issues, we've been fine-tuning the magazine beyond what was unveiled in the January issue. As is the case with

anything, this design is most definitely a work in progress and will continue to improve as the year progresses.



SportsCar magazine welcomes letters. The opinions expressed here are the opinons 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.

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MAJORS EASTERN CONFERENCE GETS NEW DATE The Double Majors Club Racing weekend at Road Atlanta,

which was originally slated for May 17-19, has been moved to March 15-17, 2013. Be sure to mark your calendars.

2013 SOLO SCHEDULES, PLUS NEW SERIES

looster

The 2013 Tire Rack SCCA National Solo Series schedules have been announced, with 27 events spanning seven months, covering 16 states and featuring three unique event formats.

Included on the 2013 calendar is the introduction of the Tire Rack Match Tour, featuring the Evolution Super Shootout. In addition to nine Match Tours, the series will feature 10 ProSolo rounds, seven Championship Tour rounds, and the 41st Tire Rack SCCA Solo National Championship.

The Tire Rack ProSolo Series kicks off in Irvine, Calif., on the weekend of April 6 at the El Toro Air Base.

The 41st Tire Rack SCCA Solo National Championships, is on the schedule for Sept. 3-6"

The series features nine regular season rounds with the traditional Finale event once again opening the Tire Rack Solo National Championship week in Lincoln, Neb. Tire Rack ProSolo stops include return engagements in Mineral Wells, Texas, East Rutherford, N.J., Washington, D.C., Farmington, N.M., Packwood, Wash., and Toledo, Ohio, on standalone weekends.

In addition, ProSolo events will return to the double event weekends in Lincoln, Neb., for the Spring Nationals and the Fourth of July weekend's Summer Nationals in Blytheville, Ark.

Officially, the Tire Rack National Tour program is being split into two formats. In addition to the new Match Tour weekends, the traditional Tour format will become the Championship Tour, reflective of its tie to the format of the Solo National Championships. Including the two weekends

OVERDRIVE

2013 Tire Rack SCCA National Solo Series will keep competitors running full tilt, with 27 events covering 16 states.

NEW CHAIRMAN OF SCCA BOARD

In its final meeting of 2012, the SCCA Board of Directors named Lisa Noble as the chairman for 2013. Noble is a long-time Kansas Region SCCA member and begins her sixth year as the Area Six Director.



TIRE RACK SOLO CHAMPIONSHIP TOUR

| March 23-24 | Texas A&M, College Station, Texas |
|-------------|--|
| March 30-31 | Qualcomm Stadium, San Diego, Calif. |
| April 27-28 | Dover Downs, Dover, Del. |
| May 26-27 | Spring Nationals, Lincoln Airpark, Lincoln, Neb. |
| July 6-7 | Summer Nationals, Arkansas Aeroplex, Blytheville, Ark. |
| July 13-14 | Hampton Mills, Packwood, Wash. |
| Aug. 3-4 | Wilmington Airpark, Wilmington, Ohio |
| Sept. 3-6 | Tire Rack Solo National Championship, |
| | Lincoln Airpark, Lincoln, Neb. |

TIRE RACK MATCH TOUR

| March 16-17 | South Georgia Motorsports Park, Adel, Ga. |
|-------------|---|
| April 6-7 | Wilmington Airpark, Wilmington, Ohio |
| May 11-12 | St. George Airport, St. George, Utah |
| June 1-2 | Grissom Aeroplex, Peru, Ind. |
| June 15-16 | Mineral Wells Airport, Mineral Wells, Texas |
| June 22-23 | Pikes Peak Int'l Raceway, Fountain, Colo. |
| July 13-14 | Miller Park, Milwaukee, Wis. |
| July 20-21 | Devens Airfield, Ayer, Mass. |
| Oct. TBD | Arkansas Aeroplex, Blytheville, Ark. |
| | |

TIRE RACK PROSOLO NATIONAL SERIES

| April 6-7 | El Toro Airfield, Irvine, Calif. |
|-----------------|--|
| April 13-14 | Mineral Wells Airport, Mineral Wells, Texas |
| April 20-21 | New Meadowlands, East Rutherford, N.J. |
| May 24-25 | Spring Nationals, Lincoln Airpark, Lincoln, Neb. |
| June 8-9 | FedEx Field, Washington, D.C. |
| June 29-30 | McGee Park, Farmington, N.M. |
| July 4-5 | Summer Nationals, Arkansas Aeroplex, Blytheville, Ark. |
| July 20-21 | Hampton Mills, Packwood, Wash. |
| July 27-28 | Toledo Express Airport, Toledo, Ohio |
| Aug. 31-Sept. 1 | ProSolo Finale, Lincoln Airpark, Lincoln, Neb. |
| | |

combined with ProSolo, the sevenevent Championship Tour schedule includes College Station, Texas; San Diego, Calif.; Dover, Del.; Packwood, Wash.; and Wilmington, Ohio.

The inaugural Match Tour will be held at South Georgia Motorsports Park on the weekend of March 16. The Match Tour format features class competition on Saturday and the Evolution Super Shootout on Sunday. The Shootout format allows the 48 fastest drivers to mix with the top four Ladies class competitors, as well as 12 random drawn drivers in a four-ladder tournament to see who can take home the weekend's top prize. Held on a traditional, championship style course, Match Tours blend long, fast flowing courses with the excitement of elimination competition.

Solo's crown jewel, the 41st Tire Rack SCCA Solo National Championships, is on the schedule for Sept. 3-6, with the ProSolo Finale taking place on the Labor Day weekend. The season ender is part of the triple crown of holiday weekends, with the Spring Nationals once again on Memorial Day Weekend and the move of Summer Nationals to Fourth of July Weekend.



FORMULA VEE TURNS 50

The United States Formula Vee racing community celebrates its 50th birthday at Savannah's Roebling Road Racetrack April 5-7, 2013. With the support of the SCCA, this race will follow the "Festival" format in which hundreds of racers and their families will celebrate this racing milestone and the historic Brundage Cup. Held every five years, the event draws drivers and cars from across the globe as well as the "who's-who" of Formula Vee racing.

"This is going to be a great event for a class that has rich history, tradition, and unparalleled competition," says 2007 Brundage Cup Winner, Jeremy Grenier. Roebling Road's proximity to Savannah offers local history, camaraderie, the occasional feverish racecar repair, and a 2.02-mile asphalt road course with nine challenging turns.

For additional details, go to formulaveeracing.org/ fv50th.

REGIONAL SOLO DEVELOPMENT MANAGERS

In an effort to assist SCCA Regions with local Solo events long-time members Raleigh and Velma Boreen have been appointed as Regional Solo Development Managers. The newly created field staff positions will serve as liaisons between Region event organizers and the National Office, offering ideas, resources and assistance to those putting on events.

The Boreens will be attending the SCCA National Convention in Las Vegas, Nev., on Feb. 28-March 2, 2013, to meet face to face with a number of region officials, and contacting others by telephone. They can be reached via e-mail at **rvboreen@gmail.com**.





U.S. F1000 CHAMPIONSHIP EAST

The U.S. Formula 1000 East Championship series returns with a schedule that focuses on five specific SCCA SafeRacer National Series double race weekends and the SCCA National Championship Runoffs. Details can be found at **www.usf1000.com**.

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 DECEMBER 2012 | | | | |
|------------------------------------|-----------|------------------|--|--|
| NAME | REFERRALS | REGION | | |
| Warren Leach | 56 | San Diego | | |
| Brian Ghidinelli | 46 | San Francisco | | |
| Julia Aebersold | 30 | Kentucky | | |
| Norma Williams | 24 | Kansas City | | |
| Mike Adams | 22 | Tennessee | | |
| Gayle Jardine | 20 | Cal Club | | |
| Allan Coy | 18 | Cal Club | | |
| John Zuccarelli | 16 | Florida | | |
| Don Johnson | 15 | Buccaneer | | |
| Karen McCoy | 16 | Oregon | | |
| Shannon Sheflin | 13 | Blackhawk Valley | | |
| Colin Fiedler | 12 | Milwaukee | | |
| Michael Jones | 12 | South Carolina | | |
| Shari McCoy | 12 | Cincinnati | | |
| Carol DeBorde | 11 | Reno | | |
| Sherri Masterson | 11 | Northwest | | |
| Meg Meyer | 11 | South Jersey | | |
| Ginny Blackson | 10 | Central Kentucky | | |
| Timothy McMaster | 10 | Reno | | |

There are 2,194 additional members with at least one referral.

REGION LEADERS

| REGIOI VEL/ IDERIO | | |
|---|--------------------------|------------------------------|
| (Category based on 201 REGION | 1 year end mem GROWTH | bership) RETENTION |
| Jumbo (800+) | | |
| Detroit | 6.7% | 81% |
| Milwaukee | 3.3% | 80% |
| Oregon | 2.8% | 75% |
| Large (401-799) | | |
| Central Carolinas | 6.9% | 76% |
| St. Louis | 6.1% | 72% |
| Houston | 4.5% | 78% |
| Medium (200-400) | | |
| South Bend | 11.1% | 71% |
| Kansas | 10.6% | 84% |
| Northwestern Ohio | 8.8% | 75% |
| Small (<200) | | |
| South Texas Border | 43.4% | 64% |
| West Texas | 36.1% | 86% |
| Southern Illinois | 33.3% | 79% |
| | | |

DRIVER OF THE YEAR Scott Fraser picked up the Driver of the Year Award for his performance in 2012.

SOLO DRIVER AND ROOKIE OF THE YEAR

A host of top performances from the 40th Tire Rack SCCA Solo National Championships in Lincoln, Neb., have led to recognized honors in the Solo community for 2012. Scott Fraser and Tristan Littlehale have been selected by the Solo Events Board for Driver of the Year and Rookie of the Year, respectively, while an additional 11 drivers claimed Solo Triad Awards for their on-course skills.

Fraser was named Driver of the Year for his outstanding effort in winning the CSP National Championship by 1.2sec over defending Champion Tim Aro. Fraser previously had won the class championship in 2010 and is widely known as an instructor who openly shares his knowledge with newcomers. Fraser got a boost in his effort after finding a teammate and car owner in Tom Kubo, with both drivers improving their finishes under the new setup.

Littlehale attended the Tire Rack National Championships for the first time in 2012 and left as the STU National Champion. Littlehale won in a 1997 BMW M3 that is a dark horse car in a class dominated by all-wheel-drive, turbocharged cars. The 21-year-old college student is studying mechanical engineering and uses his winning car as his daily driver.

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:



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Through the Volkswagen Supplier

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



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



MAJOR CONTINGENCY

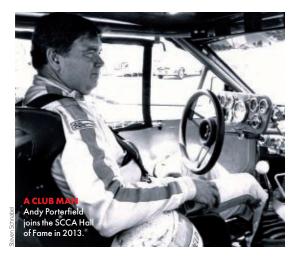
While a few programs are not yet finalized, a number of manufacturers have increased support for the U.S. Majors Tour. For complete Club Racing contingency information, visit **www.scca.com/clubracing**.

> LE MANS SUCCESS As a driver, Carroll Shelby won the 1959 24 Hours of Le Mans (BELOW), sharing with Roy Salvadori. As an entrant, Shelby added two more in 1966 and '67, running factory-supported Ford GT40s.

SCCA UNVEILS 2013 HALL OF FAME CLASS

Road Racing legends Skip Barber, Bill Noble, Bobby Rahal, Carroll Shelby, and Andy Porterfield compose the 2013 SCCA Hall of Fame Class for significant contributions to motorsports and the SCCA. The newly selected class will take their positions amongst the giants of the Club during an induction ceremony at the SCCA National Convention on Saturday, March 2, 2013 in Las Vegas.

The SCCA National Hall of Fame was created in 2004 to preserve, protect and record the history and accomplishments of the Club by acknowledging those members who have made a significant impact on the development of SCCA, be it through



service to the national organization, achievements in national competition, bringing national recognition to SCCA, or a combination of these factors. Nominations were submitted to and reviewed by the Hall of Fame Nomination and Selection Committees before the inductees were selected.

More details on the SCCA Hall of Fame is available at **www.scca.com**, with information also being printed in *SportsCar's* May issue coverage of the SCCA National Convention.

It's not too late to register for the National Convention, which includes the Hall of Fame induction ceremony. For more information, head to **www.scca.com/convention**.





Michael John Feifer

Nicholas M Guarriello

Michele Guarriello

Leslie Jefferies

Bret Frank

REGISTER, THEN COMPETE

All competitors should take a few minutes to visit www.scca.com and check out the contingency section. And make sure to register for the 2013 programs before competing in any event.

ANNIVERSARIES

SCCA MEMBERS CELEBRATING 25-65 YEARS

65-YEAR MEMBERS Dean Bedford

60-YEAR MEMBERS Mario Leao

David B Coopins

55-YEAR MEMBERS

William Green Roland Heacox Sophia M Pavton

50-YEAR MEMBERS Larry Dent

Bob Gelles

45-YEAR MEMBERS Terry Allard

R Gavey Bean Gayle Franklin Ron Franklin Noah L Lacona

Kip Laughlin Robert H Rosen Tom L Simpson . Dave Weitzenhof

40-YEAR MEMBERS

Barbara L Archer Ronnie P Chuck James J Goughary John S Henderson John W Lampley David J Manley Alfred M Sanzari John C Sheridan **Richard Teagar** Frederic D Thierbach Patricia A Turley James C Whitaker Bill J Young

35-YEAR MEMBERS

Paul T Abbott Richard G Anderson Dorothy A Brookman John Wesley Brookman Christos D Cartsonas Jerry Casini Richard L Cole James J Farrell Melissa Farrell Jeffrey F Jackson Douglas S Jewett Lloyd E Johnson Ricke D Katko Richard L Kidd John Peter Montano Gary Moser Lenore Panas

J Dane Pitarresi David Price Beverly J Sattler David Schnoerr Nelda F Snow Vivian Stegall Kathleen Wenzel Estus White III Thomas A Williams

30-YEAR MEMBERS

Zave Aberman Robert Brooks Lawrence D Crowley Charles C. Dvorak

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| Ron Wilcox Stanley Earl Wilson | |
| 25-YEAR MEMBERS D E Baer Robert Bosworth Steven A Brown Randal Buck Dane Campbell Donald C Carl | |
| Donna M Chesnut | |
| Andrew Clemensen Thomas E Colter Wt Pete Fagan Donna L Galuardi Betsey Hall Ann F Hamilton Rick Hamlet William Ronald Hirabayasl Caye Hodges Bill Hunter Bill Hunter Kasey Johnson Roger Howard Johnson Lawrence E Masten Terry Mayo Chris Moore Nicole Morhaus Robert Nelson Walt Nelson | ſ |
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| 2/29/1988 2/8/1988 2/16/1988 2/25/1988 2/18/1988 2/18/1988 | Cal Club San Francisco Washington DC San Francisco Arizona Border Northeast Oklahoma |
| 2/12/1988 | Western New York |
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AUTOMOTIVE SCHOLARSHIP APPLICATIONS NOW AVAILABLE

Applications for automotive scholarships are now available through the 2013 SEMA Memorial Scholarship Fund (SMSF) at

www.sema.org/scholarships.

Students preparing for careers in the auto or auto parts industries may be eligible for financial awards of up to \$5,000.

"Students coming through the SEMA Scholarship Program have demonstrated such great potential [that] we've increased the scholarship prizes to reward and better help prepare these students for careers in the specialtyequipment industry," says Jamie Eriksen, SEMA education director. "Our hope is that we'll continue to attract highly qualified students who will contribute and make strong, positive impacts in our industry."

Unlike financial aid and student

Our hope is that we'll continue to attract highly qualified students" **JAMIE ERIKSEN**

loans, the SEMA Memorial Scholarship is a one-time award that does not have to be paid back. Awards are granted to eligible applicants based on academic achievements, work experience, community involvement, essay content and recommendations. Students may re-apply each year, provided that they still meet the eligibility criteria.

A loan forgiveness award is also available to recent graduates who are working for SEMA-member companies and paying off existing student loans. Details and applications for both the scholarship and the loanforgiveness awards are available at www.sema.org/scholarships. The application deadline for all SMSF awards is March 29, 2013.

STARTING LINE

The Starting Line is a new way to entice friends and family interested in Solo, but lacking direction on how to get started. The Starting Line is a partnership between SCCA, the Tire Rack, and Evolution Performance Driving School. For more details, visit **www.sccastartingline.com**.





Rupert Berring

Eleven Solo drivers captured the prestigious Solo Triad Award in 2012. The Triad Award goes to drivers who win a National Championship, a Tire Rack Solo Championship Tour event, and a States Championship in the same class.

Seven drivers had fulfilled the requirements and claimed the award with National Championships in

Lincoln, Neb., in September 2012, led by ESP Champ Mark Madarash's third such award in the four-year history. Jeff Kiesel claimed his second with an EM title, while Shelly Monfort (SSL) became the second woman to earn the award. Lane Borg (AS), Andy Hollis (STF), Joe Tharpe (SSP), and Carter Thompson (SSM) added their names to the exclusive list. Four drivers joined the group following the Tri State Challenge National Tour at Blytheville in October. Bartek Borowski (ES) and Clemens Burger (BM) added their names to the three-time winners list, with Ladies Class champions Kim Whitener (STSL) and Tara Johns (SSML) joining Monfort among the highly decorated women in the sport.

TRI SOLO

Shelly Monfort collected her second Solo Triad Award in 2012.



SCCA EXTENDS PARTNERSHIP WITH BFGOODRICH TIRES

The SCCA is extending a partnership that designates BFGoodrich Tires as the "Official Street Tire of the SCCA" and title sponsor of the BFGoodrich Tires Super Tour events through 2014.

The BFGoodrich Super Tour highlights the SafeRacer National Series schedule with prestigious events at Sebring International Raceway, Auto Club Speedway, Circuit of the Americas, Mid-Ohio Sports Car Course, VIRginia Int'I Raceway, and Watkins Glen. Each of these events is a part of the 2013 U.S. Majors Tour.

In addition to the extension, BFGoodrich Tires strengthens its partnership with SCCA by expanding its presence in the Tire Rack SCCA Solo Championship Tour and the Tire Rack SCCA ProSolo Series, with an enhanced program for the country's premier autocross events. That program will include joint promotional activities with the SCCA and a larger contingency program for participants.

The club's annual BFGoodrich Tires Worker of the Year Award will continue to recognize those integral to success in the sport. One standout volunteer in each of the SCCA's nine geographic divisions will be selected as Worker of the Year and receive a set of BFGoodrich tires, while one winner selected to take a special grand prize.







NOT AS I DO

Smart driving is also keeping focus. Don't wreck it on the cool-off lap or in burnout celebration slides (now that is shameful). And don't do as l once did: spin it planning your podium speech while leading comfortably on the last lap. Sorry, 1960s Elva star Charlie Kolb, that should have been your amazing vintage enduro co-drive win at 80 years of age!

t's not all preparation and talent you have to have some good luck to win. Actually, some *will not* win without a lot of good fortune. Like when everybody else breaks. Still counts! And yes, to win consistently, you must have prep and skill. It is fun to think back on races that should have been won, or others that could easily have been lost. Stay humble, because most times when you win, a couple others might have beaten you with just a little lucky break.

At the 24 Hours of Daytona, middle of the night in 2001, I'd just gotten out, and it was in tricky, damp conditions. Pit lane is always the last to dry, long after the race circuit is on pace. Add cool winter Florida darkness (old-timers joke that the coldest place on Earth is Daytona at 3 a.m.; a humid 42F will chill ya to the bone in just a fire suit), stir in a new set of slicks, and top it off with that diabolical decreasing tight left near the end of pit exit, after the pit speed limit drops, and it is a recipe for disaster. We're leading GT, so the TV is on my young and fast co-driver as he falls into the trap and prangs it off the pit lane wall. Collective gasp of horror! It's over, done. Well, no, Lady Luck is on our side, and the Porsche is OK - a minor miracle. Hours later, we win.

Then, in 2006, we're leading at the 24 Hour race again with just a half hour to go. I'm driving and I smell an acrid burning stench. Tire rub? Haven't bonked anything in a while, and the handling is good. Gauges all look right. "Campfires," says the crew chief. Nah, too toxic. I drop the revs a thousand, just in case, and we win it again. Crew pops the deck lid. Serpentine belt is hanging two ribs off, rubbing on everything. Yikes! That's the water pump and alternator, folks, so but for good fortune, we would have lost it. The Runoffs at Mid-Ohio in 1994:

POBST POSITION Randy Pobst

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

Luck

After a couple of laps in the morning warm-up, we raise the hood on the Miata and a tiny stream has sprouted from a little bypass hose - a pinhole. I have never seen anything like it. Michael Galati kicked my tail that day, but if that hole had shown up a couple of laps later, we'd have lost the second place. Luck again.

I'm doing TV commentary at the National Championship Runoffs in 2012, watching Eric Prill lead FP in his Miata. Just a lap to go when, suddenly, the rears lock at Canada Corner and he's backwards into the gravel! His brake master failed; something he

Collective gasp of horror! It's over, done. Well, no, Lady Luck is on our side, and the Porsche is OK – a minor miracle " admits had been in the car a long, long, time. But after years, just another five minutes would have done it. Bad luck for Eric, good break for winner Steve Sargis.

You can make your own luck by getting ready before you ever get to the track, and with smart driving in the race. Improve it anyway, no guarantees in racing. Easy on the equipment, no banging wheels risking damage, no crashes that interfere with development during the season, and don't go any faster than you must to win. There is no shame in backing off a little with a big lead - it is better to improve your odds that nothing will go wrong. Slow your mechanical pace, sure, drop your shift point five hundred revs, leave a couple feet at track out. But, keep your brain locked in and fully on, all the way back to Victory Circle. ()



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The new Jongbloed 700 Series Flow Formed wheel utilizes an initial pressure casting that is spun up and, while heated, the outer portion is pulled by steel rollers pressing against the rim to achieve its final width and shape. This process creates a rim with strength similar to a forged wheel without the high cost. **jongbloedracing.com**

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ESSENTIAL TOOLS, ACCESSORIES, AND GEAR FOR RACE



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MSD Performance raises the EFI bar with its next generation of the Atomic EFI - the Atomic LS platform. The Atomic LS platform incorporates electronics into the fuel rail, eliminating the bulky ECU and wiring harness, leading to a cleaner installation. **atomicefi.com**

BOOK: THE STAINLESS STEEL CARROT

The Stainless Steel Carrot is a snapshot of 18 months in the life of professional racing driver John Morton. Originally published in 1973, Wilkinson has added an entire new chapter centered on the successful BRE race team, including Morton, to this latest edition. This 368-page edition includes more than 150 images. **\$46 brownfoxbooks.com**



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converter, while being eco-friendly. **kookscustomheaders.com**



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





SUPPORT FOR THE FOUNDATION

Years ago, I remember giving a presentation to an official at a community college where I was trying to secure a parking lot for a Solo event. During the conversation I threw out a business card to try to show him I was gainfully employed and not some crazy person wanting to just drive around his parking lot. I was successful that day because I made a solid presentation but, more importantly, I had the SCCA backing me up. One of the things about the SCCA is we are a huge national organization and we have well-organized events. Something we can *and should* be very proud of is the depth of our Club.

One of the aspects of our Club that, at times, is forgotten is the charitable

The Foundation seeks support from a variety of sources, which includes SCCA members"

side of the Club: the SCCA Foundation. I know I have mentioned it in previous articles, but it is worth saying again, the SCCA Foundation is funded by donations, not by SCCA Inc. The SCCA Foundation reflects the charitable side of our work, and it is our mission to find ways to give back to the communities in which we live and work.

In January 2013, the SCCA Foundation launched a new annual giving program that will support the goals of the organization and recognize those who participate as key donors for this important work.

The Foundation is focused on creating, developing, and facilitating programs that foster awareness and an all-encompassing knowledge of automotive and competitive motorsports activity. The four pillars that support the SCCA Foundations mission include automotive programs, historical preservation, communications/marketing, and assurance of support for the Foundation. To successfully achieve the mission, the Foundation seeks support



MANY GOALS The SCCA

The SCCA Foundation has a number of goals, one of which is to educate young people about safety behind the wheel. from a variety of sources, which includes SCCA members and corporate sponsors. Some have supported the Foundation for many years; others are new supporters. Each is critical to the achievement of the work.

It's important to note that all gifts to the SCCA Foundation are tax deductible. If you are interested in renewing your gift annually, you will have an opportunity to note that on

GIVING LEVELS

In recognition of those who support the SCCA Foundation, the Foundation's Board of Directors has established several giving levels.

LEGACY CIRCLE – For those donors who wish to establish a perpetual gift (bequest, trust, etc.) that will support the Foundation for years to come. Based on giving levels, the recognitions noted below will be awarded to Legacy Circle members.

WINNERS' CIRCLE – Recognitions listed below plus listing in all publications and at the Annual Meeting

- \$25,000 and more
- Additional benefits for sponsorships above \$25,000 can be negotiated individually

FINISH LINE – Recognitions listed below and name prominently placed on the Website

- \$15,000-\$24,999

the donation form, and the Foundation will send a renewal notice at the appropriate time.

Donors can make a contribution by going to www.sccafoundation.org, completing a donation form, and paying by credit card or mailing a check payable to SCCA Foundation.

The Foundation looks forward to hearing from you and is most grateful for your support! •

GREEN FLAG – Recognitions listed below and a plaque (varies based on giving level)

- \$10,000-\$14,999
- \$5,000-\$9,999
- \$2,500-\$4,999
- \$1,000-\$2,499 Recognitions listed below and a certificate for framing

STARTING GRID

- \$500-\$999 Recognitions listed below and a token of appreciation
- \$100-\$499 Recognitions listed below and a token of appreciation
- \$50-\$99 Thank you letter and recognition in *SportsCar* magazine
- \$20-\$49 Thank you letter and recognition in *SportsCar* magazine





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INSIDE TRACK

SHERRIMASTERSON IS NORTHERN PACIFIC DIVISION'S REGISTRATION WORKER OF THE YEAR

Sherri Masterson was born and har husband live in Bremerton, Wash., just across from Puget Sound. Her dad was an active outdoorsman and the family spent a lot of time outdoors. Her first husband was in the military, so she has lived in many different places - but now she is back at home on the Olympic Peninsula. She doesn't melt in the rain.

Her current husband's father was a racer as well as a starter and a steward. In 1998 she took in her first event, as a road marshal at a stage rally in the Capitol State Forest, not far from home. Next up was a visit to nearby Bremerton Motorsports Park

 I took that idea back home with me and it is a big step in the right direction"
 SHERRI MASTERSON

and now she was on a corner waving a flag. While she loved flagging, after a time her knees didn't and she found herself gravitating toward Timing and Scoring. She was still at the races and she wasn't standing up all day.

"Timing and Scoring, of necessity, works hand in hand with Registration," she says. "One day they needed more help at Registration and I just moved over there." By 2006 she was chief of both Timing and Scoring and Registration.

"In 2006, my husband and I went to the National Championship Runoffs at Topeka and I saw that they were using a booklet system rather than a folder





FROM REGISTRATION TO THE STARTER'S STAND

Sherri Masterson began working as a starter with a vintage group and has now added an SCCA Regional starter's license to her National licenses in Registration and Timing and Scoring. "The first time I was scared to death. You have all those cars coming right at you and you have all he control. I had such butterflies. was afraid would either witch or drop the green flag. It[']s not or everybody. I still get some butterflies, but love it:

system at Registration. I took that idea back home with me and it is a big step in the right direction. We used to have boxes and boxes of folders on individual drivers to lug around. The folders were cumbersome and it was time consuming to prepare them. Now we use MotorsportReg.com and print forms as we need them. It is a vastly condensed system." Masterson notes that the system can be applied to many situations. "One of my crew applied it to her local service club and now she is a star at her Kiwanis Club."

Masterson says she is often shorthanded at Registration and one way drivers can help her is to register early. "They can still pay when they arrive, but unless they register early, I don't have all the necessary information where it needs to be. Nobody wants to discourage entries, especially these days, but the late entries really are a lot of extra work."

She most definitely enjoys the direct contact she has with competitors. "At the rallies, I knew the driver by the

number of the car. When I was a flagger, I knew the car model and the color. Registration is the only place where you get to see what they look like and get to know them. Now when I see them on track, I know how many kids they have."

In addition to everything else, Masterson also writes the Divisional Report *Blowing Smoke* for *SportsCar*. And if she isn't working Registration or Timing and Scoring, she can sometimes be found on the starter's stand. "I was working with a vintage group and they needed some help, so..."

She hasn't been back to the Runoffs since 2006, but she and her husband plan to be at Road America for the 50th running of the event this year.

She found out that she had won the BFGoodrich Tires Worker of the Year Award for the Northern Pacific Division by watching the live broadcast on the net. "They did a feature on Registration around the time they were covering the Formula F race and I heard them mention my name. I was shocked, but then I thought, 'This is cool.'" ●



THE VOLUNTEER INCENTIVE PROGRAM

40+ DAYS

John Nesbitt A Roger Tingstrom

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30-39 DAYS

Nici Howland Michael F LeRoy **Bruce C Marshall** Susan C Marshall John Proctor James J Shoemaker Keith E Zane

20-29 DAYS

Kat Buell Lincoln E Buell Rhea L Dods Dave Fredrick Darren Gunn **Beverly Heilicher** David Heitzenrater Mark J Hirt **Gayle Jardine Bob Jardine** David M Jones Michael Jorgensen Hollye Laplante Douglas LeRov Peter H Mahler Elizabeth R Miller **Beth Mills** Stephen P Mortimer Kedre Murray Steve Pence **Joelle Pence** Michal Jerzy Piotrowicz Milwaukee Bob Ricker **Grace Skinner Garv Van Horn** Mark Waggoner

12-19 DAYS

Leo S Baker **Heather Baker** Steven W Beem Ed Bell **James Bottomley Charles Broring** Lawrence E Buell **Ruth Buell Christopher Buell** David R Bueno Anne T Callihan

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San Diego San Diego South Bend Central Florida New England Washington DC Buccaneer Buccaneer Buccaneer Neohio Washington DC

Winston E Casey

David T Cole Steve B Conrad Anna Neave Crissman Gary D'Abate Janet Dake John V Daniels Dennis R Dean **Colleen A Dick** David A Dominguez Peg Dowd Brian L Eldredge Karl Enter Dale Thomas Ferril Tiffany Feuerhammer John H Firment Brian G Flint Susan Franco Dennis E Freeman Penny Freeman Douglas A Gall Kathy Gall William Lowe Gilliland James L Green Robert A Griffith Roland Hahn Mark B Hansen Jessica C Havlick Todd Andrew Heilicher Robert J Hengen Marc Henry Ashley Hill Patricia S Hill Bert A Hultman Susan E. Juner Mary E Justice **Ray Justice** Brendan Kaczmarek Aaron Kaminkow **David R Killian** Barbara Killmer Bill Kirkwood Clyde L Kiser Marc A Knippel **Cheryl Knippel Dave Knudsen Daniel Krueger** William "Biff" Lahner Filen I ee Barbara Lissow Steve Lowery Ellen Lowery **Douglas A Mains**

Oregon Glen **Tennessee Valley** North Carolina Atlanta Milwaukee San Francisco Washington DC Ohio Valley North Carolina New England North Carolina Atlanta Washington DC Milwaukee Detroit Ohio Valley Texas Neohio Neohio Ohio Valley Ohio Valley San Francisco Neohio Ohio Valley Neohio Utah Buccaneer Chicago **Ohio Vallev** Western Michigan North Carolina Central Florida Milwaukee San Francisco Florida Florida Central Florida Washington DC Neohio New England San Francisco North Carolina Milwaukee Milwaukee Atlanta Milwaukee Milwaukee Florida Finger Lakes Cal Club Cal Club Texas

Rod Markowicz Lynnette Markowicz Vanessa F Martin James V Matthews Leigh McBride Mack McCormack Dan Miklovic Adam E Miller **Douglas B Mitchell Dario Mark Montero** Chuck Nagel **Barry Peel** Irene Peel Michael L Pryor Jean Quick Patricia A Ricker Douglas J Rigel Mark Robbin **J Vickie Ropar Bruce M Runyan** Sue Rupp David M Rupp **Ray Scheiber Gloria Sheets** Joyce K Sinclair Jacob A Stahlman Margie Swanson Rov Swindler Diane Tedeschi Matti Vilkkila John R Walsh Jennie L Whitten **Robert G Woolston** Joyce L Zorn-Jaffe

South Bend South Bend Washington DC North Carolina Mohawk Hudson Mohawk Hudson Southern Illinois Kansas City Detroit **Central Florida** Houston **Central Florida** Central Florida Ohio Valley North Carolina Florida Ohio Valley Washington DC Steel Cities San Francisco Ohio Valley Ohio Valley San Francisco Ohio Vallev Washington DC N New Jersev Big Island of Hawaii Cincinnati Ohio Valley Washington DC Finger Lakes Florida Land O'Lakes Blackhawk Valley

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



FRSTGEAR STOOD IS AT THE START OF A FANTASTIC JOURNEY



t's perfectly understandable if you think Tim Hazelwood is a little crazy. After all, at the start of this 2013 Club Racing season, he handed his barely 16-year-old son Nick the keys to a newly acquired 800hp, tubeframe GT-1 car with a Kevlar C6 Corvette body. If this wasn't dicey enough, then he probably said something like, "Go for it, kid." This in reference to an upcoming 2013 campaign of SCCA Nationals aimed at the National Championship Runoffs, plus a few shots at Trans Am and the Crane Cams V8 GT1 stock car series.

But Tim's not crazy. In fact he's a very risk-averse property manager for a real estate investment firm in Atlanta with no background in auto racing. And he has complete confidence in both his son's preternatural maturity and well-honed skills on the racetrack.

I understand that a good education will help me open many doors" NICK HAZELWOOD

Nick Hazelwood is, in fact, a proven, unflappable racing veteran. "I started racing quarter midgets at age four," he reports, "and then continued racing Bandoleros, and Late Models for nine years. I started road racing in 2011, and in 2012 drove a C6 ZO6 Corvette in the SCCA STO class. I am now starting my 12th year of racing with ambition to move into the SCCA pro series."

And how did he do in his 2012 season? "I recorded 10 poles and 10 wins, with four second-place finishes," says Nick, "as well as being the SCCA SEDiv Southern Invitational Challenge Champion and the Crane Cams/LG Motorsports V8 Stock Car GT2 Champion."

It's easy to see that Tim Hazelwood's confidence in his son's abilities is not misplaced. And why Nick reports his dad "spends a vast amount of time making sure I have the best and safest equipment to race in - many nights until 2 a.m. in the morning." Nick can also be found working side by side with Tim in



these late night sessions.

While a pro racing career seems almost a certainty, Nick is not slouching on his academics. "I strive to do my best maintaining A's and B's," he says. "I understand that a good education will help open many doors in my future."

Nick is also well aware that purpose-built GT-1 cars from NASCAR country in North Carolina don't come cheap. "All of this would not be possible without the help of my grandfather, Jim Hazelwood," he says. "He is an amazing man and I am truly fortunate to be able to race at this caliber financially because of him. One of my main things is to not brag about what I have in life."

To that end, Nick has been quick to volunteer his Corvette at charity car shows. "Being at these events and putting smiles on people's faces is awesome - especially when they are kids who look up to me."

We have a feeling in the future a lot of people are going to be looking up at Nick - on the podium. $\textcircled{\bullet}$

READY FOR ACTION

Young Nick Hazelwood already has plenty of driving experience, some of which is behind the wheel of very high horsepower machinery (BOTTOM RIGHT).

BUTCH KUMMER ON 16-YEAR-OLD NICK HAZELWOOD

"During the debrief sessions, Nick Hazelwood was quiet and appeared to listen to what I was saying," says instructor, 33-year SCCA veteran Corvette driver, and SCCA's Director of Club Racing Butch Kummer. Kummer first met Nick at a Roebling Road drivers' school shortly after Nick turned 15. "Saturday we spent on finetuning. He continued to concentrate on car placement and even tried a bit of left-foot braking to settle the nose of the car into Turn 9, but decided he needed more practice to become comfortable with that technique.

"During one session they put sticker tires on the car to scrub them in for the following weekend. I timed him at a 1:15.64 from where I was watching in Turn 6, while the official lap time was a 1:15.2. As a point of reference, that's two seconds off the STO class record, and he correctly noted the car was limited by a push in the high-speed corners. During the five-lap race that concluded the day, [Nick] went back to the old tires and still turned laps in the 1:16s. His lines were excellent and he showed remarkable maturity on the track. At that point I said, 'I have nothing left to teach you."





YEAH, OUR CUSTOMERS ARE THAT LOYAL.







WORDS Jason Isley IMAGES Philip Royle

GET A GRIP

The DOT Competition Tire Market Has Been Relatively Docile, but a Few Recent Entries Have Brought Back the Tire Wars

We could not remember the last time we lined up a bunch of DOT-approved competition tires, more commonly known as R-compounds, for a shootout - but there really hasn't been a reason to. For around a decade, the R-compound market has been fairly stable, with no signs of tire wars for a number of years. That is, until recently.

If you were a Solo competitor, the go-to tire was the Hoosier A6 and, most likely, it was the biggest size you could convince your installer to cram on your wheels. Occasionally, a At the end of the day, a stopwatch will tell you which tire is faster, but we needed more information"

Kumho-shod car would break up the party, but for the most part any class requiring an R-compound tire was Hoosier territory.

Club Racing, on the other hand, had a little more diversity, even though there are only a handful of classes that actually use R-compound tires. Over the years, BFGoodrich Tires, Goodyear, Hankook, Hoosier, and Kumho have all found some measure of success with a DOT-approved competition product on the track. But with all of the manufacturers seemingly playing nice, the bar had not been raised for some time.

CUSCO L.S.D.

winnax

Perhaps the first hint of renewed interest in the market came in 2012. BFGoodrich introduced the g-Force R1-S variant of its already competitive R1, offering a softer compound for better grip and shortened warm up. Also taking a shot at raising the bar

R-COMPOUND SHOOTOUT



GOING FAST

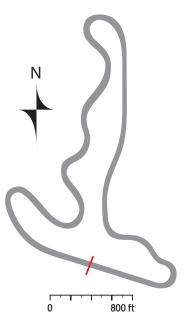
The Scion FR-S is one of the hottest cars to hit the market in recent years. The combination of styling, sportiness and value are making it difficult for dealers to keep them in stock. was Goodyear, expanding its Eagle RS competition line to include the softer AC compound tire.

While it is often assumed that the soft compound tires like the Hoosier A6, BFG R1-S and Eagle RS AC are specifically autocross tires, a look around the paddock at the National Championship Runoffs will quickly change your mind. When a Runoffs title is on the line, even heavy, powerful cars, like Corvettes, would chose to race on the softer tires. In many cases at National-level Club races, the only cars found on the harder compounds were those with camber limitations, like the old Showroom Stock.

LOGISTICS

For our test, we contacted each tire manufacturer who produced a tire for this market; six took up the challenge. For the car, we contacted Cusco USA for use of the company's 2013 Scion FR-S they have been using to test parts. While the Cusco FR-S is not specifically built as an SCCA Club Racer, its level of prep resembles a Super Touring Lite car.

Sporting a full complement of Cusco suspension parts, a Type RS Spec-F 1.5-way LSD, and an 8-point roll cage, it was ready for the track. The engine was relatively stock; the only non-STL legal part being the 2mm larger throttle body. But considering the car still had its full



emission equipment, an interior, and all of the comfort and convenience items found in a road-going FR-S, it's easy to overlook this one modification.

Toyota Motorsports also helped with test day preparations by supplying a pile of stock FR-S wheels. The OE wheels measure in at the STL max size of 17x7-inches, which is a perfect match for the 225/45-17 tire size we chose for this test.

For the driver, we contacted 2010 SCCA Pro Racing Pirelli World Challenge Touring Car Drivers' Champion Robert Stout. Stout took



THE CAR: CUSCO'S SCION FR-S

The Cusco 2013 Scion FR-S is a rolling test bed and catalog for the company, sporting nearly every item Cusco produces for the platform. The Cusco Zero 3S coilovers are complemented by 8kg springs up front and 7kg springs in the rear, a set of Cusco swaybars also help balance the car. A number of chassis braces also aid the suspension and add rigidity.

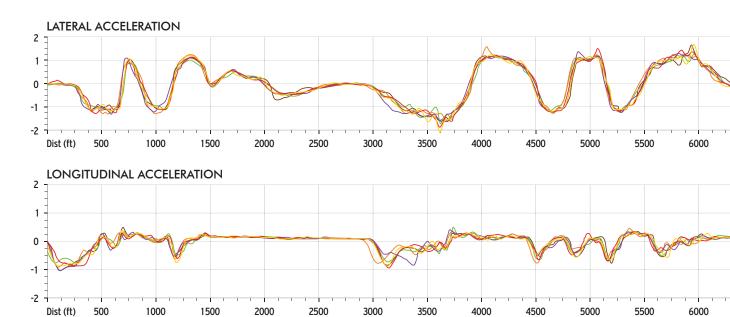
Inside, an eight-point roll cage helps further stiffen the chassis, while adding a measure of safety. The FR-S also sports a set of prototype Cusco/Bride racing seats, which were comfortable and supportive.

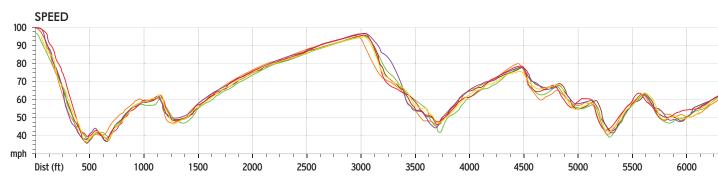
Performance upgrades outside of the suspension were limited, but a Cusco over-bored throttle body brought more air into the engine, and an HKS exhaust helped expel the gases. The team at Cusco also installed its Type RS Spec-F 1.5-way LSD, which was more than capable of keeping both tires driving forward, and a set of Winmax AP2 brake pads were charged with slowing the car down. www.cuscousainc.com

World Challenge by storm when he became the youngest winner in series history in 2010 at Long Beach in Round 3 - and, by the end of the year, he'd become the series' youngest champion. After racing in Grand-Am for a couple of years, Stout is set to return to World Challenge in 2013, behind the wheel of a GTS-class Scion FR-S.

Perhaps even more important than the driver was a way to evaluate each tire. At the end of the day, a stopwatch will tell you which tire is faster, but we needed more information. AiM Sports







BFGOODRICH TIRES G-FORCE R1-S

BEST LAP: 1:26.871 PROS: It's fast CONS: Challenging to drive at the limit www.bfgoodrichtires.com

GOODYEAR EAGLE RS AC

BEST LAP: 1:28.340 PROS: Highest lateral g-force CONS: Corner entry and exit understeer www.racegoodyear.com

KUMHO ECSTA V710

BEST LAP: 1:27.371 PROS: Communicates well with driver CONS: Low lateral grip www.kumhotireusa.com

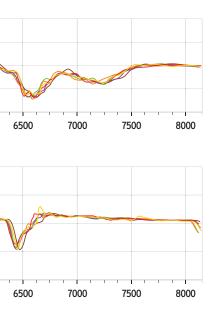
HOOSIER A6

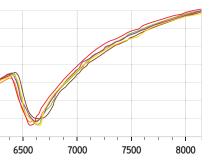
BEST LAP: 1:28.111 PROS: Instant grip, inspires high levels of confidence CONS: High grip level overwhelmed the brakes www.hoosiertire.com

YOKOHAMA ADVAN A048

BEST LAP: 1:28.761 PROS: Consistent and durable CONS: Comparatively low grip www.yokohamatire.com







HANKOOK VENTUS Z214 C51

BEST LAP: 1:27.898 PROS: Great grip, good wear CONS: Slow to come in, significant fall off www.hankooktireusa.com



LAYING TRACKS Picking the best tire

for your car can be a daunting task. Chassis type, drive configuration, weight, power, and fire size are just the tip of the iceberg. When trying to dial in a new car, be prepared for a lot of testing. sent engineer Robbie Yeoman to tackle this aspect. Yeoman brought the AiM SOLO DL to log data from each lap. The SOLO DL offers predictive lap timing and lap time review right at your fingertips, but also features track mapping and full data analysis. The icing on the cake, however, was that the SOLO DL incorporates the protocol for more than 300 ECUs, including our FR-S, meaning we could tap in to the OBDII port and access much of the car's data. Yeoman also installed an AiM SmartyCam in the FR-S, which interfaces with the SOLO DL, giving a data overlay on our video.

The test itself took place in Rosamond, Calif., in December. We utilized the Streets of Willow Springs road course's full 14-turn configuration. The Streets course is a little tighter than its big sister, Willow Springs, and has a lower top speed than most road courses. However, it offers a great mix of turns and really puts tires to the test, particularly when it comes to being able to change directions quickly.

 There isn't a lot of change in the tire from when you first go out to when you pull in"
 ROBERT STOUT

While December might not be the best time of year to test, temperatures during our visit hovered in the low 40 degrees F, which is not far off from what competitors at the Runoffs might experience in an early run group.

At the track, we had Stout suit up and go out in the FR-S as delivered, to learn the track and set a baseline of performance. The FR-S came equipped with a set of Yokohama ADVAN Neova AD08 tires, which Stout was pleased with and netted a lap time of 1:29.9. "As a whole it's one of the better street tires I've driven on," notes Stout.

With each subsequent test, Stout was instructed to go out for a number of laps to scrub the tires, after which he would come in and we would evaluate tire temperatures and get his impression of the balance so minor adjustments could be made if needed. Unfortunately, with the large number of tires to test it was not possible to make major chassis



THE DRIVER: ROBERT STOUT

In his relatively short professional racing career, Robert Stout has already accomplished a lot. At just 18 years old, Stout took on the best in the SCCA Pro Racing Pirelli World Challenge series, racking up five Touring Car wins and emerging the champ in 2010. After a twoyear detour into other professional racing, Stout again has his eyes on a World Challenge title, this time in GTS, where he will be piloting the factory-backed Ken Stout Racing Scion FR-S.

2013 will be a new test for Stout. He has already proven his mettle as a driver and is familiar with the World Challenge format and many of the tracks the series will visit, but he will now be faced with developing a complete new car as the season gets under way. www.robertstoutracing.com

adjustments, so we stuck with tire pressure adjustments.

THE RESULTS

The slowest of the R-compound tires in this test was the Yokohama ADVAN AO48, with a best lap of 1:28.7 - but this has a caveat. At the time of our test, the Medium compound was out of stock, leaving the Medium Hard as our only option. This undoubtedly affected its place in the standings. But it was not all bad.

"The Yokohama is good out of the box and is a good tire for someone who is new and just getting into racing," says Stout. "There isn't a lot of change in the tire from when you first go out to when you pull in. It took about half a lap for the tire to come in and, from that point, there isn't much of a difference all the way up to the 12th lap. They are very consistent and comfortable; overall a good tire, just not the stickiest.

"A set would probably last a whole



STOUT'S WORLD CHALLENGE FR-S

Ken Stout Racing the task of transforming a stock Scion FR-S into a first of its kind SCCA Pro Racing Pirelli World Challenge race winner. And a big task it was, starting from a road-going, car in August of 2012, to the streets of St. Petersburg in March 2013 for Round 1 of the World Challenge series. Upping the stakes, Ken Stout Racing decided GTS class, where the competition is producing upward beyond the factory rated 200hp of the FR-S. To help power deficiency, Toyota Racing Development supercharger kit





race weekend, but will be a little bit off the pace. The tires worked with the car well, but it's a hard tire and you're not going to get the mid-corner speed that you would on a sticky tire."

The data revealed that the A048 actually produced lower lateral g-forces than the AD08 tire we used as a baseline. However, the A048 made up its time with better braking and acceleration numbers than its street counterpart.

Next in the finishing order was the Goodyear Eagle RS AC tire, with a lap at 1:28.3. The Goodyear did not agree with the setup on the FR-S, and it showed its displeasure with corner entry and corner exit understeer, which hurt its speed on the straights. "The Goodyear started off good,"

says Stout. "There is not a big

difference from cold to hot; it's a safe, comfortable tire. They grip well, but it was very hard to hit the apex with the Goodyear due to understeer."

Given chassis adjustments (like more front camber), the Eagle could

 You feel like you can put the car wherever you want on the racetrack. It is a full-blown race tire"
 ROBERT STOUT

have very likely been one of the top tires, as it produced the highest lateral g-forces of the test.

Upon completing the initial scrub-in laps, Stout inferred that the Hoosier was going to be *the* tire. "The Hoosier A6 was an extremely sticky tire as soon as you pull out of the pits," says Stout. "You can feel it in the first couple of corners on cold tires. The steering wheel is heavier as the tire is trying to stick as hard as it can to the track."

Oddly, once timed laps began, the SOLO DL did not agree, as the Hoosier could only muster a best lap of 1:28.1. We were surprised by this, as the Hoosier is the heavy favorite in many competition classes.

At the end of the day we ran another baseline test on the ADO8, and also retested the Hoosier, but a lack of any significant difference in the retest showed the combination of this FR-S and the A6 was not the fastest. Even though we were unable to find the golden lap time with the Hoosier, it is easy to see why it is a racer favorite.



"My confidence grew 100 percent inside of that car on the Hoosiers," says Stout. "You feel like you can put the car wherever you want on the racetrack. It is a full-blown race tire."

The Hoosier also gave us our first problem with the FR-S, as the brakes seemed to struggle to match the grip of the tires - this could have also been where we lost time. A more aggressive brake pad compound might have made a difference here. "Since the tire was stickier, it made it hard for the brakes to keep up with the tires and it was really heating them up," says Stout. "I kept having to back up my braking points."

The big surprise in the test came from Hankook, with the Z214 posting a 1:27.8 lap. This was even more of a surprise because the soft compound was not available in time for our test, leaving us on the medium compound tire.

"The Hankooks took a solid three to four laps to come in," says Stout. "Once they did come in, they were like gumballs - very, very sticky. The fourth to eighth lap is where the time was in those tires. Once the tires were up to temperature they would go for another three to four laps, then you could feel them fall off. The fronts fell off first, which led to corner entry and mid-corner understeer, then the rears started to go, making for a little

A more aggressive brake pad compound might have made a difference here" oversteer at track-out. When they fall off it's pretty dramatic - it was about 0.75sec to almost a full second and then they just plateau."

Even with the dramatic fall off, we can't help but wonder how quick the soft compound Hankooks could have lapped the circuit - but, at the same time, would the fall off have been even more drastic?

The Kumho V710 was also a pleasant surprise, as this trusty workhorse posted the second best time in our test, with a lap of 1:27.3. The Kumho has always been a solid contender, offering consistent laps and good tire life, but it also showed it has some speed in it.

"The Kumhos are a driver's tire," says Stout. "You can feel every little thing that the car is doing. It feels extremely free and you can tell the car what you want it to do. If you apply a little too much brake pressure it will oversteer a little bit; if you come into the corner off the brakes and on power it's going to understeer a little bit. It's a very natural feeling tire. It didn't take more than a lap or two to get the tires up to temperature, and I didn't notice any fade."

And that brings us to the fastest of the tires: The BFGoodrich Tires R1-S. Has the tire performance bar been raised? Based on our findings: yes. The R1-S recorded the fastest lap, a 1:26.8. That said, the R1-S also proved to be one of the trickiest tires to extract the fast laps from.

"It was a very good tire but it had a fine line between sticking and



completely letting go," says Stout. "You can push it to the edge and they grip extremely well, but if you push it just past that edge, it's almost like there's no saving it. It's very similar to driving a GT car or Prototype racecar in a sense that there is so much grip so much downforce - it feels great, but as soon as it slips up it's extremely hard to save. There is a very fine line between being fast and losing control."

So which is the right tire for you? As is always the case, our test is simply one data point - a small snapshot of what each of these tires is capable of on this car, on this day, at this track, and with this professional driver behind the wheel. With time to more extensively tune the car to each tire's liking, the results might have been different, but based on the data we saw, it seems as the though the tire war may be back. •





DATA: AIM SPORTS SOLO DL

The AiM Sports SOLO DL is an ingenious little datacapturing device. Able to run off its own internal power source, or off your car's 12volt system, it's perfect for any application. AiM also has protocols for more than 300 different ECUs, making it possible to tap into everything from an OE unit to a racespecific standalone unit for more data. When paired with the SmartyCam video camera, you probably have every piece of information you will likely ever need. www.aimsports.com

TEAM EFFORT

(RIGHT) Testing can be very time consuming, and its easy to be overwhelmed and lose focus if you try to take on too much. Having help with simple things as tire changes will make your testing more productive and enjoyable.

THE RIGHT FORMULA

The Formula SAE Program Results in Awesome Cars Built by Incredible Students

ost SCCA members are the type of people who have spent more than the usual amount of time drawing pictures of racecars in school. After all, designing the most epic ride in the history of the world was far more interesting than The Catcher in the Rye, right? Formula SAE was born from that spirit, spiced up with the idea that there's no better way to learn engineering than to get out and actually do the work and test your results.

Formula SAE got its start in 1978, when Professor Mark Marshek at the University of Houston contacted the Society of Automotive Engineers to propose a "Mini Indy" competition

WORDS Jeff Zurschmeide MAIN IMAGE Phil Abbott

for university students to build a racecar using a 5hp Briggs & Stratton engine. Eleven schools entered that year, beginning a program that has grown to over 140 schools in the United States and spawned similar programs worldwide.

In the modern era, the Formula SAE competition requires original design and development work by student engineers, along with real world marketing and commercial interaction similar to a professional racing team. The challenge is simple - a fictitious company has requested a design for a small formula racecar suitable for production and sale to amateur autocrossers. The

students are assigned to design and build a prototype vehicle according to some basic rules, and then present their design for judging and performance testing.

Formula SAE entries are first judged on design innovation, cost and manufacturing, and presentation. Then the cars are put through a series of dynamic tests, including acceleration, skid pad performance, Solo, fuel economy, and an endurance race. The winning team is the one that scores the most points across all competitions. There are also various specialty trophies for innovation in alternative fuels, electronics, and crashworthiness.





FSAE AT THE SOLO NATIONALS

"In the mid-1990s it was recommended to the Solo Events Board that we accept Formula SAE cars in our A Mod class," says Howard Duncan, Vice President of SCCA Rally/Solo and Special Projects. "The leader in this was George Bowland, a multi-time A Mod champion whose son, Todd, was involved in the Formula SAE program. Formula SAE ran with A Mod until the mid 2000s and was often acknowledged as a subset of the class by indicating the fastest Formula SÁE driver within A Mod. Around 2004-'05, Formula SAE was adopted as a National supplemental class to run separately from A Mod."

FSAE is now a popular class at the Solo Nationals, with 19 entries at the 2012 Tire Rack Solo National Championships. It's also a highly competitive class. Mike Stanley of the University of Maryland took the Fast Time of Day award at the 2011 Solo Nationals in his school's Formula SAE car (BELOW).

"Just the fact that the SCCA supports the FSAE program so generously, and allows teams to compete in their events is such a great help," says Hans Walther of the University of Kansas Jayhawks Formula SAE team. "These [Solo events] do many things for us: They allow us to test and tune our vehicles to learn about proper race setup, get some very useful data for the engineering and design of future vehicles, and our current drivers get the opportunity to practice and develop their driving skills while new drivers have the chance to learn the ropes.

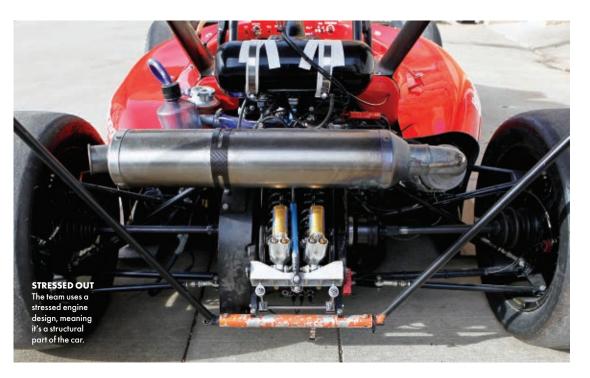






TIMELINE OF FORMULA SAE IN SCCA SOLO COMPETITION

- 1994-'96: Formula SAE included in Solo A Modified class
- 1999: Institution of the Carroll Smith Mentor Cup for outstanding FSAE professors.
- 2004-'05: Formula SAE becomes a National supplemental class.
- 2005: Institution of the Bob Woods Cup for the fastest studentdriven FSAE.
- 2011: SCCA provides timing and scoring as well as logistical support for FSAE Michigan.
- 2011: FSAE entry takes best time and best PAX at Tire Rack Solo National Championships.
- 2012: SCCA organizes FSAE Lincoln, offers free memberships to participating students.



The Formula SAE program is now a mainstay of university engineering departments across America. And, where Formula SAE is happening, SCCA regions have been supportive and involved.

"Detroit Region has been providing event support for the FSAE Michigan event for over 20 years," says Raleigh Boreen of the SCCA Foundation, which has close ties to the FSAE program. "Saginaw Valley State University has a team, and the SCCA region lets them run in every heat because they have several drivers. They do the same thing at Ohio State



HOME BUILT

(ABOVE) Almost every component of the Jayhawk's FSAE car is hand built, including the steering wheel. (RIGHT) The brake rotors are designed by students and utilize a Brembo caliper and a brake temperature sensor.



University, where the Buckeyes have had a team for several years. The team out at the University of Akron has the same situation, where the Club really bends over backward to help them. Central Kentucky Region held an event on campus at the University of Kentucky and gave some of the proceeds of that event to the University of Kentucky team."

Formula SAE began competing in SCCA Solo in the mid-1990s as part of the A Modified class. By the middle of the last decade, the specialized cars had been granted their own class, culminating in the overall fastest time for any car at the 2011 Tire Rack Solo National Championships.

In the last decade, Formula SAE has become so popular that there are now two main competitions held in the United States. The oldest national meet each year is still held at Michigan Int'I Speedway, and a second event was created at what is now Auto Club Speedway in 2006. The California event was moved to Lincoln, Neb., for 2012, and that's when SCCA, Inc., got involved in a big way.

"The event up in Michigan just got too big," explains Boreen. "They had more than 140 cars trying to enter, so they held a second event for six years in California, but the cost was huge for SAE. The people in Lincoln offered their site, and SCCA became the major force behind that event, running everything."

For the first event at Lincoln, the SCCA National Office filled the role that Detroit Region plays for the Michigan event by providing equipment and supplies, along with recruiting workers from Midwest Division and around the country.

Formula SAE has become so popular that there are now two competitions"

A contingent of Detroit Region workers came down to Nebraska and their support was critical in a successful first event. Clancy Schmidt, SCCA's Solo Equipment Manager and an advisor to the University of Kansas Jayhawks team, was instrumental in putting the event together.

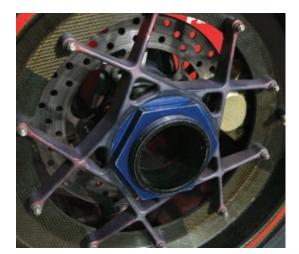
JAYHAWK POWER

The Formula SAE program at the University of Kansas is over 10 years old, and has come into its own in the past several years. These students have been in the top 10 in Formula SAE at the Solo National Championships since 2006 and they have a good record of winning individual events at Formula SAE









LIGHT WEIGHT

weight down, the University of Kansas FSAE team made their own carbon fiber wheels. The wheel center. hubs, and upright are also designed by students.

competition. But everything came together for the team in the 2011-'12 school year.

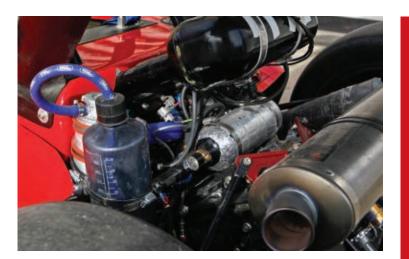
This year, the Jayhawks took first overall at the Nebraska Formula SAE event with their combustionpowered car, and their electric car took first at the Formula SAE event in New Hampshire for Hybrid/ Electric vehicles. Then they capped their year with a championship in Formula SAE at the Solo National Championships in September.

Senior engineering student Hans Walther was the team captain for the Jayhawks' 2012 Formula SAE effort. "I actually started out as a volunteer my freshman year," he tells us. "One thing

I always find to be neat, although often times troublesome, is the fact that every year almost the entire senior team is brand new to the program. Often times, many of the members have never worked on a car before not even changing the oil or a wheel. This was still the case in 2012, but the team was able to pull through and design and build race-winning cars."

The 2012 Jayhawk machine is a masterpiece of design and engineering - with heavy-duty aerodynamics and a carbon-fiber monocoque chassis that uses the 600cc Honda motorcycle engine as a stressed-frame member. The car uses a state-of-the-art pushrod suspension





FAST ACTION Quick gear shifts come courtesy of pressure from a CO2 bottle.

and both the suspension and aero are cockpit adjustable.

"Sometimes it's hard to believe that most of the material we learn in engineering classes actually applies to real world application," Walther

Budgets for [FSAE] are not large and so teams rely on sponsors and keep an eye on costs"

says. "This includes everything from fundamental vehicle design to analysis and optimization of individual parts and then the actual manufacturing of metal and composite components. So the design of these cars really just boils down to fundamental engineering practice - something we are all taught throughout our college career."

Producing a great work of engineering design is fundamental to

the program, but it isn't the whole story. The team also has to produce a business proposal that shows the marketability of the vehicle, and interact with suppliers and sponsors just like a professional racing team. Even at the top schools, budgets for Formula SAE are not large and so teams rely on sponsors and keep a keen eye on costs.

"The students on the team are responsible for raising all the necessary funds. We do this through seeking funding from our school but, perhaps more importantly, we also reach out and work with companies to seek sponsorship in the form of monetary donations, parts, and materials," Walther explains.

Perhaps the toughest part of a Formula SAE project happens when the car arrives at the competition. The car and the team have to perform under real-world conditions in order to take home the top prize.

GET INVOLVED WITH FORMULA SAE

"Formula SAE is the ideal audience for SCCA," says Raleigh Boreen of the SCCA Foundation. "These students have a passion for cars and they're potentially going to work for automakers and for a lot of companies. This should be our core audience."

SCCA is seeking volunteers for the June 19-22, 2013, Nebraska competition. If you want to get involved with the event, contact the SCCA Foundation through www.scca.com. Regions wishing to support Formula SAE teams in their areas may contact the universities directly.



"We learn how the complete car works as one big system and although that may confuse many in the beginning, it eventually provides a great big-picture understanding of the project at hand. Overall, I like to consider this program to be more like a small racing business rather than just a school project when you consider everything that is involved. It truly is great practice before entering the real world of engineering." •

HYBRID, ELECTRIC, AND ALTERNATIVE FUELS

Formula SAE encourages teams to use alternative fuels such as E85 ethanol. Plus, hybrid or allelectric cars have their own competition. The University of Kansas Jayhawks Formula SAE team has been successful in both traditional combustion engines and in the Hybrid/Electric class.

"2012 was the first year we built both a traditional combustion powered FSAE car and a fully electric powered car. We won first place overall at the FSAE Lincoln competition and we also won first place overall at the Formula Hybrid/Electric competition in New Hampshire," says Jayhawks team captain Hans Walther.

Hybrid/Electric cars are judged on slightly different criteria from their conventional combustion cousins. The EV energy use competition, for example, offers credit for regenerative braking.

"This project has primarily served as a mechanical engineering project but with the addition of the electric car, the team also had a group of seven senior electrical engineering students," Walther says. "Our approach in 2012 was actually to have two separate teams. For the electric car, we took an old car and retrofitted the electronic powertrain, so we had the team of electrical engineers and a few mechanical engineers responsible for that one. The rest of the team was focused on building the combustion car."

Organizers expect 18-20 electric FSAE cars to compete at the 2013 Formula SAE event in Nebraska.

HAND MADE

Much of the FSAE cars are hand made, including the monocoque chassis, wings, side pods, and nose cone.



ABANDONED TRACKS OF THE MID-ATLANTIC

Part 13 of SportsCar's Ghost Tracks Series

WORDS Pete Hylton

S avannah is a good ole southern town on the coast of Georgia. From seafood specialties to ghost tours, this town has lots to draw attention to it. And, if we wanted to do some Ghost Track tours in that part of the country, Savannah would be a great starting point.

The Savannah National Sports Car Races were held on a unique pair of circuits on the runways of Hunter Air Force Base in the 1950s. Races for the slower cars were run on a 3.5-mile

7 Even with a headwind, he hit 153mph on the long straight – the highest top speed recorded in SCCA at that time"

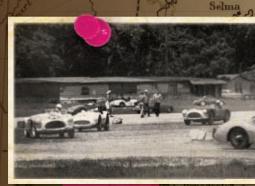
circuit, while the bigger cars ran on a longer 5-mile course. The long course had a 2-mile-long straightaway that really let the fast boys strut their stuff.

Thirty-one cars took to the course for the 150-mile feature event in 1954, in what *SportsCar* claimed was one of the best races that had ever been seen in SCCA. The pre-race favorites were Bill Spear and "Gentleman" Jim Kimberly, both in 4.5-liter Ferraris. Kimberly got the jump at the flag, but Spear led lap one with Kimberly in hot pursuit. Even with a headwind, he hit 153mph on the long straight - the highest top speed recorded in SCCA at that time.

By lap seven Kimberly led, but soon spun, giving the lead back to Spear with a 35-second advantage. Spear was averaging 99mph laps, but Kimberly was turning laps in triple digits, and recaptured the lead to win by three seconds.

The field was created as Savannah Municipal Airport in 1929. In 1941, the Army Air Corps took over the facility and it became one of the key East Coast facilities for the services. In the 1950s and '60s it served as Strategic Air Command. Hunter Army Airfield is still active as part of the Fort Stewart installation, so a visit by a Ghost Tracks author was not a possibility without unfortunate consequences. It currently houses 5,000 soldiers and airmen and coastguardsmen, with the largest Coast Guard helicopter fleet in the country. At one point, it was an alternate landing site for the Space Shuttle.

Not far from Savannah are three other Ghost Tracks. The first was in the tourist town of St. Simons Island near the better known Jekyll Island. St. Simons is not really an island, since it is on the tip of a peninsula, but is usually reached by a bridge that creates the impression of an island. Races were



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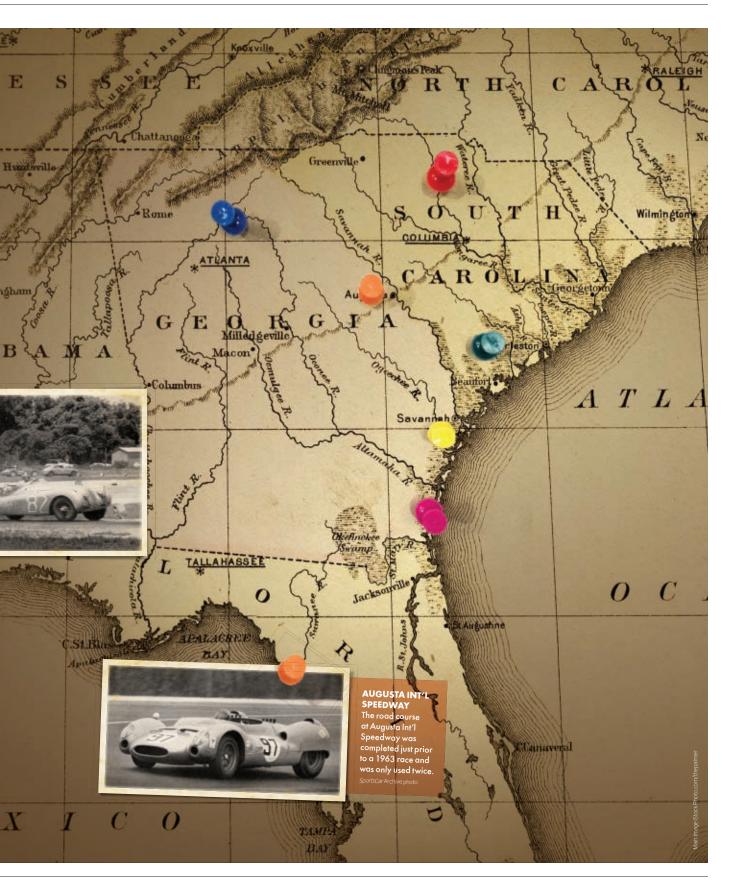
ST. SIMONS

Races were held in the town of St. Simons Island as part of the Sunshine Festival in 1957. The location of the event was Malcom McKinnon airport. SoortscarArchive photo

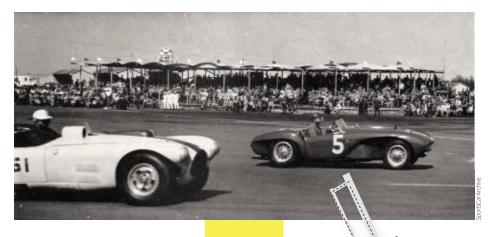
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42 MARCH 2013 scca.com







staged as part of the annual Sunshine Festival in 1957 at Malcom McKinnon airport in the midst of the resort town. The airport was used by

Eastern and Delta airlines to transport tourists to their vacation getaways. The racing activities had to be scheduled around the landings and take-offs for the commercial airliners. Suitable intervals were built into the schedule so that cars could be clear of the circuit when the planes needed the runways.

HUNTER AIR FORCE BASE This military base hosted

the Savannah National Sports Car Races in

the 1950s

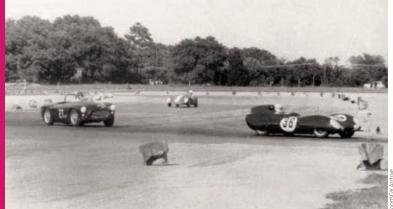
St. Simons is still a pleasant little resort town and the airport still operates. The second of the nearby airports is what is now Low Country Regional Airport in Walterboro, S.C. It began as a dirt landing strip in the 1930s, and in 1941 it became Walterboro Army Airfield as part of the nation's World War II efforts. The base was one of the sites where the famous African American Tuskegee airmen served after training at the two airfields in Tuskegee, Ala. (one of which is an SCCA Ghost Track in its own right).

After the war, the airport was returned to use as a local airfield. The Savannah and Charleston Regions of SCCA combined to race at Walterboro in the mid 1950s. There were both 2- and 3.5-mile courses formed from runways, and the airport perimeter road. Use of the perimeter road allowed for a more interesting course than the typical airport circuit, including some patches of trees and bushes, and a bit of non-flat terrain.

In 1956, the Thanksgiving Day races included a handicap race open to any of the entrants of the other races. While most of the field converged on the finish line en mass, the winner was nearly a lap ahead. He was a new racer, and his lap times had progressively increased over the weekend. This proves what race

MALCOM MCKINNON AIRPORT

This airport was the location of the Sunshine Festival races in 1957 in St. Simons Island. Since this was an active tourist area, between some of the races the road course was cleared and airplanes would land.



WALTERBORO ARMY AIRFIELD

After World War II, the Savannah and Charleston Regions of the SCCA worked together to host races on the airfield in the 1950s. Depending on the layout, the course could be 2 or 3.5 miles in length.



RACING FOR FUN

"The intent and hope of the Savannah **Region was** to run [the St. Simon's Sunshine Festival Races] in the best informal and friendly traditions of Regional racing, and yet to keep it well organized," is what was printed in the 1957 issue of SportsCar covering the event. According to the article, the goal was accomplished "A spirit of having fun and sportsmanship first, and concern with placing and trophies second prevailed, continued the article, noting that the trophy winners were also young and good looking.



Brad Lovell 20 TORC Traxxas PRO Light Champion



B.J. Zacharias/Bryan Heitkotter Pole Position, Indianapolis Motor Speedway, Grand-Am Continental Tire Challenge

Nissan delivered another championship season, from John Black's SCCA GT-3 championship in the Runoffs all the way to Brad Lovell's blazing season on the rough-and-tumble off-road courses of the 2012 Traxas TORC series.

To see what it takes for you to start winning, order your copy of the new 108-page Nissan Motorsports Competition Parts catalog or see it online at: nissanusa.com/nismo/motorsports.



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handicappers have repeatedly learned across the years: A new driver on the steep part of the learning curve can be a real sleeper in a handicap race.

The third site is Chester, S.C., at what is now the Chester Municipal Airport. A 2.75-mile circuit was once run there. According to *SportsCar*, it included sharp bends, fast turns, and abrupt switchbacks where "rare

KEEPING AUGUSTA RACEWAY ALIVE

Search for Augusta International Speedway or the Augusta 510 online and you'll unearth a modern day treasure: the Augusta International Raceway Preservation Society Website.

One of the features of the site is video footage of what the 3.1-mile race course has become today. While the racing surface is cracked and falling apart, trees are strewn across the course, and weeds have reclaimed much of the land, this Website and video are excellent examples of how fans can keep a location's memory alive.

To take a ride along the winding banks of Augusta International Raceway, head to agustainternationalraceway. org and click the "Virtual Tour" link. the ride along takes about four minutes, but is well worth the trip. indeed was the car that did not spin out during the day's activity."

Heading westward, we find a rather unique Ghost Track. Augusta International Speedway was designed to be a true multi-purpose facility, with a 3-mile road course, a dragstrip, two short track ovals, and a 2.5-mile superspeedway (which was never completed). So much work was put into it that it's hard to believe the road course was completed just enough to run two major events - and then never used again.

In 1963, the Augusta 510 was run for the NASCAR Grand National series (the equivalent of today's "Cup" series). Fireball Roberts won his last

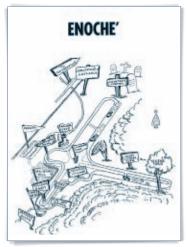
CHESTER S.C.

In the 1950s, what is now the Chester Municipal Airport was the site of SCCA races. The course was a 2.75-mile circuit featuring, among other challenging turns, abrupt switchbacks.

AUGUSTA INT'L SPEEDWAY

In event coverage in *SportsCar*, a reference was made to Alligator Hollow, which had already swallowed one racecar. race that day. Then, in March 1964, SCCA brought the United States Road Racing Championship (USRRC) to town. Dave MacDonald won the main event, just weeks before he was killed in the Turn 4 inferno of the 1964 Indy 500. Don Yenko drove a Corvette to victory in the accompanying GT race.

Today, the property is the Diamond Lakes Regional Park, which uses part of the original road course as an access road and part as a walking path. The Augusta International Speedway Preservation Society is currently



FALL ENOCHE' An illustrated map of the Fall Enoche' in Gainsville, Ga., highlighted a number of entertaining features.

dedicated to the preservation of the history of the old track.

Just a wee bit west of Augusta is the site of a series of events staged by the Atlanta Region of SCCA, called the Fall Enoche'. The events were held at the Gainesville, Ga., Municipal Airport. The program contains a very entertaining course map and a picture of some truly impressive silver trophies, and a list of the day's events, including the "Belles' Classic" (ladies race), the Lanier Cup Race, the Queen City Trophy Race, the Oconee Run, and the Cherokee Medalist Race.

As all these Ghost Tracks articles, and the two books, have proven, no matter where you live, there is probably an SCCA Ghost Track near you. Go explore, and let me know what you find. ^(a)











WORDS SCCA Staff IMAGES Paul Webb

SEBRING SUPER TOUR

The BFGoodrich Tires Super Tour Gets off to an Early Start with an Action-packed Doubleheader Weekend in SEDiv

WINNING FORMULA (RIGHT) H. Cory

McLeod took a pair of wins in F500. The opening rounds of the 2013 SCCA U.S. Majors Tour and BFGoodrich Tires Super Tour kicked off under sunny skies on Saturday at Sebring Int'l Raceway. This was also a doubleheader weekend, with drivers scoring points in both the Eastern Conference Majors Tour and the SafeRacer National Series.

The last outing of the day provided the most on-track fireworks, as 51 Spec Miatas took the green flag for a 13-lap race. The draft and Sebring's long straights proved to be a great combination for the class, and while the No. 156 East Street Racing Mazda Miata of Todd Buras led the field from the start, it wasn't going to be a breakaway.

Buras led a pack of as many as eight cars that included the No. 39 ADEPT Studios/ROSSINI Engines Miata and the No. 67 Jeffy Boy Auto Club Miata of eventual podium finishers Danny Steyn and Andrew Charbonneau, for most of the race, with the positions behind the leader changing throughout the early stages. A full course caution came out on lap six, bunching the field and giving each of the drivers a chance to catch their breath.

Steyn took the lead briefly on lap seven after green flag racing resumed,



but Buras moved back to the front shortly after with a push from Patrick Sandlin's No. 58 Community Mortgage Miata. Chip Van Vurst, back behind the wheel after battling health issues throughout 2012, moved into the lead himself with three laps to go



with an over/under move that started on the outside of Turn 1 and was completed through Turn 3.

An aerodynamic shove from Buras moved Steyn back to the front and Buras to runner-up entering Turn 7 and, when the two emerged from the final corner side by side, there was only a drag race to the checkered flag remaining. Buras got his bumper in front of Steyn's at the checkered flag for a 0.040sec win.

Celebrating the first of what could eventually be many SafeRacer National Series wins was 17-year-old Dillon MacHavern. MacHavern's No. 29 Heritage Automotive Ford Falcon



spent the early stages of the GT-1 race chasing Simon Gregg's No. 59 Gregg Motorsports Chevrolet Corvette, and it appeared that the defending SCCA Pro Racing Trans-Am Series champion had the race in hand.

Moving around slower cars, Gregg spun in the hairpin, and came to pit lane with a flat left front tire. MacHavern moved to the lead on the spin, and Gregg fell all the way to fourth while the youngster raced to the win.

The Spec Racer Ford field opened the day with Franklin Futrelle topping the last two-class National Champions to the checkered flag. It was only a 0.340sec margin of victory when Futrelle crossed the stripe in front of Cliff White's No. 58 Meco Inc. Spec

The last outing of the day provided the most on-track fireworks, as 51 Spec Miatas took the green flag"

Racer Ford, with Brian Schofield's No. 61 PM Racing Spec Racer Ford in third.

A foggy Florida morning canceled final qualifying and led to an auspicious start to the final day of the BFGoodrich Tires SCCA Super Tour, but fantastic racing from six group races turned the tide and established the leaders in the Eastern Conference Majors Tour and SafeRacer SCCA National Racing Series on Sunday afternoon.

The grids for Sunday were set based on Friday's afternoon qualifying session, and when the fog lifted and the sun appeared, the Spec Racer Ford class cut right to the heart of the action. The No. 61 PM Racing pole-sitting machine of Brian Schofield, the No. 17 Meco Inc. Spec Racer of Saturday winner Franklin Futrelle, and the No. 58 Cottage Senior car of defending National Champion Cliff White turned up the heat. Joined by Tray Ayres' No. 07 Ayres Racing Spec Racer Ford and tailed by Richie Stanley's No. 66 PelicanWater.com entry, the five broke away from the field to sort out the podium.

White, Futrelle, and Schofield all took turns at the front of the field, mixing it up in an encore performance of Saturday's show. With one to go, Schofield and White crossed the line in a virtual dead heat. White led in the run through the Gurney Bend but couldn't fend off the draft of Schofield and Futrelle into Turn 7, falling to third. Schofield led Futrelle down the back stretch and into Sebring's final corner, but Futrelle got just enough of a run to the checkered flag to inch in front for his second win of the weekend.

The final margin was so close that

HIGH OCTANE

The combined GT and Touring group boasted more than 40 cars each day. The race was as much fun hear as it was to watch.



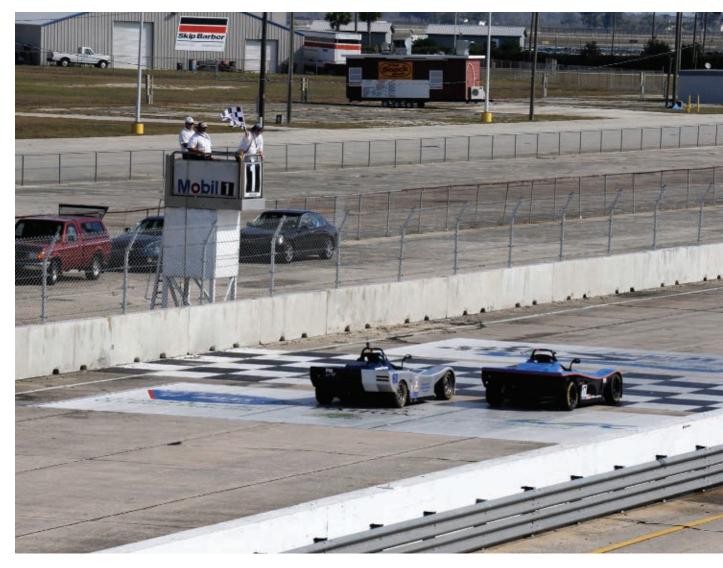


SUPER REWARDS

The Super Tour brings with it a victory lap, complete with commemorative flag, and that's not to mention a champagne spray on the podium.







transponder placement in those two machines actually showed Schofield in the lead, though Futrelle was visibly in front at the stripe.

During Saturday's races, the No. 40 Hoosier Tire/Hasselgren Engineering Swift 014a/Toyota of Keith Grant dominated the Formula Atlantic field through a host of full course cautions. Though Grant was passed near the finish after the final yellows flew, race officials corrected the final results, and awarded Grant the victory. On Sunday, Grant again left little doubt; racing off to the overall and class win during the Group 5 race to sweep the weekend's pair of races, grab the pole, and take the Eastern Conference Majors Tour point lead in the Formula Atlantic class. Grant took an 11.838sec win over Jimmy

Simpson, who finished runner-up two days in a row in the No. 01 RacePro Marketing Swift 008/Toyota.

Among the closed-wheel machines, Greg Ira had an impressive showing in E Production. Ira swept the weekend in

The two emerged from the final corner side by side, there was only a drag race to the checkered flag"

the No. 2 Starbrite Startron Datsun 240Z. In that same Group 3 race on Sunday, Peter Shadowen's GT-Lite class No. 72 Road N Race Automotive/ Goodyear Honda CRX Si held off the No. 71 Nissan Sentra piloted by Paul Mevoli by just 0.250sec to take the





CLOSE CALL

(ABOVE) The Sunday SRF finish was so close that transponder placement showed Brian Schofield (61) as the winner, but a visual review gave it to Franklin Futrelle (17), who also won Saturday's SRF race. (LEFT) SCCA's Butch Kummer addresses competitors during the U.S. Majors Tour and Super Tour weekend



win. Mevoli chased Shadowen through the entire race, with both running in the top five overall throughout.

The busiest man of the BFGoodrich Tires Sebring Super Tour was Andrew Charbonneau, Charbonneau ran six races over the weekend with the doubleheaders in Spec Racer Ford, Super Touring Lite, and Spec Miata. But the Spec Racer Ford races didn't go as planned for Charbonneau, who started from the rear of the field on Saturday but still made it up to 18th place in the 54-car field. That would be his best finish of the weekend in that class, as his car experienced mechanical issues after just one lap on Sunday and ended his race prematurely.

His No. 01 Jeffy Boy Racing Mazda Miata swept the weekend in Super Touring Lite, and impressive third- and fourth-place finishes, respectively, in the 52-car Spec Miata field capped the

That would be his best finish of the weekend in that class, as his car experienced mechanical issues"

weekend's performance.

On Saturday, five volunteers were awarded \$100 in a door prize at the evening's BFGoodrich Tires Participant Party. Paula Hildock, Craig Zeigler, Ron Gentry, Barry Peel, and Nancy Digh took home cash, while Spec Miata driver Daniel Moen won a set of BFGoodrich Tires for either his race or street car from the Official Street Tire of the SCCA.

Rounds 3 and 4 for the Eastern Conference Majors Tour will take place at Road Atlanta, March 15-17. Meanwhile, coverage of the second weekend of BFGoodrich Tires Super Tour action, which took place Jan. 25-27 at Auto Club Speedway, in Fontana, Calif., will appear in the April issue of *SportsCar*, as well as on SCCA. com and RACER.com. **(**

R=SU45

U.S. MAJORS TOUR/SUPER TOUR/DOUBLE NATIONAL CENTRAL FLORIDA REGION | Sebring Int'l Raceway | Jan. 4-6, 2013

SATURDAY

GT1: (8 starters) 1. Dillon MacHavern (Ford) 2:05.779; 2. Ken Bupp (Chevrolet); 3. Ron Stanley (Dodge); GT2: (9 starters) 1. John Kachadurian (Porsche) 2:15.710; 2. John Yarosz (Chevrolet); 3. Jerry Onks (Chevrolet); GT3: (4 starters) 1. Steven Lustig (Acura) 2:22.594; 2. Wayne Quick (Ford); 3. Mark Ward (Toyota); GTL: (6 starters) 1. Peter Shadowen (Honda) 2:30.902; 2. Paul Mevoli (Nissan); 3. Charles Leonard (Nissan);

AS: (7 starters) 1. Jeffrey Werth (Chevrolet) 2:26.181; 2. Thomas West (Chevrolet); 3. Tom Ellis (Ford); EP: (5 starters) 1. Greg Ira (Nissan) 2:27.424; 2. David Hussey (Acura); 3. Robert Stratos (BMW); FP: (8 starters) 1. Curt Zitza (Porsche) 2:24.058; 2. Don Ahrens (Mazda); 3. W. Jeffry Stein (VW); HP: (7 starters) 1. Terry Boylan (Honda); 3. Bradley Davis (Mini);

STU: (7 starters) 1. Jim Taggart (Lotus) 2:24.277; 2. Michael Flynn (BMW); 3. Dylan Murcott (Honda); STL: (19 starters) 1. Snrew Charbonneau (Mazda) 2:33.654; 2. Jim Drago (Mazda); 3. Tim Estes (Mazda); T1: (2 starters) 1. Charles Rodholm (Chevrolet) 2:29.470; 2. Mike Canney (Ford); **T2:** (1 starter) 1. Albert Nocerine (Ford); T3: (4 starters) 1. Brian Kleeman (Nissan) 2:30.037; 2. Randy Tauro (Nissan); 3. Wayne Presley (Lotus); T4: (6 starters) 1. Edward Zabinski (Ford) 2:38.193; 2. Steven Zink (Ford); 3. Lance Stewart (Ford); SM: (51 starters) 1. Todd Buras 2:37.299; 2. Danny Steyn; 3. Andrew Charbonneau; **BS:** (2 starters) 1. Robbie Davis (Mini) 2:49.600; 2. Chi Ho (Honda)

CSR: (8 starters) 1. Jacek Mucha (Swift) 2:04.504; 2. David Watson (Stohr); 3. Garry Crook (Vision); DSR: (2 starters) 1. Greg Bell (Stohr) 2:12.893; 2. Jim Hallman (Stohr); S2000: (1 starter) 1. M. Bart Wolf (Carbir) 2:14.179; SRF: (54 starters) 1. Franklin Futrell 2:32.611; 2. Cliff White; 3. Brian Schofield;

FA: (12 starters) 1. Keith Grant (Swift) 2:02.227; 2. Jimmy Simpson (Swift); 3. Lewis Cooper Jr. (Swift); FB: (4 starters) 1. Glenn Cooper (RFR) 2:12.980; 2. Tom Beattie (Elan); 3. Michael Crowe (Van Diemen); FC: (12 starters) 1. Christopher Miller (Van Diemen) 2:13.106; 2. Peter Portante (Van Diemen); 3. Chuck Moran (Van Diemen); FE: (10 starters) 1. Scott Rettich 2:13.181; 2. Brandon Kennedy; 3. Thomas Green; FF: (10 starters) 1. John Benson (Świft) 2:17.473; 2. Lewis Cooper III (Van Diemen); 3. Steve Bamford (Mygale); FM: (7 starters) 1. Carson Weeder 2:11.362: 2. Robert Noell; 3. Beau Borders; FV: (7 starters) 1. Stevan Davis (Racer's Wedge) 2:39.908; 2. Russell Fredericks (Caracal); 3. John Fuchs (Caracal); F500: (3 starters) 1. H. Corey McLeod (Red Devil) 2:25.532; 2. Jack Walbran (Scorpion); 3. Alan Murray (Swift).

SUNDAY

GTI: (7 starters) 1. Simon Gregg (Chevrolet) 2:06.729; 2. Jordan Bupp (Chevrolet); 3. Ken Bupp (Chevrolet); GT2: (9 starters) 1. John Kachadurian (Porsche) 2:14.825; 2. Kurt Roehrig (Chevrolet); 3. John Yarosz (Chevrolet); GT3: (2 starters) 1. Mark Ward (Toyota) 2:28.727; no other finishers; GTL: (6 starters) 1. Peter Shadowen (Honda) 2:31.435; 2. Paul Mevoli (Nissan); 3. Chris Kopley (Austin Mini);

AS: (6 starters) 1. Jeffrey Werth (Chevrolet) 2:26.469; 2. Tom Ellis (Ford); 3. Paul Troup (Chevrolet); EP: (4 starters) 1. Greg Ira (Nissan) 2:27.193; 2. Steven Hickham (Mazda); 3. Sydney Davis (Mazda); FP: (9 starters) 1. Don Ahrens (Mazda); 2:33.321; 2. Curt Zitza (Porsche); 3. W. Jeffry Stein (VW); HP: (7 starters) 1. Bradley Davis (Mini) 2:46.774; 2. Anthony Drum (Austin Healey); 3. Pat Simpson (BMW);

STU: (5 starters) 1. Jim Taggart (Lotus) 2:24.430; 2. Michael Flynn (BMW); 3. Dylan Murcott (Honda): STL: (19 starters) 1. Andrew Charbonneau (Mazda) 2:33.441; 2. Jim Drago (Mazda); 3. Bruce Anderson (Mazda); T1: (3 starters) 1. Joe Aquilante (Ford) 2:27.928; 2. Mike Canney (Ford); 3. Charles Rodholm (Chevrolet); T2: (4 starters) 1. Albert Nocerine (Ford) 2:29.052; 2. Gary Mason (Porsche); 3. Carlos Lira (Ford); **T3:** (Brian Kleeman (Nissan) 2:29.623; 2. Randy Tauro (Nissan); 3. Chris Outzen (Nissan); **T4:** (6 starters) 1. Lance Stewart (Ford) 2:38.959; 2. Edward Zabinski (Ford); 3. Steven Zink (Ford); SM*: (43 starters) 1. Danny Steyn 2:37.582; 2. Todd Buras; 3. Jim Drago; BS: (2 starters) 1. Robbie Davis (Mini) 2:50.811; 2. Chi Ho (Honda);

CSR*: (7 starters) 1. Jacek Mucha (Swift) 2:04.189; 2. David Watson (Stohr); 3. Joel Janco (Elan); DSR*: (2 starters) 1. Jim Hallman (Stohr) 2:08.344; 2. Greg Bell (Stohr); S2000: (1 starter) 1. M. Bart Wolf (Carbir) 2:27.418; SRF: (52 starters) 1. Franklin Futrelle 2:33.181; 2. Brian Schofield; 3. Cliff White;

FA*: (11 starters) 1. Keith Grant (Swift) 2:02.158; 2. Jimmy Simpson (Swift); 3. Tyler Hunter (Swift); **FB*:** (4 starters) 1. Glenn Cooper (RFR) 2:09.267; 2. Michael Crowe (Van Diemen); 3. Tom Beattie (Elan); FC*: (11 starters) 1. Christopher Miller (Van Diemen) 2:09.399; 2. Chuck Moran (Van Diemen); 3. J.R. Smart (Van Diemen); FE*: (10 starters) 1. Scott Rettich 2:10.321; 2. Paul Schneider; 3. Brandon Kennedy; FF: (8 starters) 1. Lewis Cooper III (Van Diemen) 2:18.020; 2. Steve Bamford (Mygale); 3. John Benson (Swift); FM: (7 starters) 1. Carson Weeder 2:12.617; 2. Robert Noell; 3. Beau Borders; FV: (6 starters) 1. Stevan Davis (Racer's Wedge) 2:40.612; 2. Russell Fredericks (unknown); 3. John Fuchs (Caracal); F500: (4 starters) 1. H. Corey McLeod (Red Devil) 2:28.433; 2. Jack Walbran (Scorpion); 3. Chuck McAbee (QRE Invader);

* Provisional



ONE ISN'T ENOUGH

NO HOLDING BACK

Don't hold back on the lights or change your driving during the Challenge, even if you have a big lead. This is the key to being consistent. I violated this tip [in 2011] and tried not to hit cones in the slalom when I had a big lead, only to ease up through the slalom, didn't get the rear rotation I was used to, tipped a cone, and knocked myself out of the Challenge. **Beth McClure-Strelnieks** If you're serious about ProSolo, you must be willing to travel. The Tire Rack ProSolo Finale in Lincoln, Neb., is where all the class points and Challenge points champions are crowned - and the most money won. According to the rules, you can attend one ProSolo [during the season] and are still eligible for the Finale, but that's not true in reality. The Finale is so popular now, nobody with one event - called "one eventers" - were allowed to compete in the Finale in 2012. You simply must run two regular ProSolos every year now in order to be eligible for the Finale. So, map that out at the beginning of the season, and borrow a ride at a far event if you have to. **Paul Russell**

WORDS Philip Royle IMAGES Perry Bennett

LOGTITE

PROSOLO 201

Already Run a Couple ProSolos but Still Aren't Winning? We Talk to the Experts to Find the Secrets to Success

The Tire Rack ProSolo National Series is an interesting beast. It's traditional Solo with a hefty dose of drag racing. Toss in near-identical mirror-image courses, three sets of two runs per side, Challenge events on Sunday afternoon - all the while doing this in head-to-head competition - and it's a lot to get used to, let alone win. But we're not telling you anything new - after all, you've probably run a couple ProSolos already. The problem is you can't manage a win.

The differences between a traditional Solo and a ProSolo dictates competitors tackle

DECREASING THE PRESSURE

I don't like to have to depend on someone setting the tire pressures. Also, sometimes you have a small run group and there isn't enough time to get the pressures set, so that adds on another worry. I tend to set the pressure 2psi low in front and 3psi low in rear [in a rear-drive SSM Mazda RX-7]. Pressures will be optimum on the third run, and a little high on the fourth run – the tires are usually getting overheated by the fourth run. **Erik StreInieks**

Hoosic



As we all know, ProSolo has two mirror-image courses to memorize, which may seem like a lot. But the courses are short and relatively simple. I divide the courses into three sections and memorize my driving plan for each section. I define the first section as the starting area up to the turnaround area. The second section is composed of the turnaround – which could be just a simple 180 sweeper – and related gates. The last section is everything heading toward the finish. Memorize three action plans, and that's all you have to do. **Paul Russell**

FINDING THE BALANCE

There is no tire cooling allowed between runs during a driver's session anymore, so you may want to change your setup based on a car that goes toward more push or more oversteer as the tires heat up. I was bitten hard by this in a new-to-me car in 2012 at the Tire Rack ProSolo Finale, where the car went from a moderate understeer to being an undrivable bulldozer by the middle of run two of four as the front tires got really hot and the rears did not. **Gary Thomason**

THE EXPERTS AT A GLANCE

- Gary Thomason •'94, '96-'98, '06 Super Stock ProSolo Champ
- •'04 Super Street Modified ProSolo
- Champ •'97, '03 Overall
- ProSolo Champ
- '02-'03 A Street Prepared ProSolo Champ
- '99 Pro 3 ProSolo Champ
- Paul Russell
- '01, '10-'12 Kart Modified ProSolo Champion
- '99 BM ProSolo Champ
- Erik Strelnieks • ′06-′12 Super
- Street Modified ProSolo Champ • '05 Overall
- ProSolo Champ
- '90 D Street Prepared ProSolo Champion
- '00-'01, 2004-'05 Super Stock ProSolo Champ
- Beth McClure-Strelnieks
- 2004-'06 Overall Ladies
- Champion • 05, '12
- 05, 12 Ladies 1 ProSolo
- Champion • 01-'02
- Ladies 2 ProSolo Champion

ANOTHER CHALLENGE

A wrinkle in the Challenges is that you will likely be running against a car from another class that may have a radically slower or faster dial-in than you have. It's a totally different experience to have the lights come down separately left and right, and you will experience increased tension waiting for your lights to finally come down after what seems like hours, if you are going up against a slower car. Many people red light in this situation. Be aware of who you are running against so you are prepared for this to happen before you even get to the line, and then be patient and run your race with your light. Don't try and steal a glance over on the other course to see where they are as you near the finish line unless you definitely have some "sand" and feel you are probably well ahead because of it. **Gary Thomason**



ProSolos differently if they intend to win - even if they're already successful at Solo. Car setup, tire choice, and mental preparation that spells victory at a Tire Rack Solo National Tour can leave someone

chasing their tail at a ProSolo. Luckily, there are secrets. We spoke to a few competitors who have had success in the ProSolo National Series and asked for their top tips to a successful



PRACTICE MAKES PERFECT

Every car and driver has a different total reaction time, and that time will move around slightly at every event because of differences in things like pavement grip and any slope at the starting line. On top of that, the actual dimensional setup of the starting line beams varies slightly from event to event, and even side to side at the same event. All that adds up to it being a good idea to run some practice starts on Friday to see what works for you before the actual event starts. But don't be first in line for practice starts - let other racers build at least some rubber up at the start first. **Gary Thomason**

ProSolo event and season. Not surprisingly, we received several of the same tips from multiple people making those tips the obvious ones to make the cut. A topic that arose multiple times was one of mental preparation. With ProSolo's rapidfire pace, it's easy to defeat yourself before the light ever turns green. Several competitors also suggested that you consider not breaking out the good tires until Saturday afternoon or even Sunday morning. While other tips, like one regarding visor choice, illustrates just how important every aspect of a ProSolo competition can be. Following these tips will not

OLD TIRES FIRST

Run good tires when it counts. Since there are three run groups at ProSolos, it might be advantageous to run older tires in the first and maybe even second sessions, and save the golden runs on new rubber for the Sunday session. This can be risky, as conditions can change, or the car might decide to snap one or two axles.

Erik Strelnieks

STAGE RIGHT

ProSolo timing is not like a drag strip where the clock starts when you leave the staging beam, but rather when the light turns green, so you want to stage as shallow as possible. Doing this allows you to let the clutch out earlier and be moving at a higher speed when the clock starts versus someone who clidh't stage as shallow. You want to creep forward into the light slowly after the top stage light is on, until the second stage light just barely winks on. If 1 think I may have gone too far into the beam, I back up out of the second light and re-stage until I get it right, as time on the shot clock allows. **Gary Thomason**

NO ROOM FOR ERRORS

In the Challenge, your mistakes, rather than your lack of speed, will tend to get you eliminated. It doesn't take an 11/10ths run to win; rather, it takes solid runs without mistakes and good lights to move through the ladder. **Erik Strelnieks**

ACT FAST

Be as consistent as possible when tripping the second staging lights, try not to depend on putting the car in reverse, and be able to stage in a hurry. There will be times you are late to the line with the shot clock running down past 10 seconds or less. So have the skill to stage quickly. Also, after you're staged, keep a foot on the brake [or pull the hand brake] whether you need it or not - there are ProSolo sites with sloping parking lots. I've seen many people tripped up by cars moving underneath them. **Paul Russell**

OPEN TOP

If you're using a full-face helmet [in an open-cockpit car], bring a clear visor and be ready to swap it for your tinted visor on the Saturday afternoon heat. Mod and KM vehicles run in the last group of the heat, so for the Spring events, before daylight savings, and the Finale, because there are 280 competitors, there's a very good chance you'll be running past sunset and light conditions will be an issue. For KM, ProSolo setups are no different than regular Solo except for the Challenge. I recommend dialing in a greener, cold tire setup in impound for the Challenge. The dial-in times for the class will be set on hot tires that you can't achieve in the Challenge. **Paul Russell**

IT'S YOUR TURN

Want to try out what you've just learned? The 2013 ProSolo National Series tours the country from April to September, with 10 stops along the way.

2013 TIRE RACK PROSOLO NATIONAL SERIES SCHEDULE

| April 6-7 | El Toro Airfield, Irvine, Calif. |
|---------------|--|
| April 13-14 | Mineral Wells Airport, Mineral Wells, Texas |
| April 20-21 | New Meadowlands, East Rutherford, N.J. |
| May 24-25 | Spring Nationals, Lincoln Airpark, Lincoln, Neb. |
| June 8-9 | FedEx Field, Washington, D.C. |
| June 29-30 | McGee Park, Farmington, N.M. |
| July 4-5 | Summer Nationals, Arkansas Aeroplex, Blytheville, Ark. |
| July 20-21 | Hampton Mills, Packwood, Wash. |
| July 27-28 | Toledo Express Airport, Toledo, Ohio |
| Aug 31-Sept 1 | ProSolo Finale, Lincoln Airpark, Lincoln, Neb. |



guarantee success, but it might help you move up the ranks. And, with more practice and a little determination, it could be you spraying champagne at the 2013 ProSolo Finale. (9)



HELMETS: A CRASH COURSE

Is Your Helmet Safe to Use? Impact Damage Can Often Be Deceiving

WORDS & IMAGE Philip Royle

s this helmet safe to use? It was only worn once. It smells nearly new. Now look at the top and you'll notice what appears to be a paint chip. While the damage resembles only a scrape, if you could see through the shell you'd find the EPS (expanded polystyrene), which absorbs impacts, is actually compressed to the point that this helmet is completely written off. Apparently, looks aren't everything.

"When you have a damage mark on the helmet, you need to take into consideration what caused it," says Patrick Britain of HJC Helmets. "If it's a situation where you brush it against a wall and it just scrapes the paint off and doesn't damage the inner foam [EPS] then it's probably OK, but when it's an impact that's hard enough to crack the paint, the EPS inside might be compromised."

The life of this particular helmet was short but bright. The helmet was worn once, the vehicle rolled over, and the helmet took multiple impacts to the roll cage. The driver walked away with no injuries. But the point is, for all intents and purposes, the helmet looks fine.

"Helmets seem rigid, but they do flex and bend," Britain explains. "The paint isn't always going to bend with it, so if you hit hard enough to make the paint come off and it cracks the paint, then you had a really big impact." If you think your helmet is damaged, it is sometimes possible to send the helmet to the manufacturer or authorized dealer for an inspection. Britain warns, however, this may not be necessary as, in his experience, 99 percent of the time when someone sends their helmet in for inspection the helmet needs to be replaced.

But what if you drive an opencockpit car where you're constantly being pelted with rocks and debris. According to Britain, it's not the shell these drivers need to be concerned about - it's the visor. Luckily, visor damage is easy to spot.

"Damage to the shield is typically visible," Britain explains. "A visor will erode from dirt, gravel, and rubber, which will put divots in it, like you're sandblasting it. If you're running anything open cockpit, you'll want to run tear-offs to protect the shield." As for the rocks that hit the shell during competition, Britain explains that those are generally deflected and not of major concern.

Have you had an impact to your helmet? If so, it's probably a safer bet to replace it rather than taking chances. To help you on your way in helmet shopping, the next page includes a number of advertisers who offer a variety of helmets to fit your needs. (9)

CLEAR VIEW

Visors should be washed with warm water and hand soap. Never use aggressive products like Windex.

INSTANT DETAIL

Clean the shell of a helmet with cleaners that are safe for clearcoated automotive paint. Automotive instant detailer works great.

ADDED PROTECTION

If you're getting your helmet painted, be sure to use highquality automotive paint. Good paint and clear coat will help protect the shell from light abuse.

PAINT THAT HURTS

Never use spray cans to paint a helmet. Should overspray get inside the helmet, it can destroy the EPS, which is the material that protects your head from injury.

DANGER, DANGER

What looks like a paint scrape can actually be major damage. In the case of this helmet, this isn't a scrape, but multiple hits to a roll cage, destroying the helmet.



If you drive an open-cockpit racecar, be sure to use tear-offs on the visor. These will help protect against the constant sandblasting helmets are submitted to in competition.

KEEP IT CLEAN

Since the helmet's EPS is what does much of the work protecting your head, you want to be kind to the material – and that includes being careful when cleaning your helmet. "We've seen people spill Windex into the helmet, wetting the EPS – and that will destroy it," says Patrick Britain from HJC Helmets. "We've also seen people with a helmet sitting on their kart when filling the kart with gas, and they spill gas into the helmet. That will destroy it."

It turns out, products like Windex simply shouldn't be used on any part of a helmet. Britain notes that Windex can even damage the visor, as it may take the tint off. Instead, visors and helmets should be washed with warm water and hand soap.

"Some helmets have removable interiors, which can be dropped in the washing machine with detergent and no bleach, and then drop it in the dryer. A lot of people Febreze the interior, and that's fine," says Britain.

To clean the shell, Britain suggests using something like a car-detailing spray, "As long as it is clear-coat safe," he says.

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The Sport is also available in two graphic versions. Both designs offer racers an affordable alternative to an expensive custom painted helmet. \$279.95 for the Sport \$329.95 for the Sport with Graphics www.bellracing.com (800) 237-2700



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The Sparco WTX-7 Air is crafted from ultra lightweight carbon fiber. It includes a standard eye opening that can be used for open wheel or closed cockpit driving. Multiple upper vents increase circulation to cool the driver. WTX-7 has Hans clips pre-installed for added safety. It also has removable, washable padding for greater comfort. The WTX-7 can be fitted with a drink tube and an intercom system. Available in sizes XS to XL, FIA 8858 and Snell SA2010 approved. Price: \$899. www.sparco.com (800) 224-RACE

G-FORCE RACING GEAR

The G-Force Racing Gear CFG helmet is 20-percent lighter than the standard helmets. This Snell SA2010 helmet is made with proprietary Conehead Technology impact liner and a carbon fiber outer shell. Comes with a clear shield, cloth bag, and reinforced restraint points for less than \$400. Part Numbers: 3028SMLBK 3028MEDBK 3028XLGBK 3028XLGBK 3028XLBK www.gforce.com (770) 998-8855



SPARCO WTX-5W

The Sparco WTX-5W was specifically designed for maximum protection and visibility. It features an extra wide eye port to see closed cockpit gauges more easily. Constructed from lightweight fiberglass composite, the WTX-5W has Hans clips pre-installed for added safety. It also has removable, washable padding for greater comfort. Large chin bar vents help to increase circulation. The WTX-5W can be fitted with drink tubes and an intercom system. Available in white for custom graphic application in sizes from XS to XXL. FIA 8858 and Snell SA2010 approved. Price: \$669. www.sparco.com (800) 224-RACE



HJC AR-10 II

HJC's AR-10 II comes standard with an anti-fog injection molded shield, plush removable interior pieces, pre-drilled holes for head and neck restraints, SA2010 certification, and a wind tunnel designed shell for maximum aerodynamic efficiency. The AR-10 II is available in sizes XS-XXL for only \$299.99. www.HJC-Motorsports.com (562)407-2186



SPARCO WTX-5

The Sparco WTX-5 is a lightweight and comfortable helmet constructed from lightweight fiberglass composite. It includes a standard eye opening that can be used for open wheel or closed cockpit driving. The multiple upper vents increase circulation to cool the driver. WTX-5 has Hans clips pre-installed for added safety. It also has removable, washable padding for greater comfort. The WTX-5 can be fitted with a drink tube and an intercom system. Available in white or flat black in sizes from XS to XXL. FIA 8858 and Snell SA2010 approved. Price: \$669. www.sparco.com (800) 224-RACE









SERIES REPORTS

Sports Car Club of America 03/2013



SOLO HEADING INTO 2013

ScCA is launching a novice Solo School. Launching in 2013, the SCCA Starting Line will be series of one-day schools held at sites across the country. Per an early press release, it is "a partnership between the Tire Rack, the Sports Car Club of America, and The Evolution Performance Driving School to give automotive enthusiasts a professional, all-inclusive entry into the sport of autocross." Primarily, the school will act as a recruiting tool, as it is intended for car enthusiasts who have not participated in a Solo event.

The hope - which seems quite reasonable - is that a goodly number of participants will find that Solo is something they have been missing, and the Club will gain active members. Other SCCA programs will also benefit as these new recruits might dip a toe into the other programs once involved with the Club. If this works, this could be an

The hope...is that a good number of participants will find that Solo is something they have been missing"

idea that we look back on and wonder why it didn't happen sooner.

On a somewhat related note, the Region Development program that was introduced at the SCCA National Convention in 2012 will be formalized and expanded, with longtime active members **Raleigh** and **Velma Boreen** taking on the task of managing. In just the past five years, Regional participation in Solo events is down by



almost a quarter. Economic issues are no doubt to blame for a large part of the dip, but that doesn't account for everything. A formalized, centrally managed effort to improve SCCA's efforts to recruit and retain members is perhaps overdue, even without concerns about the economy.

Details of this program are being finalized, and a full presentation is scheduled for the 2013 SCCA National

Convention on Feb. 28-March 2 in Las Vegas, Nev., but the idea is to help regions with things like site acquisition, safety issues, leadership, marketing, and customer service.

The new managers of the program will be traveling to as many of the divisional conventions as they can, with an eye toward learning what it means for regions to do things right. There are regions with very successful

SIMPLE, TO YOU

For someone new to Solo, this might look like a mess of cones and some graffiti. The goal of the new Starting Line Solo school is to welcome those new to the sport, introducting them to concepts that are second nature to longtime members.

Reports from SCCA's Competition Series



find a couple things have changed since our preview in the January Leaving the Line column. Despite early discussions with the site management, the Farmington Tire Rack ProSolo somehow was originally slated on the same day as the Kentucky Derby. Given that the site of the event is the parking lot used by the local horse racetrack, and this is their biggest day with simulcasting the big race, we

aren't sure how that conflict was missed. Obviously, we got bumped to another date, and now the ProSolo will be hosted the last weekend in June.

UPDATED SCHEDULE Schedules have a tendency to change; this fact is even more pronounced when discussing schedules months before a competition season begins. While we are trying to get you the National Solo schedules as early as possible, you'll

DESERVING OF A MENTION

In an unfortunate omission, the Street Modified ProSolo Champion was missed in the Tire Rack ProSolo National Series wrap-up. Eric Hyman definitely deserved a mention,



winning his first ProSolo Championship in what is a very nontraditional car. He managed to take the class in his Nissan GT-R with a heroic Sunday morning comeback on a pair of courses at the Finale that nobody would have considered to favor power in a car whose primary strength is just that.

programs, and the Boreens will be keeping a keen eye out to learn from those examples.

While there is no one-size-fits-all solution to every problem, many will agree that the best way to achieve excellence is to keep an open mind while striving to achieve excellence. With the experience and abilities of the Boreens, this program should do a considerable amount of good for all. And, on an equally important note, especially at the National Solo level, is the announcement that Tire Rack has signed on for yet another year of sponsorship of the various National series events, like ProSolo National Series, Solo National Tour, and the new Match Tour. The level of sponsorship the Tire Rack brings to the Solo community is significant, and will hopefully continue for many years to come. (9)



READY FOR ACTION

Checkpoint worker Andrew Bireta, well equipped with iPod, earphones, whistle, and radio, helped in a number of events during the 2012 season.

A POST EVENT WRAP-UP

In 2016, the start of the RoadRally championship season will lose its first weekend in November classic. At the conclusion of the 2012 Covered Bridge Rally, Ted Goddard announced that the 50th Covered Bridge Rally would be the final one he would write. Next vear's 47th, to be headquartered at the Grand Summit Resort in Dover, Vt., will be the first of only four chances left to run this event.



ON RALLYING ROADRALLY

THE GREEN FLAG

Taking the green flag last fall to start the 2013 SCCA RoadRally Championship were events by New England, Kansas, and Kansas City Regions. The first was the 46th running of New England Region's Covered Bridge on Nov. 3 followed the next weekend by the sixth annual Kansas Rally Weekend.

These weren't the first RoadRallies of the 2013 season. Cal Club, with help from the Santa Monica Sports Car Club, staged the November edition of its First Friday Niter series. However, that event was a pace car for the championship season.

Won by **Paul McGaffey** and **Ron Dunlop** in a Cobra with a score of 0.21, it was sanctioned as a social event. The results of those events are not included in the championship scoring. Covered Bridge Rallymaster **Ted Goddard** and Kansas Rally Weekend Rallymaster **Rich Bireta** both took time at the end to assess their events. Goddard's thoughts came through in his post-event comments (see sidebar). Bireta included his summary and observations in a 14-page Letter to Competitors.

A total of 31 cars entered the two Kansas rallies. Twenty cars ran Saturday's East to Weston Rally with the remainder entering Sunday's Lake Perry Rally.

Before writing anything else, Bireta thanked the workers. A special mention went to **Derrick Carpenter**, safety steward; **Albert Weaver**, checkpoints and scoring; **Bruce** and **Charlene Bettinger**, starters; **Dan McConnell**, promotion; and **Andrew Bireta**, checkpoints.

Saturday's route traveled through towns north and east of Lawrence, Kan., to the finish in Weston, Mo. McLouth, Easton, Leavenworth, Atchison were all on or near the course. After a break, the contestants used the river bluffs roads near the Missouri River for the final two legs of the four-leg event.

Sunday's event "featured a figure-eight course around a cold and windy Lake Perry, northwest of Lawrence, Kan." The route visited Perry and Valley Falls before its conclusion in Lawrence.

In his letter, Bireta included more than a dozen photos of the route, the contestants, and the workers. The summary is worth mentioning.

Bireta took his cue from "a tradition in the Boy Scouts following an adventure to review the areas that have gone well (roses) as well as some items that could be improved for the future (thorns)." The seven roses included a couple of bright spots.

There were eight cars from Kansas City Region. Kansas City Region is primarily involved in Solo and Club Racing. Their participation in RoadRally was welcomed.

The involvement of the Miata Club was also worth noting. "I think that

In his letter, Biretta included more than a dozen photos of the route, the contestants, and the workers"

if rallying is going to grow in this area, its participation is going to come from the participation of clubs like the Heartland Miata Club," concluded Bireta.

Bireta measured the course "with a 0.01 reading GPS odometer." That method caused "consternation" among the expert crews running wheel-driving odometers capable of measuring to 0.001 mile. The scores failed to prove it was a problem.

The winners on Sunday were identical to those on Saturday. First overall, first in SCCA Limited Class, and first in MiDiv Expert Class were **Ron Ferris** and **Bruce Gezon** with scores of four points on Saturday and two points on Sunday.

Second overall, second in MIDiv Expert Class, and first in SCCA Equipped Class went to **Jim Duea** and **John Pearsall** with 11 points on Saturday and three points on Sunday. **Lori Goetsch** and **Martin Courtois** won the MiDiv Experienced Class while **Doug Paterson** and **Phillip Ohlemeir** won the MiDiv Beginners Class. (a)

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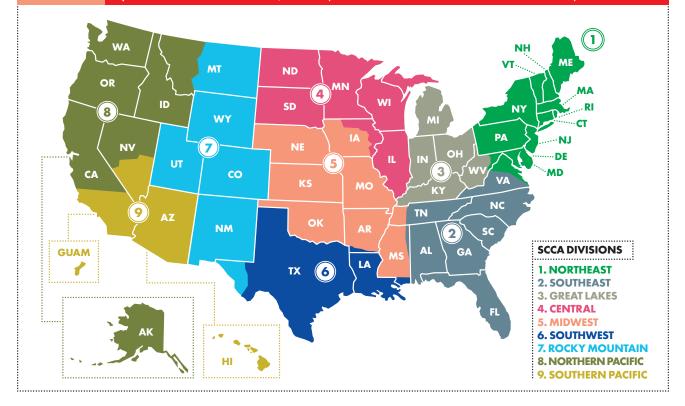
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DIVISIONAL REPORTS

Sports Car Club of America 03/2013: Updates, stories, and news from SCCA's nine competition divisions.





TIME FOR THOSE CONVENTIONS

This installment of *Knee Deep in NEDiv* will hit your mailbox (or digital inbox) as the March 2013 issue, but it is being generated as we celebrate the last hurrahs of 2012. I didn't get a chance to impart New Years sentiments to you all in the last issue, so I'll get that out of the way up front: Happy New Year, blah blah blah.

Around this time (March), most divisions are concentrating on rebuilding volunteer work forces and starting new competition seasons and championships. It is also convention time in NEDiv, and this season won't disappoint with no fewer than *three* divisional gatherings: March 10 in Toledo, Ohio, for the Great Lakes Division Training session; March 16-18 at The Inn At Pocono Manor, Pocono, Pa., for the Northeast Divisional Roundtable and Steward's Training; and March 23-24 at the Baymont Hotel and Suites, Hartford, Conn., for Steward's Training.

These assemblages are important to establish Club policy, disseminate important rules changes, determine equipment standards, and fortify volunteer worker forces. For it is with these volunteers that the Club's lifeblood pulses. The all-important volunteers are the face and front door of the Club, and as such are required to be knowledgeable in their specialty as well as being ambassadors for the Club. And, it is this last item that is the prickly subject of discussion this month.

AMBASSADORS TO THE CLUB

In the summer of 2012, I attended the Grand Prix of Baltimore, where

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. IndyCar and ALMS racecars rocket through the city streets. It is a tribute to the SCCA that such a prestigious event relies so heavily on our Club to provide corner workers to staff the event. I was not there as a worker, but as a journalist covering the event. I, with my event-issued credentials visible, walked around the circuit gathering information for a story and visiting the various worker posts.

It was a cold track when I came upon a worker station on the back straight. I approached the crew to ask about the location of the Flag Marshal, whom I wanted to interview about the event. I was quickly told I was on the wrong side of the spectator fence (you can't blame them for that - safety first), but despite my credentials being shown, I was told, somewhat rudely, that despite my credentials I couldn't be near the station at all. Eventually I moved on because I was made to feel unwelcome. And *that* is the point. As SCCA



members, we should remember to take every opportunity to welcome people to the Club, with the goal of making every encounter a positive one. From the perspective of these particular SCCA corner workers, they might have been unsure if the credentials I held did, indeed, grant me access to the location and, being members of the SCCA, they erred on the side of caution and instructed me to a safer location. However, had I not been an SCCA member, I might have left this particular encounter with questionable thoughts about the Club because of *how* the message was conveyed. Perhaps this particular incident was unavoidable (with it being a professional racing weekend and tensions being high), but there might also be lessons to be learned.

That said, a great big thank you and congratulations goes to all of the SCCA workers who staffed this professional racing weekend. It proved to be a great weekend of racing which couldn't have been done without you.

CONTACT

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BILL CANNONS CLAIMS LIFETIME ACHIEVEMENT AWARD

He's been there since dirt. Literally. "Where the Daytona track was going to be built, I stood hip deep in mud, right in the middle," explains **Bill Cannons**. "We planned it out." On the KEY MEMBERS Flaggers are not only essential to hosting a safe racing event, but they are also important ambassadors to new membership for the SCCA.

Bill Cannons, SCCA's "Mr. Daytona," was presented the Central

RECOGNITION

Florida Region's first Lifetime Achievement Award. comm radios, they just call him "BC." Drivers, teams, and workers from around the world have relied on him for nearly 50 years.

"The Central Florida Region (CFR) Board of Governors has created a Lifetime Achievement Award to honor a member who has served CFR in varying capacities over many years. This award is intended to be presented as our ultimate recognition for a member's service and dedication to the region," said **Fran Martin** proudly as she presented the award. What follows is a summary of the award presentation.

November 1957 is when ground clearing began for a mammoth project in Daytona Beach.

Cannons has been associated with the Daytona Speedway and **Bill France Sr.** from the earliest days. There is a story that he helped sell stock in the Speedway Corporation by going door to door to gain support for the initial construction. His support for the Speedway has never been forgotten.

Back in the 1960s with Bandini and Scarfiotti, Cannons fielded a team of cars, including a TR3 and an Alfa Romeo. They raced at Daytona, Jacksonville, Osceola, Sebastian, and PBIR. In 1965, his cars - a TR3-driven by Kelder/Dube and an Alfa Romeo driven by Mathis/Levetto - ran in the Daytona 2000km race. The TR3 finished fourth overall, first in class, and the Alfa crossed the line 16th overall, second in class. In the 1967 Daytona 24 Hour race, Cannons prepared two TR4s, which finished first and second in class.

This story came from one of his drivers: "During the night, one of the Chaparrals blew up directly in front of the TR4 I was driving and the TR was completely covered with oil. Of course, we had no radios in those days, and I had already gone past the pits. I drove with my head out the side window back



to the pits because the windshield and lights were covered with oil and dirt. I pulled in [to the pits] and he thought I had blown the engine and started opening the bonnet when I yelled and told him we were fine. I just couldn't see because the Chaparral had blown up in front of me. He had a big grin and yelled, 'The Chappy blew up in front of him, clean the lights and windshield, fuel him up, and get him out of here!"

In the 1970's, Cannons' cars participated in the 1970 Sebastian three-hour enduro. The Alfa, driven by **Guido Levetto**, took second in EP and third overall. In 1972, Cannons' cars also ran in one of CFR's premier events, the Daytona Paul Whiteman Regional/National races.

Cannons joined CFR in 1969 and served as a District Governor, Chief of Grid, and was involved with Flagging and Communications and Timing and Scoring. He served as Race Chairman for Daytona events, which required coordination among all venues, as well as with outside affiliations and Daytona itself. He still holds senior licenses in F&C and Pit and Grid, as well as a National Race Administration license.

Cannons won CFR's Distinguished Service Award in 1976 and was selected to the region's Hall of Fame in 2002. His support and influence helped open the door allowing CFR access to the Speedway for our events. Cannons continues to be an important and active part of our connection to Daytona. He supports both the CFR events and pro events, which our volunteers also staff.

It is only fitting that a person with his history, who has given so much to the sport and to CFR, be the first recipient of CFR's Lifetime Achievement Award.

CONTACT

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BACK TO THE FUTURE

Not only does **Bob Cowie** from the Cincy Region have oodles of stories after 40-plus years of flagging, but he sends the coolest information, such as



a link to a 28-minute video on the June Sprints at Road America from 1958 by D.W. Onan & Sons, Inc. Cowie shared a message he received from a friend, **Mike Robbins**, whose father raced at Road America that year with some race history from the 1958 race.

"I was at that race at Road America just a week and a half after buying my Speedster," says Robbins. "I'll never forget that race between **Chuck Rickert** and **Harry Blanchard**. Rickert was from Indy and had picked up his new GT Carrera Speedster at the dock in New York City the week before I bought my Speedster. He ran it at Bridgehampton that weekend and I attended as a spectator with friends from New York.

"An odd coincidence occurred the Tuesday following the Bridgehampton race. The owner/sales manager/ service manager of the dealership had his own 550 for sale. While he and I were tying up my purchase, in walked Chuck, **Dean Causey**, and **Bob Staples**. Staples was interested in buying the 550, but it didn't happen.

"That was the car that was offered for sale by **Ron Tonkin** in Portland, Ore., three or four years ago for half a million dollars."

The video describes the event with 50,000 spectators watching 200 amateur racing entrants, "driving because they *like* it," and, "there is something about a sports car." The film is in both color and black and white, with that era's version of in-car video during a race along the four-mile track.

What's the most striking is the sparse safety equipment for the drivers, and where the corner workers and starter stood - at the side of the track! Nor were there any guardrails or tire walls. The narration, by **Elliot Burton,** describes the turns, and he chastises the drivers like a good instructor would.

The diversity of cars highlighted included Alfas, Triumphs, Corvettes, and Porsches. Being a fan of **Burt Levy**'s books, it was reminiscent of scenes his character, Buddy Palumbo, would have seen.

You can find the video on **www. vimeo.com** by searching for "Road America 1958."

SPRING FORWARD

The new racing season in Great Lakes Division is about to kick off. Watching that video on Vimeo may inspire making reservations now for the National Championship Runoffs on Sept. 17-24. But until then, the several tracks in the division (Waterford, Grattan, Gingerman, Michigan Int'l Speedway, Nelson Ledges, and Mid-Ohio) will soon be our homes away from home during the 2013 racing season. The division's complete schedule can be found at **www.greatlakes-scca.org**. Get out your calendars and start scheduling!

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OUR 2012 HIGHLIGHTS

Joining with the Rocky Mountain and Southwest Divisions, Midwest Division became part of the pilot program for the U.S. Majors Tour. The Majors was in the planning stages for two years prior to the launch and, as our Area 6 Director and Chairman of the SCCA Board of Directors **Lisa Noble** notes, "the Majors Series is the biggest change in Club Racing in my memory."

Consisting of two weekends in each division, our division hosted events in April at the Hallett Motor Racing Circuit and in July at Heartland Park Topeka. The Hallett round also served as one of the three BFGoodrich Super Tour events in our division. These events provided good data to the SCCA National Office on what was needed for a successful 2013 rollout of the U.S. Majors Tour.

The Divisional Solo event at the Lincoln Airpark in Lincoln, Neb., surpassed expectations and was run in conjunction with the Spring Nationals Tire Rack ProSolo National Series and BACK ON TRACK Once the 2013 Club Racing season kicks off, members will have plenty of opportunities to head to Mid-Ohio.



Tire Rack Solo Championship Tour. The 40th Tire Rack Solo National Championships were held for the fourth consecutive year at Lincoln and bumped up against the maximum entry.

NeOkla Region hosted the RallyCross National Championships in Tulsa, Okla., drawing a record-setting crowd. While there, **Sam Henry**, of the Ozark Mountain Region, accomplished a unique Triple Crown of his own by competing in all three National Championships in a single year. (Check out this column in the January 2013 *SportsCar* for more information.)

The eastern side of the division welcomed the reopening of two shuttered Club Racing tracks: Gateway Motorsports Park and Memphis Int'I Raceway. Unfortunately, a poor turnout for the May race at Gateway caused the cancellation of the July race. As a result, St. Louis Region began a grassroots effort to rebuild the Club Racing ranks. This included establishing a series of programs to help the "new racer" get introduced to all the ins and outs of what it takes to go racing with the SCCA. They've also worked hard to secure three race weekends in 2013, including the division's Driver's School and one of the Mid-States Conference's Majors events.

Add in the day-to-day operations of all 14 regions in MiDiv: courting and welcoming new members, organizing Solo, PDX, RoadRally, RallyCross, and Club Racing events, hosting banquets and a MiDiv convention, educating the drivers of tomorrow through the Tire Rack Street Survival Schools, updating Websites, keeping up communications via e-mail, newsletters, and Facebook well, you have all been very busy. When asked to recap 2012, Noble, a Kansas City Region member, commented, "Whew, that's quite a bit! Go MiDiv!"

And now our amazing Noble has been elected as Chairman of the National SCCA Board of Directors! You can bet she'll be very busy, and we're as proud of her as she is of us.

There's a saying that's been around SCCA for a while now. "You came for the cars, but stayed for the people." MiDiv's members are friendly, willing to help you enjoy whatever side of the SCCA appeals to you, and in 2012 they showcased once again their dedication to bringing the best to the Midwest Division.

CONTACT

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THE PASSING OF A FRIEND

The Southwest Division lost a great racer, volunteer, and friend to cancer. Doug Azzarito, Lone Star Region member, SRF racer, corner worker, and friend to many, passed away in late December. He was well respected and quite the SRF competitor, even leading in his final race in May 2012 at Texas Motor Speedway. Despite a longstanding battle, he continued to fight and do what he loved best, including flagging for the U.S. Grand Prix at Circuit of the Americas in November. Our thoughts and prayers go out to his wife Sandy Azzarito, daughters Teresa and Gina, and the entire Azzarito family.

SRF DRIVERS REMEMBER AZZARITO

"I remember when I started racing 10 years ago," says **Scott Monroe**. "Doug was always a front runner. He always said hello even though he seemed to be busy as a bee prepping his car for the race. He gave me a ride in a turbocharged Subaru outside the Texas Motor Speedway and the hair literally stood up on my neck! I will never forget it as it was at night, and he had the car standing up! He was a hell of a driver and always a true gentleman. We need more drivers Like Doug."

"It goes without saying that Doug was a skilled, competitive SRF driver all one needs to do in that regard is look at his finishing record - but that is only a small part of the story," says **Ed Cavalie**r. "Doug stands out to me for several other reasons. Perhaps most importantly for the SCCA, unlike most of us, Doug was actively involved in the Club. I don't know all of those details, but he seemed to always find a way to work during the race weekends whether it be at tech or out to a corner for part of the day. I never understood how he could squeeze that in.

"On a more personal note, when I started racing an SRF, Doug was one of the first SRF drivers to find me and meet me. He was always helpful and offered me many tips on driving, car maintenance, and even trailer maintenance. While most, if not all, SRF drivers are forthcoming when you ask them a specific question, Doug stands out because he doesn't just answer the question, he goes into detail about the whys of the question and how it may impact other aspects of the original question.

"One quote of Doug's that has stuck with me is in regard to an SRF race where it was raining at the start and dry at the finish. Referring to our then spec SRF rain tire, which was well known to destroy itself on a drying track, he said something like, 'It was a race that you couldn't win on dry tires, and couldn't finish on rains.' Doug ceaselessly lobbied for a change to the SRF rain tire and, to a somewhat lesser extent, our dry tire. I think that he was right regarding both. 2012 brought a new, more durable rain tire for SRF. I'm not implying that Doug caused that to happen, but I bet his lobbying had something to do with it."

"I was very impressed with Doug's attitude, courage, grace, and dignity during his fight with cancer," says Clay Silvester. "When he first went in to the MD Anderson Cancer Center, he didn't complain and even tried to get a racing simulator program for cancer patients. I talked with him from time to time and he never complained. He did his final race at TMS in May and was still competitive. He even worked corners at the Memorial Day Weekend race [at Texas World Speedway]. I visited him at Turn 2 and again he didn't complain or feel sorry for himself, and was still willing to volunteer in the miserable heat. His character has shown through in his time of illness. He is a great example of living life to the fullest every day. I know all of us SRF guys have been touched deeply by Doug."

If you would like to share your stories, please visit the Southwest Division Website forums and add them to the entry.

The family has asked that in lieu of flowers, donations be made to the Livestrong Foundation in Doug's name. You can donate at **www.livestrong.org**.



TRIPLE THREAT Midwest Division

at championship events for Solo,

Club Racing, and RallyCross.

DELTA REGION'S RALLYE DE VROOM

On Nov. 25, Delta Region held its third RallyCross event for 2012 on familiar territory, NOLA Motorsports Park in Avondale, La. The area was small but made for a fun course that included some slaloms, hairpin turns, a medium sweeper turn with some fast sections and even a little bit of elevation changes on a mix of grass and heavily packed and stabilized dirt.

"Eight entries showed up early Sunday morning to play in the dirt," **Damon Cuccia** RallyCross Chair says. "We even had a pair of participants come from five hours away to compete. With the small number of competitors, we were able to run everyone in one heat."

In the morning runs, **Stefan Waller** made it apparent he was going to be the fastest in his SA 2008 Subaru STI, followed by **Paul Johnson** in his PF 2001 Ford Focus ZX3. Johnson pulled within two seconds of Waller in overall time, but the Focus succumbed to mechanical failure and he couldn't finish his runs.

Waller took top honors with a total time of 632.179, setting fastest time in the afternoon heat with a 47.060. **Patrick Huie** was second fastest in the afternoon with a 56.403 in his PA 2012 Subaru WRX Sedan, winning his class uncontested. Other trophy winners were **Justin Lee Abide**, who placed second in SA in his 1991 Honda Civic AWD Wagon, and **Freddie Herbert**, who won MF in a 1983 Mazda 323 GLC.

The event went so smoothly that most everyone was able to put in 12 timed runs, plus a few fun runs before trophies were awarded for the day and event clean up.

"A big thanks to three volunteers who helped the event move along smoothly, especially since they didn't turn a wheel in the dirt." Cuccia says. "Thank you to **Alfred Yee, Niall Wilson**, and **Spencer Weldon** for all of the help."

This event will be the first of a nineevent points championship for Delta Region that will run through August 2013, with the next event happening at NOLA Motorsports Park on Jan. 20. The SWDiv RallyCross National Challenge is slated for April 2013 in Texas. More details will be posted on the Southwest Division Website.

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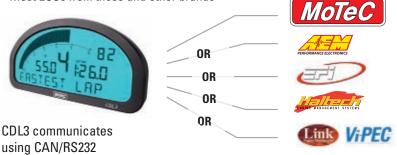
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PONY EXPRESS ROCKY MOUNTAIN DIVISION BY DAVID MURAMOTO

IN THE OFF SEASON

Even as snow and cold envelope most of RMDiv, there remain pockets of racing activity. Down south, Pan Am Region should be starting its 2013 Solo series - although the region's Website has been down for some time. In Colorado, the Solo winter series involves an event each month from November through March and, of course, the Colorado RallyCross series usually kicks off its season opener in March.

But for many racers, winter is the best time to get that racecar on jack stands. It's high time to get the things done that were put off during the season - or blew up in our faces during it. For me, the new rules in the Club Racing Touring classes meant winter was the ideal time to take a close look at the rulebook and get the racecar in order. Of course, there were also components like a balky limited slip diff, blown exhaust system, and Brembo brakes that were overdue for a rebuild.

But this racing season is also bringing some new blood to RMDiv in the form of some old friends. **Derek Kulach** is a new Colorado Region member, but he's not at all new to SCCA racing. His father, longtime friend **Rick Kulach**, has raced everything from Formula Atlantics to various Nissan Showroom Stock and Touring cars. Derek has been knee-deep in racing since he was knee-high, and has often served as crew chief on many of his father's race efforts.

Beyond wrenching, Derek has had a significant amount of seat time in his past, starting with karts in Texas and progressing to racing shifter karts when he was growing up in New Mexico. That stopped when he went off to college, but racing was never far from his mind. In 2011, after graduation, he got his own SCCA driving career off to a strong start at an SCCA Super School in Texas. Driving a T2 Nissan 350Z, he finished his school with high marks and even reset the lap record at the Regional race that followed. But other more important events came into his life in 2012, as his marriage to Alexandra Dick took precedence, along

with the couple relocating to Denver from South Carolina. Of course, there's a budding automotive career as a manager at the Go Nissan southwest dealership to soak up all those weekends.

But things will change in 2013. Derek plans to resume his SCCA racing career by completing his Regional race requirements and getting his first National racing license. Ultimately, his sights are set on competing in the Majors and National events in RMDiv and earning an invitation to the 50th anniversary Runoffs at Road America.

With his father's support, Derek brought the red 350Z T2 racecar back to Colorado, where it had been originally stripped, prepped, and built alongside the car I race. After four years of being campaigned out of the division, it's good to see it back!

Of course, there's always a catch to such an inheritance and, in this case, it was a blown VQ35DE engine and damaged gearbox suffered in a race late in the year. Fortunately for Derek, I have a parts car with an intact drivetrain that is the same spec as the damaged components. We started in December by disassembling the front of the donor car and getting Derek's new bullet ready for reinstallation. It's not the first time we've worked together, although usually it was working on this same car at the June Sprints or National Championship Runoffs.

There's always a rhythm to pulling an engine. Laying out the tools and getting the garage and engine bay ready is like getting an operating table ready for action. Pretty soon, Derek and I had the nose off and parts and pieces scattered across the garage. Every tool seemed to be needed, and there was more than a little laughter as we decided who had



CHECKERED

FLAG

Doug Azzarito,

seen here leading

the SRF field in his

final race during

the 2012 Texas

Majors Invitational at Texas Motor

Speedway, passed

away in December

following a battle

with cancer.

the smallest hands, or nimblest fingers to slip off that sticky fitting or electrical connection. Sometimes, the start of a new racing season starts close to home.

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CELEBRATING OUR MEMBERS

It's so easy to get caught up in your own duties or goals at any event. A driver is focused on winning the race, setting the fastest time, or any number of personal challenges. A worker is intent on doing best job that they can, keeping people safe while looking for more people to recruit from the crowds. All of these people make up our Club. Each and every one of you deserves a "job well done"!

Every season each region recognizes a few of those special people with awards. San Francisco Region Board of Directors Awards went to **Jack Daniels** (for hard work and dedication), **Phil Munoz** (for commitment and conviction toward his unwavering stance on safety), **Megan Anderson** (for her undying commitment to the region's Solo program), and **Bill Robertson** (for stepping up and helping the Club during a crisis situation).

The Worker of the Year Award was given to the **Race Driver's Club**. The Thunderhill Outstanding Contribution Award went to **Steve Crawford** and **Art Suri**. And this year's Art Perry Award winner went to an entire crew: Timing and Scoring.

The Rookie Racer of the Year was Jonah Rhodehamel. The Regional Racer of the Year was Jim Gillespie. The National Driver of the Year was Tom Wickersham. And the Illgen Worker of the Year was Fred Peterson.

Benny Ng was presented with the Special Recognition Award. Ng took on the Solo program during a difficult time. He built the program back to





health and managed it with sound judgment, maturity, and good humor. The Regional Executive's Award this year went to Brian Ghidinelli. Ghidinelli represents the future of the Club with his out of the box thinking. The P.I.R.F.Award (Professionalism, Integrity, Respect, and Friendliness) winner was George Heyl. Heyl embodies the value of the Club. The Premier Award of Merit went to Mike Short. Short has a unique mix of leadership skills - he is direct but honest, he is willing to do the hard stuff most leaders shy away from, and he makes things happen. Short works well under pressure and is the guy you want in charge when things begin to fall apart. Short was definitely worthy of the Premier Award of Merit.

Oregon Region held its annual banquet it November. The Westfield Cars Vintage Driver of the Year went to Bill Duncan. Vikki Michailoff was awarded the Road Race Director Appreciation Award. Worker of the Year by Specialty went to the following: Driver Services, Margie Swanson; Emergency Services, Larry Prince; Emergency Rookie of the Year, Jon Schile; Flagging, Russ Newhouse; Communications, Bonnie Aareseth; Pace Car, Kim McFarland; Pit and Paddock. Jason Collins: Pre Grid. Nici Howland DuBois; Registration, Sue Price; Sound, Bob Putnam; Starter, Chuck Huffington; Tech Inspection, Tim Scott; and Timing and Scoring, Randi Miller-Graffy. Congratulations to all the class champions and specialty winners.

Annual Special Awards were also presented. The Howard Allen Novice of the Year was awarded to Derrick Ambrose. Bruce Wilson was awarded the Charlie Hexom Inspirational Driver of the Year. The Professional Driver of the Year was Steve Gatrell. Monte Shelton Regional Driver of the Year went to Matt Schultz, and the Duane Davis National Driver of the Year was Todd Harris. The Harv Hampton award was renamed to the Norton Gaston Award and was presented to Christopher Nawrocki. The Bill Carr Memorial Rookie Flagger of the Year was given to Philip DiNapoli. Don Smethers won the Stewards Recognition Award while James Sheperd was presented the Lew Scott Individual Achievement Award. Crew Chief of the Year was awarded to Norton Gaston. Bob Smethers won the Robert Dratwa Memorial Regional



TIME TO RACE On March 21-24, Buttonwillow Raceway Park will be the location of a Super School and Double Regional, as well as Cal Club's first enduro in years. Worker of the Year. Congratulations to all these wonderful members.

The Pacific Northwest Challenge, a combined championship between Oregon and Northwest Region drivers, crowned 10 Champions: B-Spec, **Derrick Ambrose**; DSR, **Miles Jackson**; FP, **John Taylo**r; ITJ, **Brad Green**; SM, **Matt Schultz**; SRF, **Dan Halloran**; STU, **Kyle Keenan**; VFSR, **Victor Gabrenas**; VP1, **Jonathan Keeble**; and VP2, **Bill Duncan**. The Challenge will continue again in 2013

Several of the other regions are holding banquets in January, which will be covered in a later issue.

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THE SEASON IS UNDERWAY

While 2013 has only just begun, in SPDiv our competition season is already under way. With stops from the BFGoodrich Tires Super Tour and U.S. Majors Tour having visited Auto Club Speedway, and the Tire Rack National Solo program kick-off just around the corner - set to visit Qualcomm Stadium and El Toro - you almost needed to have your cars completely prepped before the New Year.

Also coming our way is the RallyCross National Challenge, hosted by Cal Club Region and set for May 17-19 at Glen Helen. The National Challenge is but one of many RallyCross events to visit SPDiv. In June, RallyCross fans will be treated to a special EnduroRallyX at the Johnson Valley site. For a complete listing of the seven-round RallyCross championship series and other special events visit **www.calclubrallyx.com**.

Last month's column mentioned the Cal Club Region Super Drivers School, set to take place at Buttonwillow in March, but also of note that same weekend is the return of the enduro to Cal Club. The enduro will take place after the Regional race on Saturday, March 23, and is set to be two hours in length with one mandatory pit stop. It has been years since we've had an enduro in the division, so if you want to see more enduros in this area, show it by participating. Find out more at **www.calclub.com.**

In the more immediate future we

have the 2012 SCCA National Convention, which will once again take place in our division, at the South Point Hotel, Casino & Spa in Las Vegas, Nev., on Feb. 28-March 2.

The National Convention is a must-attend event if you are involved in any type of program management within your region - but it goes well beyond that. There are a number of town hall meetings, open forums, and informative workshops that are very valuable to drivers, workers, and regional staff alike.

The National Convention is also one of the few times SCCA members from every discipline can get together for a social event that does not revolve around cars - not that you couldn't get your fix with one of the unofficial go-kart outings. It's a great opportunity to network with people within your region and other parts of the country, and to share what works and what doesn't.

Friday and Saturday each feature an awards luncheon, recognizing members from all over the Club. The pinnacle of the event is the awards dinner and SCCA Hall of Fame induction on Saturday night, where a number of people who helped make the Club what it is today will join previous Hall of Fame inductees.

If you have ever thought about going to the SCCA National Convention, there is no better time to make the trip than when it's in our own backyard. •

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Sebring International The Mid-Ohio Sports Car Sat. Aug. 17 Raceway, Sebring, Fla. Course, Lexington, Ohio Canadian Tire Motorsport Park, Bowmanville. Ont. CA Sun, May 19 Sun, Sept. 1 Brainerd International Raceway, Brainerd, Minn. Sat, May 25 Sun, Sept. 29 Virginia International Lime Rock Park, Lime Rock, Conn. Raceway, Danville, Va. Sat, June 9 Watkins Glen International, Watkins Glen, N.Y. Sun, Nov. 3 Road Atlanta, Flowery Branch, Ga. Road America, Elkhart Lake, Wis. Fri, June 21 Sun, Nov. 17 Daytona International Raceway, Daytona, Fla.

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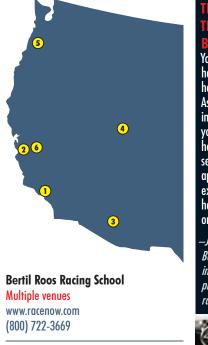
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-Johnny O'Connell, Bondurant instructor and professional racing champion

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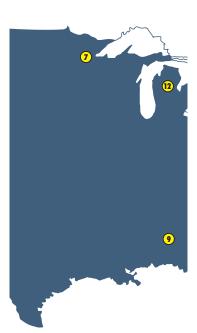
I'm huae on technique. If a person has not mastered heel-and-toe

downshifting, take the money from a set of tires [and] come to Bondurant 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.

-Johnny O'Connell, Bondurant instructor and professional racing champion



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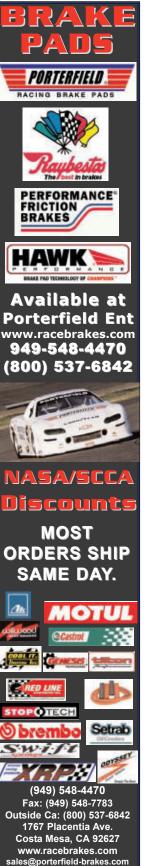




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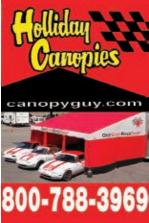
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May 24-26* T Majors - Michigan Int'l Speedway/Western Michigan May 31-Jun 2* Majors & Super Tour -Mid Ohio/Ohio Valley Jul 6-7 R Nelson Ledges/Neohio Jul 13-14* Majors - Gingerman Raceway/South Bend, Detroit Cincinnati (513) 528-9217 Neohio (216) 390-2856 Ohio Valley (614) 735-7561 South Bend/Detroit (586) 725-3057 Western Michigan (269) 217-2489

CENTRAL cendiv-scca.org

May 4-5 Blackhawk Farms Raceway/ Blackhawk Valley

May 24-26* Brainerd/Land O' Lakes May 18-19 Autobahn Country Club/

Chicago Jun 14-16 Majors - Road America/ Chicago

Jun 28-30 Blackhawk Farms

Raceway/Milwaukee

Jul 27-28 Road America/Milwaukee Blackhawk Valley (815) 772-4881 Chicago (847) 729-2211 Land O' Lakes (507) 451-1841 Milwaukee (262) 957-0041

MIDWEST midiy.org

Mar 23-24* Memphis Int'l Raceway/ Mid South Apr 6-7* Super Tour - Hallett Motor Racing Circuit/NeOkla, Okla, Wichita May 4-5* Kansas Speedway/Kansas, Kansas City May 17-19* Iowa Speedway/Des Moines Vallev Jun 1-2* Heartland Park Topeka/ Kansas, Kansas City Jul 6-7* Mid America Motorplex/ Nebraska Aug 3-4* Majors - Gateway Motorsports Park/St. Louis Des Moines Valley (316) 775-7627 Kansas, Kan City (816) 795-8520 Mid South (901) 377-2849 Nebraska (402) 592-7918 NeOkla, Okla, Wichita (918) 744-6392

St. Louis (314) 6571

SOUTHWEST sowdivscca.org Feb 22-24* MSR Houston/Houston Mar 8-10* Majors & Super Tour -Circuit of the Americas/Lone Star Apr 27-28* Eagles Canyon/Texas May 25-26* Texas World Speedway/ Lone Star

ROCKY MOUNTAIN coloradoscca.org May 4-5* High Plains Rcwv/Colorado May 25-26* Majors - Pikes Peak Int'l Raceway/Continental Divide Jul 6-7* Majors - High Plains Raceway/ Colorado Aug 10-11* Miller Mtrsprts Park/Utah Aug 31-Sep 1* High Plains Rcwy/Utah

Utah (801) 835-9036

NORTHERN PACIFIC norpacscca.org Mar 23-24* Thunderhill/San Francisco May 25-27* Pacific Raceways/ Northwest Jun 14-16 Portland Int'l Rcwy/Oregon Jul 5-7* Majors & Super Tour Portland Int'l Rcwy/Oregon Jul 5-7* Sonoma Raceway/ San Francisco

Northwest (360) 479-6082 Oregon (503) 224-9469 Reno (775) 267-4845 San Francisco (530) 934-4455 SOUTHERN PACIFIC scca-sopac.org Feb 23-24* Willow Springs/Cal Club

Mar 16-17* Inde Motorsports Ranch/ Arizona Apr 27-28* Majors - Buttonwillow/Cal

Club Jun 8-9* 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

NORTHEAST nediv.com Apr 13-14 Summit Pnt/Washington DC Apr 20-21* NHMS/New England Apr 20-21 R PIRC/Steel Cities Apr 26-27# NJMP/Jersey Racing Board May 10-12 Pocono/NNJR. Tri

May 18-19* Nelson Ledges/Mahoning Vallev

May 25-26* NHMS/New England May 25-26* Watkins Glen/Glen Jun 8-9 Summit Point/Washington DC Jun 21-22 Lime Rock/New England Jun 22-23 Nelson Ledges/ Finger Lakes

Jun 28-30 NJMP/Jersey Racing Board Jul 13-14 Summit Pnt/Washington DC Jul 20-21 Watkins Glen/Glen Jul 26-28 NJMP/Jersey Racing Board Aug 3-4*R PIRC/Steel Cities Aug 3-4 Summit Point/Washington DC Aug 10-11* NHMS/New England Aug 16-18 NJMP/Jersey Racing Board Aug 31-Sep 2 Summit Pnt/Wash. DC Sep 7-8* NHMS/New England Sep 14-15 Watkins Glen/Finger Lakes Sep 28-29* Nelson Ledges/Mahoning Valley

Oct 5-6 Summit Point/Washington DC Oct 5-6# Watkins Glen/Glen

Oct 18-20 NJMP/Jersey Racing Board Finger Lakes (315) 597-9637 Glen (607) 425-4339 Jersey Racing Board (609) 926-4842 Mahoning Valley (330) 418-3328 New England (508) 561-2188 NNJR, Tri Region (860) 678-8356 **South Jersey** (609) 926-4842

Steel Cities (412) 831-0361 Tri-Region (609) 352-1757 Washington DC (301) 572-7444 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 Roebling Road/Buccaneer Apr 5-7* PBIR/Florida Apr 27-28* Roebling Road/Buccaneer May 4-5# Daytona/Central Florida May 11-12* VIR/North Carolina Mar 15-17# Road Atlanta/Atlanta 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/Central Carolinas 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

GREAT LAKES greatlakes-scca.org Jun 14-16 R T Mid Ohio/Ohio Vallev

Jul 6-7 R Nelson Ledges/Neohio Jul 27-28* Grattan/Western Michigan Aug 10-11 R Mid Ohio/Cincinnati Aug 31-Sep 1* Mid Ohio/Ohio Valley Oct 5-6* Mid Ohio/Ohio Valley Oct 19-20 (quad) Nelson Ledges/ Neohio

Cincinnati (513) 528-9217 Neohio (216) 390-2856 Ohio Valley (614) 735-7561 Western Michigan (269) 217-2489

CENTRAL cendiv-scca.org

Apr 19-20 Blackhawk Farms Raceway/ Milwaukee

May 24-26* Brainerd/Land O' Lakes Jun 1-2* Milwaukee Mile/Milwaukee Aug 24-25 Road America/Chicago Aug 31- Sep 1* Brainerd/Land O' Lakes

Oct 12-13* Blackhawk Farms/Chicago Blackhawk Valley (815) 772-4881 Chicago (847) 729-2211 Land O' Lakes (507) 451-1841 Milwaukee (262) 957-0041

MIDWEST midiv.org

Mar 23-24* Memphis Int'l Raceway/ Mid South Apr 19-20* Gateway Motorsports Park/St. Louis May 4-5* Kansas Speedway/Kansas, Kansas Citv May 17-19* lowa Speedway/Des Moines Vallev Jun 1-2* Heartland Park Topeka/ Kansas, Kansas City Jul 6-7* Mid America Motorplex/ Nebraska Oct 19-20* Gateway Motorsports Park/St. Louis Des Moines Valley (316) 775-7627 Kansas, Kan City (816) 795-8520 Mid South (901) 377-2849 Nebraska (402) 592-7918 NeOkla, Okla, Wichita (918) 744-6392 St. Louis (314) 6571

SOUTHWEST sowdivscca.org

Feb 22-24* MSR Houston/Houston Apr 27-28* Eagles Canyon/Texas May 25-26* Texas World Speedway/ Lone Star Nov 2-3* Texas World Speedway/Texas Dec 7-8* MSR Houston/Houston

ROCKY MOUNTAIN coloradoscca.org May 4-5* High Plains Rcwy/Colorado Aug 10-11* Miller Mtrsprts Park/Utah Aug 31-Sep 1* High Plains Rcwy/Utah Oct 12-13* Pueblo Mtrsports Park/Utah Utah (801) 835-9036

NORTHERN PACIFIC norpacscca.org

Mar 15-16* Portland Int'l Rcwy/Oregon Mar 23-24* Thunderhill/San Francisco Apr 13-14* The Ridge Motorsports Park/Northwest Apr 13-14* Mazda Raceway Laguna Seca/San Francisco May 4-5* Portlant Int'l Rcwy/Oregon May 25-27 Pacific Raceways/ Northwest May 25-26* Thunderhill/San Francisco

Jun 7-9* Mazda Raceway Laguna Seca/San Francisco

| All dates/events subject to change | | | | |
|---|--------------------|--|--|--|
| * = Double Event | CH = Charity Rally | | | |
| #=Enduro | R = Restricted | | | |
| + = Addition/Change | v = Vintage | | | |
| HC = Hill Climb | T = Tentative | | | |
| CT = Club Trial | TT = Track Trial | | | |
| PDX = Performance Driving Experience | | | | |
| RR = Regional Rally | D = Divisional | | | |
| GTA = Game, Tour, Adventure Rally | | | | |
| GRC = Great Race Class | NT = National Tour | | | |
| NC = National Course | RT = Regional Tour | | | |
| CR = Course Rally | SR = Social Rally | | | |
| E-mail addresses for registrars and event | | | | |

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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

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NATIONAL PHONE NUMBERS Toll-Free (800) 770-2055 Pro Racing (785) 357-7223 Solo(785)232-7656

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COMMUNICATION ACCESS FAX:(785)232-7228:scca.com Pro Racing info/results: sccapro.com

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(678) 366-2100; pcreighton@scca.com Area 13: Todd Butler

Area 13: **1000 Butter** P.O. Box 607, Yamhill, OR 97148 (503) 754-0988; tbutler@scca.com



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U.S. MAJORS TOUR Atlanta Region hosts a Majors at Road Atlanta on March 15-17.

Jun 14-16*v Portland Int'l Rcwy/ Oregon

Jul 5-7 R Portland Int'l Rcwy/Oregon Jul 5-7* Sonoma Raceway/ San Francisco

Jul 27-28* the Ridge Motorsports Park/Northwest Sep 21-22* Thunderhill/San Francisco

Sep 28-29 (triple) Portland Int'l Rcwy/ Oregon

Northwest (360) 479-6082 Oregon (503) 224-9469 Reno (775) 267-4845 San Francisco (530) 934-4455

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 8-9* 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

NORTHEAST nediv.com Mar 23-24 Summit Point/Wash. DC Apr 19-21 PIRC/Steel Cities May 24 NHMS/New England Oct 4 Watkins Glen/Glen Glen (607) 425-4339 New England (508) 561-2188 Steel Cities (412) 831-0361 Washington DC (301) 572-7444

SOUTHEAST sedivracing.org Apr 13-14 Daytona/Central Florida Jul 20-21 Sebring/Central Florida Buccaneer (912) 897-1944 Central Florida (407) 568-6902

CENTRAL cendiv-scca.org Apr 19-20* Blackhawk Farms Raceway/Milwaukee Milwaukee (262) 957-0041 MIDWEST midiv.org Apr 19-20* Gateway Motorsports Park/St. Louis St. Louis (314) 6571

SOUTHWEST sowdivscca.org Aug 17-18 CT/PDX MSR Houston/ Houston

NORTHERN PACIFIC norpacscca.org Mar 8-10 Thunderhill/San Francisco Mar 15-16 Portland Int'l Rcwy/Oregon Jun 29-30 Reno-Fernley Rcwy/Reno Oregon (503) 224-9469 Reno (775) 267-4845

San Francisco (530) 934-4455

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

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Sports Car Driving Experience (800) 453-5506

corvetteracingschool.com Waterford Hills Road Racing Inc.

(248)623-0070 waterfordhills.com

TIME TRIALS

NORTHEAST nediv.com Mar 9-10 PDX Summit Point/Wash. DC Apr 6-7 PDX Summit Point/Wash. DC May 18 CT/PDX Nelson Ledges/ Mahoning Valley Sep 21-22 PDX Summit Pnt/Wash. DC Sep 28-29 PDX Nelson Ledges/ Mahoning Valley Mahoning Valley Washington DC (301) 572-7444

SOUTHEAST sedivracing.org

Mar 15-17 PDX Road Atlanta/Atlanta Apr 13-14 PDX Daytona Int'l Speedway/ Central Florida

Apr 13-14 TT/PDX Talladega/AL TVR May 18-19 TT/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

Aug 31-Sep 1 PDX Sebring/Central Florida

Sep 14-15 TT/PDX/CT Carolina Motorsports Park/South Carolina Sep 28-30 HC Crow 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

GREAT LAKES greatlakes-scca.org Aug 9-10 CT/PDX Mid Ohio/Cincinnati Aug 31-Sep 1 PDX Mid Ohio/Ohio Valley Cincinnati (513) 528-9217 Ohio Valley (614) 735-7561

CENTRAL cendiv-scca.org May 18-19 PDX Autobahn Country Club/Chicago Chicago (847) 729-2211 SOUTHWEST sowdivscca.org Feb 22-24 PDX MSR Houston/ Houston Apr 27 PDX Eagles Canyon/Texas Aug 17-18 CT/PDX MSR Houston/ Houston Dec 7-8 PDX MSR Houston/Houston

ROCKY MOUNTAIN coloradoscca.org

May 4-5 CT/PDX High Plains Rcwy/ Colorado Aug 31-Sep 1 CT/PDX High Plains Raceway/Utah Oct 12-13 CT/PDX Pueblo Motorsports Park/Utah Utah (801) 835-9036

NORTHERN PACIFIC norpacscca.org May 4-5 CT/PDX/TT Reno-Fernley

Raceway/Reno Jun 1-2 CT/PDX/TT Reno-Fernley Raceway/Reno Jun 22 CT/PDX/TT Bremerton Motorsports Park/Northwest Jun 29-30 CT/PDX/TT Reno-Fernley Raceway/Reno Aug 3 CT/PDX/TT Bremerton Motorsports Park/Northwest Aug 24-25 CT/PDX/TT Reno-Fernley Raceway/Reno Sep 28-29 CT/PDX/TT Reno-Fernley Raceway/Reno Oct 6 CT/PDX/TT The Ridge Motorsports Park/Northwest Oct 12 PDX Reno-Fernley Rcwy/Reno

Northwest (360) 479-6082 Oregon (503) 224-9469 Reno (775) 267-4845 San Francisco (530) 934-4455

SOUTHERN PACIFIC scca-sopac.org 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

Apr 6-7 El Toro Airfield, Irvine, Calif. Apr 13-14 Mineral Wells Airport, Mineral Wells, Texas Apr 20-21 New Meadowlands, East

Rutherford, N.J. May 24-25 Spring Nationals, Lincoln

Airpark, Lincoln, Neb.

Jun 8-9 FedEx Field, Washington D.C. Jun 29-30 McGee Park, Farmington Park, N.M.

Jul 4-5 Summer Nationals, Arkansas Aeroplex, Blythville, Ark. July 20-21 Hampton Mills, Packwood,

Wash.

Jul 27-28 Toledo Express Airport, Toledo, Ohio

TIRE RACK SCCA

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Mar 23-24 Texas A&M, College Station, Texas

Mar 30-31 Qualcomm Stadium, San Diego, Calif. Apr 27-28 Dover Downs, Dover, Del. May 26-27 Spring Nationals, Lincoln Airpark, Lincoln, Neb. Jul 6-7 Summer Nationals, Arkansas Aeroplex, Blythville, Ark. Jul 13-14 Hampton Mills, Packwood, Wash. Aug 3-4 Wilmington Airpark, Wilmington, Ohio

TIRE RACK' SCCA SOLO

NATIONAL CHAMPIONSHIPS Sep 3-6 Lincoln Airpark, Lincoln, Neb.

TIRE RACK MATCH TOUR

Mar 16-17 South Georgia Motorsports Park, Adel, Ga. Apr 6-7 Wilmington Airpark, Wilmington, Ohio May 11-12 St. George Airport, St. George, Utah Jun 1-2 Grissom Aeroplex, Peru, Ind. Jun 15-16 Minerals Wells Airport, Mineral Wells, Texas Jun 22-23 Pikes Peak Int'l Raceway, Fountain, Colo. Jul 13-14 Miller Park, Milwaukee, Wis. Oct. TBD Devens Airfield, Ayer, Mass

REGIONAL

Date Track/Region Phone numbers are for Region registrars

NORTHEAST nediv.com

Mar 3 Bader Field/South Jersey Mar 24 Bader Field/South Jersey Apr 14 Bader Field/South Jersey May 5 Bader Field/South Jersey Jun 22 Bader Field/South Jersey Jul 14 Bader Field/South Jersey Aug 11 Bader Field/South Jersey Sep 15 Bader Field/South Jersey Oct 12 Bader Field/South Jersey Oct 27 Bader Field/South Jersey Nov 17 Bader Field/South Jersey Seath Lersey (Oct 20 Edd Ego)

South Jersey (856) 534-5301

SOUTHEAST sedivracing.org

Mar 10 Hunt Army Stagefid/Wiregrass Mar 19 Tire Rack Street Survival, Seminole State College/Central Florida Apr 14 Hunt Army Stagefield/Wiregrass May 10 Hunt Army Stagefid/Wiregrass Central Florida (386) 562-0004

Wiregrass sccawiregrass.org

GREAT LAKES greatlakes-scca.org Mar 23-24 Walesboro Airport/ Columbus Club

Apr 20-21 Walesboro Airport/ Columbus Club

May 11 Walesboro Arprt/Columbus Club May 27 Wisboro Arprt/Columbus Club Jun 16 Wisboro Arprt/Columbus Club Jul 14 Walesboro Arprt/Columbus Club Jul 27 Wisboro Arprt/Columbus Club Aug 25 Wisboro Arprt/Columbus Club Sep 14-15 Walesboro Arprt/Columbus Club Set 6 Walesboro Arprt/Columbus Club Nov 3 Walesboro Arprt/Columbus Club Columbus Club (317) 535-5353 SOUTHWEST sowdivscca.org

Mar 2-3 NOLE Waldron Field/South Texas Border Apr 6-7 NOLF Waldron Field/South Texas Border May 4-5 NOLF Waldron Field/South Texas Border Jun 1-2 NOLF Waldron Field/South Texas Border Jul 6-7 NOLF Waldron Field/South Texas Border Aug 3-4 NOLF Waldron Field/South Texas Border Sep 7-8 NOLF Waldron Field/South Texas Border Oct 5-6 NOLF Waldron Field/South Texas Border Nov 2-3 NOLF Waldron Field/South Texas Border Dec 7-8 NOLF Waldron Field/South Texas Border South Texas Brdr (361) 980-8000 TAKING THE TOUR The Tire Rack Solo Championship Series hits San Diego, Calif., on March 30-31



ROCKY MOUNTAIN coloradoscca.org Feb 17 Front Range Airport/Colorado Mar 23 Front Range Airport/Colorado Apr 28 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

NORTHERN PACIFIC norpacscca.org

Mar 10 Marina Airport/San Francisco Mar 17 Oracle Arena & McAfee Coliseum/San Francisco Apr 21 Oracle Arena & McAfee Coliseum/San Francisco May 5 Oracle Arena & McAfee Coliseum/San Francisco May 11 Tire Rack Street Survival, Montana Expo Park/Montana Jun 9 Oracle Arena & McAfee Coliseum/San Francisco Jun 30 Marina Airport/San Francisco Jul 21 Oracle Arena & McAfee Aug 18 Marina Airport/San Francisco Montana montanastreetsurvival@

gmail.com San Francisco www.sfrscca.org

SOUTHERN PACIFIC scca-sopac.org

Feb 10 Aloha Stadium/Hawaii Mar 17 Firebird Int'l Raceway/Arizona Mar 31 Aloha Stadium/Hawaii Mar 24 Marana Regional Airport/ Arizona Border Apr 14 Aloha Stadium/Hawaii Apr 28 Marana Regional Airport/ Arizona Border May 19 Marana Regional Airport/ Arizona Border Jun 23 Marana Regional Airport/ Arizona Border Jul 14 Aloha Stadium/Hawaii Jul 28 Marana Regional Airport/ Arizona Border Jan 28 Aloha Stadium/Hawaii Aug 11 Aloha Stadium/Hawaii Aug 25 Marana Regional Airport/ Arizona Border Aug 25 Aloha Stadium/Hawaii Sep 22 Marana Regional Airport/ Arizona Border Oct 26-27 Marana Regional Airport/ Arizona Border Nov 24 Marana Regional Airport/ Arizona Border

Dec 15 Marana Regional Airport/ Arizona Border

Arizona kkempvet@aol.com Arizona Border random1@cox.net Hawaii (808) 283-1705 Hawaii-Aloha (808) 349-8813

ROAD RALLY

NATIONAL 2013 date to be announced

REGIONAL

Date Track/Region NORTHEAST nediv.com Mar 9 Absolute Zero Tour/Central N.Y. Central N.Y. rallydr@gmail.com

GREAT LAKES greatlakes-scca.org Apr 20 Badger Burrow Tour/ Milwaukee

Milwaukee jay.johannes@ smartsensorsystems.com

CENTRAL cendiv-scca.org Mar 17 Davis-Hutchens Tour Rally/ Southern Indiana

Mar 23 Minnesota Valley Winter Tour/ Land O' Lakes

Land O' Lakes (952) 381-2759 Southern Indiana (812) 476-6216

SOUTHERN PACIFIC scca-sopac.org Mar 1 First Friday Niter/Cal Club Apr 5 First Friday Niter/Cal Club Apr 27 The Spring Classic/Cal Club Cal Club (310) 372-7168

RALLYCROSS

NATIONAL CHAMPIONSHIP 2013 Date and Location to be Announced

REGIONAL

Date Track/Region GREAT LAKES greatlakes-scca.org Mar 10 Linwood, Mich./Saginaw Valley Saginaw Valley (616) 443-4529

SOUTHWEST sowdivscca.org Mar 23-24 Texas World Speedway/ Lone Star

Apr 28 NOLA Motorsports/Delta May 25 NOLA Motorsports/Delta Jun 8 NOLA Motorsports/Delta Jul 20 NOLA Motorsports/Delta Aug 24-25 NOLA Motorsports/Delta Delta dcuccia.dc@gmail.com

Lone Star info@texasrallysport.com

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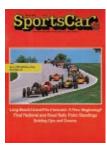
10 YEARS AGO ... **MARCH 2003**

 The 2003 New Safety Apparel Buyers Guide included the return of longtime safety guru Bill Simpson. with his new Impact Racing helmets. Area 10 Director Tom Campbell was appointed Chairman of the Board of Directors, after serving the previous four years as treasurer.



20 YEARS AGO... **MARCH 1993**

 In 1993, BoD Chairman Carl Haas broke the news that SCCA Pro Racing may soon be set up as a for-profit, standalone corporation. • The 1993 Race Car Buyers Guide sited slow new car sales due to a recessionary climate.



30 YEARS AGO...I **MARCH 1983**

• Formula Vee left its teen years behind, as it turned 20 years old. It was announced that CENDiv would host Formula Vee's 20th birthday party at Road America in May of that year. The celebration would also include a "neo-vintage" race, featuring older cars.



40 YEARS AGO ... **MARCH 1973**

 Skip Barber made his SportsCar writing debut, commenting on the 4-year-old SCCA National FF class. Barber presciently stated the "prospects for the future are good." Arizona Region hosted the Playboy Swingin' Safari National Rally. Lunch was at a nude resort.



50 YEARS AGO ... **MARCH 1963** The 19th annual SCCA

Convention graced these pages in 1963. Some 500 members visited the convention in Chicago, III. • The Inaugural USRRC hit Daytona, and Jim Hall was crowned the overall winner. For his efforts, Hall took home \$1,200 in winnings.

1993 RACE CAR BUYERS GUIDE

In what was the ninth annual overview of specialty racecars, indicators showed strong growth in Formula Continental, while FF was relying on the resale market to sustain itself. Sports 2000 had attracted new, skillful



builders, and the usual Formula Vee and F440 stalwarts were soldiering on. However, weak demand was driving up component cost, and as a result the cost of the completed car was also on the rise.



TRANS AM ON A BUDGET

Dean of the Northwest told the story of Club Racer Rick Stark taking on the "Big Boys" of Trans Am on a pauper's budget. Stark and his unpaid team members ran unsponsored at a time when, at best, a win meant you could break even for the weekend. For Stark, it was not about the money; rather, the satisfaction of seeing something he had built win a race was what drove him.



UNITED STATES ROAD **RACING CHAMPIONSHIP**

The first USRRC took place at Daytona International Speedway, but reportedly the event was nearly rained out after a monsoon turned much of the facility into a swimming pool. The miserable conditions contributed to only 13 drivers seeing the checkered flag. Jim Hall (LEFT) finished first overall in his Over 2.0-liter class Cooper Monaco, while Bob Holbert won the Under 2.0-liter division in his Porsche RS61.





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