

The SCCA Member Magazine



71.5

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FUELED UP The Truth About Ethanol
LATE BREAKING The 50th Runoffs Nears

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Developed for the drivers of sports cars, sports coupes and performance sedans that have a passion for sport driving, the ADVAN Neova AD08 is designed to provide high levels of traction, handling and control on dry and wet roads.

NOTE: Like all summer tires, the ADVAN Neova AD08 is not intended to be driven in near-freezing temperatures, through snow or on ice.

Optimized Contact Patch

Low void-to-tread ratio keeps more rubberto-road contact for extreme dry performance.

Unibloc Shoulders

Extra-wide shoulders improve lateral grip and stability during aggressive cornering.

Rapid Reflex Twin Ribs

Wavy center ribs enhance stability and steering response during high-speed driving.



The S.drive radial is for the drivers of sports cars, sporty coupes and performance sedans who want sport drive capability with refined road competence.

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Micro-Flexible Tread Compound

Uses nanotechnology to produce a silica-based compound that enhances wet and dry grip.

Continuous Contact Tread Design

Promotes even wear and noise comfort with a solid center rib. Large shoulder blocks enhance cornering stability and steering response.

Angled Groove Walls with Groove-in-Groove Technology

Distribute the stress loads to promote more even wear.

Visit tirerack.com/yokohama for up-to-date sizes and prices.













Streetable Track/Competition

Racetrack/Autocross - Dry











System Direzionale





TOVO TIRES



















Racetrack/Autocross - Wet





Streetable Drag Racing Radials **BFGoodrich**

g-Force T/A Drag Radial

BFGoodrich g-Force T/A Drag Radial 2

D.O.T. Drag Radial

Hoosier

TOYO TIRE

HEAT CYCLING

New DOT-legal competition tires require a break-in period to achieve maximum performance and durability. Running new tires through an easy heat cycle first and allowing them to relax allows the rubber bonds to relink in a more uniform manner than they were originally.

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Tire shaving is an effective means of permitting more of a tire's performance capability to be realized early in its life. Tire shaving removes tread rubber and reduces tire weight by several pounds. The resulting shallower tread depth reduces the tire's slip angle, increases its responsiveness and helps stabilize its cornering power by minimizing tread block squirm.

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Include all necessary installation hardware, scratchless mounting, hidden weight balancing and Hunter RoadForce™ testing (at no additional cost).

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Tire Totes \$1995 pair plus shipping

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Tire Storage Rack \$129 plus shipping

The flexible design can be adjusted for various tire widths to help organize the garage. 400 lbs. weight capacity.











INTRODUCING

g-Force™ Rival® Extreme Performance Summer

TURN HEADS ON THE STREET AND LOWER LAP TIMES ON THE TRACK.

Large outboard tread blocks and an Extreme Tread Edge shoulder design that wraps the tread compound farther down the sidewalls provide predictable feedback and maximum dry cornering grip from start to finish. Performance Racing Core reinforced internal structure reduces flex to increase response.

See the Launch Event at tirerack.com/gforcerival >

Tire Size Availability (manufacturer-provided ETAs as of 3/13/13)

3-RIB 265 mm and narrower

205/50R-15 In Stock 225/45R-15 APR 2013 225/50R-16 MAY 2013 215/45R-17 APR 2013 225/45R-17 In Stock 245/40R-17 MAY 2013

255/40R-17 APR 2013 245/40R-18 In Stock 265/30R-20 MAY 2013

275 mm and wider

275/35R-18 JUN 2013 295/35R-18 MAY 2013

315/30R-18 JUN 2013 335/30R-18 MAY 2013

285/35R-20 MAR 2013 315/35R-20 MAY 2013

NOTE: Like all Extreme Performance Summer tires, the g-Force Rival is not intended to be driven through deep water, in snow, on ice or in near-freezing temperatures.

TIRE RACK

g-Force™ R1™ & g-Force™ R1™S

Dry Racetrack & Autocross Only 17 sizes available in 15" to 18"

DOT-APPROVED TRACK TIRES THAT TAKE WINNING AS SERIOUSLY AS YOU DO.

The g-Force R1 provides predictable grip that is comfortable to drive at the limit lap after lap for track days, road racing and endurance events. The g-Force R1 S comes up to temperature quicker for autocrossing and sprint racing in cooler ambient temperatures. A semi-slick design with just 4/32" of tread depth eliminates the need for shaving. Rubber bridges are molded across the two DOT-required circumferential grooves to promote even wear and further the tire's slick-like performance.

NOTE: Like all Dry Racetrack & Autocross Only tires, g-Force R1 & R1 S are not intended to be driven in near-freezing temperatures, through snow or on ice, and must be serviced and stored indoors at temperatures maintained above 32°F.







TIRE RACK ...com











LIGHTWEIGHT WHEELS





PF01 bright silver

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

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

RC-G4 gold

Size	Starting at	Weight (lbs
15x6.5	\$256	16
15x7	261	17



RPF1 bright silver

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

		Weight (lbs.)
14x7	\$169	8.4
15x7	190	9.5
16x7	221	13.2-14.0
16x8	230	14.5
17x7	230	14.5-15.0
17x7.5	239	15.0
17x8	243	14.5-16.0
17x8.5	248	16.0-16.5
17x9	257	15.0-15.9
17x9.5	266	16.5
17x10	275	17.0
18x7.5	229	17.0
18x8	259	18.0
18x8.5	306	19.0
18x9	333	19.3
18x9.5	342	18.6
		18.5
		19.0



K4R light grey

Size	Starting at	Weight (lbs.)
		12.1-13.1
		12.4-12.8
16x7.5	159	16.7
17x7	199	14.0-14.1
17x8	199	14.8-15.8



K-1 silver

Size	Starting at	Weight (lbs.)
15x7	\$115	13.5
15x8	99	14.5
16x7	139	15.0
17x8.5	175	16.8
V1_TC	oilsor/light ar	

KI-IS silver/light grey

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

sparco



Assetto Gara black/bronze

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

Size Starting at Weight (lbs.)

		13.8-14.6
16x7	114	16.3-17.2
17x7	109	17.5-18.3
17x7.5	119	18.3-19.3
		19.2-19.9
18x8	145	20.3-20.5



C1 light grey

Bright silver and black available for some applications. Visit www.tirerack.com for sizes, pricing and availability. Starting at Weight (lbs.)

15x7	\$94	12.8-13.0
15x7.5	104	13.2
15x8	104	13.0-14.6
16x6.5	118	14.4
16v7	100	15.0

C2 light grey

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

Size	Starting at	Weight (lbs.)
17x8.5	\$144	19.0
18x8	164	19.2-20.0
18x8.5	167	20.8-21.2

C3 light grev

MISU avalla	ble in black and bri	giit siivei.
Size	Starting at	Weight (lbs.)
	\$129	TBĎ

C3M light grey (Miata only)

Also available in black and bright silver. Size Starting at Weight (lbs.) 15x9		
Size	Starting at	Weight (lbs.)
15x9	\$104	15.6
	matte grey (E Starting at \$239	BMW only) Weight (lbs.)



Superforgiata polished/black

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

Challenge black

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

Size	Starting at	Weight (lbs.)
	\$399	
18x9	419	21.8-22.7
18x10	439	24.3
18x11	529	23.0-25.8
18x12	549	26.5-27.2
18x13	579	24.4



Alleggerita HLT anthracite

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

Size	Starting at	Weight (lbs.)
16x7	\$259	13.6
17x7	319	14.2-14.9
17x7.5	324	15.0-15.1
17x8	329	15.4-16.7
17x8.5	334	15.7-17.1
18x7	395	16.5-16.6
18x7.5	398	16.8
18x8	401	17.2-18.4
18x8.5	405	17.4-19.1
18x9	410	19.4
18x9.5	419	19.6
18x10	429	19.0-20.2
18x11	439	20.4
18x12	399	22.4-23.4



Kojin matte silver/black

Size	Starting at	Weight (lbs.)
17x8	Starting at\$195	TBD
17x9	210	TBC
18x8	225	TBD
18x8.5	233	TBD
18x9.5	233	TBD



Ultraleggera/Ultraleggera HLT bright silver/black

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

Size	Starting at	Weight (lbs.)
15x7	\$205	12.0-12.4
16x7	232	14.5-15.0
17x7	199	15.5-16.2
17x8	285	16.7-18.0
18x7	355	16.5-17.5
18x8	357	18.4-18.8
18x9	372	19.4-20.8
19x8	420	20.0-20.6
19x8.5HL	.T 455	21.6-23.0
19x9HL	T460	23.0-23.4
19x10HL	.T 475	23.2-23.6
19x11HL	.T 505	24.0-24.8
19x12HL	.T 535	25.0-26.0
20x8.5HL	.T565	23.0-25.0
20x10HL	.T585	24.5-25.5
20x11HL	T599	27.0
20x12Hl	.T615	28.6





























SUSPENSION PACKAGES

SAVE versus buying individual components

Pro-Plus

Performance Handling Package

- Pro-Kit Lowering Springs + Front and Rear Anti-Roll Kit = Properly Tuned Performance Handling
- Increase cornering grip and turn-in response
- Shorten stopping distance and increase cornering speeds while maintaining ride quality
- Reduce fender to wheel gap

Sport-Plus

Aggressive Performance Handling Package

- Sportline Lowering Springs + Front and Rear Anti-Roll Kit = Aggressive Stance and Neutral Handling
- Lowers the car even further than Pro-Kit lowering springs for reduced center of gravity and an aggressive look
- Maintains performance handling balance while providing racecar-like

Pro-System-Plus Kit

Pro-Kit Springs + Pro-Damper Sport Shocks + Anti-Roll-Bar Kit

- · Complete, precision engineered suspension system
- No quesswork install, set alignment and carve
- Maximum performance, maximum comfort
- Million Mile Warranty



Pro-Street-S Coil-Over Kit

- · High performance coil-overs for the street
- Rust-free, stainless steel technology
- · Quick, adjustable lowering from 0.8"- 3.0"
- · 2-year warranty



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71.5

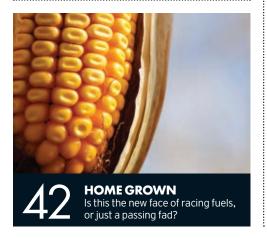
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ON THE COVER

Group 2 at the Circuit of the Americas BFGoodrich Tires Super Tour and U.S. Majors Tour in March was massive, with more than 80 cars taking the green flag on both Saturday and Sunday. Philip Royle snapped the image.







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



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

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Roll Bar Mount



Adhesive Mounts





CONTACT PATCH

PHILIP ROYLE

EDITOR, SPORTSCAR MAGAZINE

Acting the Part

This year's SCCA National Convention had a recurring catch phrase: We are the best amateur motorsports organization in America, and we need to act like it. While this is completely true, my experiences in the first few months of the year indicate, at least as far as I can see, we already are acting the part.

My competition season kicked off in January, where I competed in the BFGoodrich Tires Super Tour and U.S. Majors Tour at Auto Club Speedway in Fontana, Calif. (coverage begins on pg. 46). That event was flawless. The competition weekend operated like clockwork, and the post-race interviews and champagne celebrations couldn't have been better. Everyone I spoke to had a blast – even those who had mechanical issues.

After what I've experienced so far this year, I'm more convinced than ever"

My February and March were guite busy. It started with a Double National Club race - which went as smoothly as the Super Tour - and that was followed with a trip to the SCCA National Convention (coverage of which appears on pg. 36). The first National Convention I attended was in 2005, and I have been to every one since. Back then, the town hall meetings were filled with controversy, and there were often more aggravated comments than there was time - and I've listened horror stories about town halls of the 1990s. But this year, every comment I heard was either positive or offering solutions to recognized issues. Comparing the

change in attitude in just the time I've been attending the convention is amazing. The members are openly taking ownership of the Club rather than blaming others for shortfalls.

The weekend after the National Convention, I traveled to the Super Tour and Majors at Circuit of the Americas in Austin, Texas (read more about this event on pg. 52). While many motorsports enthusiasts might put any number of pro races on their list of "must attend" events, there was no doubt in my mind that I had to see the first SCCA Club race at this brand-new facility. And the fact that nearly 500 competitors registered solidified my decision.

Truth be known, the weekend had problems. Races started late, sessions were canceled, full-course cautions were all too abundant, and the paddock was tough to navigate with so many competitors - but, deep down, almost everyone was happy. I spoke to a number of competitors who were struggling with both their car and the facility, but time and time again, they'd follow their complaints with, "But this is my new favorite racetrack." The racers I spoke with recognized that despite the problems, they knew everyone was working 100 percent to make the event the best it could be, and they couldn't wait to return.

I've always been a cheerleader for the SCCA - and I'm sure I'm biased - but after what I've experienced so far this year, I'm more convinced than ever that we are the best amateur motorsports organization in America and, in my mind, we are acting like it.



DON'T MESS WITH TEXAS

There is no denying that the first SCCA Club race at Circuit of the Americas had issues, but almost everyone left with a love for the facility and plans to return. This end result was only made possible by the amazing work and dedication of SCCA's volunteers.

THE OFFICIAL PUBLICATION OF THE SPORTS CAR CLUB OF AMERICA

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Formula HLT,

Developed on the track. Made for the road. 17 18 19













Ultraleggera HLT black, matte silver, matte graphite silver 19 20



Additional Alleggerita HLT and Ultraleggera HLT finishes are available.

Some fitments special order with delivery in approximately 60 days. Visit tirerack.com for applications and availability.











VANTAGE POINT

JEFF DAHNERT

PRESIDENT AND CEO OF SCCA INC.

Acting the Part

ach year at the SCCA National Convention I do a presentation that kicks off the weekend. I usually give a recap of the previous year and then talk about new things that are in the works. This year we did things a little differently. A lot of the recap of 2012 was done at the Annual Meeting, held just before my kick off. We reported on participation of the different programs as well as membership levels and our financial status. (By the way, the presentations from the convention are available on the SCCA Website so you can look at what was presented if you weren't there.) A quick summary is that membership is up for the first time in over 10 years and our financial situation is the strongest it has been. Considering we've just come through one of the worst economic times in recent memory, we should feel very good about where we stand right now.

In the last year there have been a number of changes at SCCA, and there are more in process. What I spoke about during my kick off this year is that there is one more change we need to go through. It's not structural or program centric. It is a change in culture!

We are the best amateur motorsports organization in America, and we need to start acting like it! When we hired Trozzolo Communications Group to take a look at our marketing and branding, one of the first things they did was interview a lot of our members. What they came away with was that our members have a sense of pride, "But...."

There was an undercurrent that Trozzolo discovered which they called "inbred pessimism." There was a lot of recounting of problems or issues that went back many years, coloring

the attitudes of those members. My message to all of you is that this is a new day at SCCA. The past is behind us - we need to get past the issue or grievance that goes back more than a few years. Most of the people who were in leadership positions back then are no longer in those positions. There are so many things we should feel good about, we need to get our swagger back.

I challenge each of you to stand up for the reputation of the Club. There is a quote that says, "All it takes for evil to prevail is for good men to do nothing." When you see or hear unfounded negativity it is OUR HISTORY
As an SCCA

member, your job is to continue the Club's traditions started by the likes of automotive greats Carroll Shelby (left) and Dan Gurney. your duty to challenge it. The longer we allow the pessimism and negativity to continue the more it weighs us down!

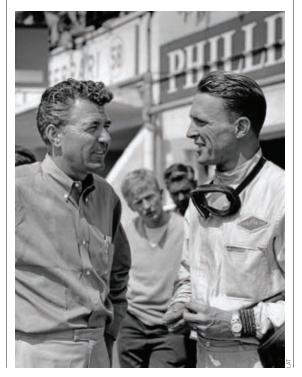
Just look at this year's Hall of Fame class: Andy Porterfield, Carroll Shelby, Bill Noble, Skip Barber, and Bobby Rahal. That is a slate of inductees any organization would be proud to call their own. Consider the champions who have come from the SCCA ranks: Mark Donohue, Michael Andretti, Scott Sharp, Paul Newman, and Chip Ganassi. Can any other amateur organization make claims like this? Absolutely not!

Our rich and long history deserves

As we move forward, we need to respect our history and tradition while attracting the next generation"

our best efforts and attitudes. You are a part of this fabulous organization and we are all responsible for making it better. We at the SCCA National Office have taken on a new spirit of collaboration. We have formed committees made up of members with specific skills to help us develop the tools and processes to move us forward. As we move forward, we need to respect our history and tradition while attracting the next generation of SCCA member.

SCCA is where America's best amateur drivers race! You are a part of this wonderful organization. We are the best amateur motorsports organization in America and we are going to act like it!









BFGoodrich* g-Force" Rival" tires will take you to the front of the pack, with their Extreme Tread Edge design that brings tread compound farther down the shoulder. That means optimal grip in hard cornering with predictable feedback that helps you raise the limit. They're your ticket to Playground Earth". Find yours at **bfgoodrichtires.com**.





ometimes you have to tell a story

Sin order to tell a story. I have to tell you three. Here's the first, and shortest, part: My grandson James was born four years ago. I thought

INSIDE THE BOARD

Lisa **Noble**

CHAIRMAN, SCCA BOARD OF DIRECTORS

Building a Better Club

about purchasing a lifetime SCCA membership for him but didn't. That leads to the second story. When I was elected to the National SCCA Board of Directors, there were very concerning issues about the Club's health and longevity. We cut expenses to the bone and retrenched resources. Shortly, with expert stewardship from the SCCA National Staff, the budget and finance team, and great support from our marketing partners, we discovered solid footing. The shift

One of those initiatives has been exploring options to energize renewing

toward growth began with a focus on

new programs and a service ethic.

Are we delivering the kind of experience expected by members? The answer was 'not always'"

members and to begin building a new member base. Through significant research of competing clubs, feedback from regions and members, discussions with staff, and general observations, we saw opportunities to build our programs from within. But because we know that if you build it, they don't always come, we couldn't rely solely on those new programs. We also looked for answers to the question: Are we delivering the kind of experience expected by our members? The answer was "not always." So the Board made a commitment to find ways to give our members an outstanding service experience.

Here is the third story: In order to build to the promised level of service, we

want to measure the SCCA experience. That will help us more fully understand what the SCCA membership expects. Chief Participation Officers, or CPOs, (a fancy way of saying customer service folk), will be at U.S. Majors Tours, Tire Rack Solo Championship Tours, and other events around the country. Training the CPOs to provide a worldclass experience - above and beyond has taken place. They will reach out to as many members as possible at each event, provide a friendly welcome, and ask members a short series of questions about their weekend experience, with the information captured via a tablet app. That information will be compiled and sent back to the applicable regions, answering questions about what is going well and what needs to be reassessed.

Along the way, as part of the process, what I have come to think of as "nonnegotiable standards" have



been defined. Standards that will create a Club dedicated to its members:

We will...

- treat all members and guests with
- take ownership of the SCCA brand
- be optimistic
- smile
- be open to change
- endeavor to provide the best experience possible to our members and quests
- be the best amateur motorsports organization in the nation

We won't...

- sacrifice safety
- tolerate those who act counter to the SCCA brand
- say, "It's always been done that way"
- be pessimistic

So how do we make all of that happen? If you read my last SportsCar column, you might remember that I said it's time to take back responsibility for success. Awareness of that responsibility from each of us is key. This is where you come in. We can't just talk the talk. You know the next line. We've got to, each one of us, walk the walk.

Finally, here's the last part of the first story: Because of these steps we are - right now - taking as a Club, I feel certain that grandson James will be able to enjoy many years in the SCCA. Last month, I signed him up for that lifetime membership. Though I'm sure he will cuss me each time he registers and has to explain that his member number "00" was his grandfather's racecar number.

We are the best amateur motorsports organization in the country!



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THANKS!

Thanks, Charlie Leonard, GT-L driver and paddock marshal for the Sebring BFGoodrich Super Tour. You made participation in the event by a driver who was over 11 hours away from home possible. Arriving 15 minutes after the track and registration closed, Charlie went to great lengths to get us entry into the paddock, getting rules clarified for getting in, and found us a source of power for our motor home and a great space for getting our car out of the trailer. On Saturday, after we blew an engine, Charlie again went to great lengths to find an engine hoist for us, searching the entire paddock, taking time away from his own car. He personally offered to help turn bolts, offering help from other GT-L drivers and crew, as well.

Charlie also came to Palm Beach Int'l Raceway and showed us all of the necessary points of getting things done, and took the time to teach me how to get around that track. Thanks Charlie Leonard! I guess you learned this from *your* great mentor Van McDonald, but you have to be a great person to start with, to do this so willingly.

A.L. (Tony) Drum

ONE OF US

The April 2013 issue of *SportsCar* took readers through all the facets of the SCCA. Too often we look at just our corner of the SCCA world and miss the other things in our area that might be available to us. Something I notice each year is the gap between our large membership numbers and the much smaller number of people who come to the track or to other events. If you're reading this and haven't been out to an event in a year or more, please try to reinvest some of your time. Come out here - we miss you!

RANTS REVISE 16842 VON KARMAN AVE., STE. 125, IRVINE, CA 92606 OR E-MAIL SPORTSCAR@RACER.COM

We know you love motorsports, and we are not all drivers or crewmembers or workers. Even if you can only come out as a spectator, you are part of something bigger. We all want to belong somewhere, and you didn't get into this just to get a magazine each month – it was to pursue your motorsports interests and enjoy it. Your Monday will seem much better after a weekend at an SCCA event, I promise!

Paul Gauzens

GOOD CATCH

In Peter Hylton's Ghost Track article (Abandoned Tracks of the Mid-Atlantic, March 2013), he states that the Augusta Raceway USRRC GT race was won by Don Yenko in a Corvette. In reality, Yenko was not entered. The GT race was a works Cobra 1-2, with Ken Miles winning and Dave MacDonald second. Thirteen cars were in the race, but no Yenko.

In the same issue, there is a reference to 1950s footage from Road America that appeared online. In Nancy Schilllace's column, she features a video of the 1958 Road America June Sprints small Production race. However, this is not from 1958. The film is about the 1959 race. There are several clues as to the correct year during the film, but the clincher is that the race was won by Harry Blanchard in a Porsche Carrera. Blanchard won in 1959; he was not in the 1958 race. Interestingly, the film itself does not have event integrity, as a few scenes are from the September 1959 SCCA National event with no explanation.

I hasten to point out that the film is mislabeled online, and the errors

contained therein would likely be caught only by someone like me who, besides being the Road America Track Historian, has also been at virtually every race run at that track.

Tom Schultz

THE NEW LOOK

Car magazines have littered my house for decades, with *SportsCar* being a part of the pile for 5 years now. So it wasn't exactly with excitement that my wife, upon seeing the January edition of *SportsCar*, said "Oh no, you didn't subscribe to another car magazine, did you?" Well done on the new look! And I think you all are feeling the impact of the new design as well - the articles, commentary, and tone of the writing seem to be more candid and entertaining.

I really enjoy Lisa Noble's comments, attitude, and conviction of vision for the new SCCA. And kudos to Randy Pobst for illuminating a men's health issue that really needs more awareness and discussion. Guys with the courage of ego like Randy are the catalysts for that process, similar to what has made the Komen Foundation so successful.

Thanks for all the great improvements and ideas in the works. Looks like there's a lot of momentum under way and reasons to look forward to the next edition of *SportsCar!* Bob Mondschein

STILL AT IT

Sherrie and I were surprised and delighted that I was selected as the October "Hero of the SCCA" for the 2013 SportsCar calendar. To be included in that group is quite an honor! I do have one minor observation - I'm not done yet! I am competing in the SCCA Pro Racing F2000 Championship Series, and have been for the past several years. So, any past-tense references to my racing career are premature! Sherrie and Dave Weitzenhof



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



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HAWK KICKS OFF 12TH SEASON

Hawk Performance returns for the 12th season as the Official Brake Products of the SCCA. In 2013, Hawk will expand its Runoffs Hawk Hot Lap award into every SCCA SafeRacer National Racing Series event in addition to its finishing awards.



QUALIFY TO WIN

The qualification process for the 2014 National Championship Runoffs is different from the past, but do include a number of paths to reach the main event.

The SCCA Board of Directors finalized the invitation process for the 2014 National Championship Runoffs, including paths through the U.S. Majors Tour as well as Regional and Divisional racing.

"While the location of the 2014 National Championship Runoffs has yet to be finalized, the Board recognizes that many Divisions and Regions are already diligently working on their 2014 program details," SCCA Chairman Lisa Noble says.

In 2014, there will be three distinct paths to the Runoffs. Via the U.S.

Majors Tour, racers will be able to earn an invitation which has both participation and performance requirements. The Majors participation requirements state that, in the same class, a driver must participate in a minimum of three separate U.S. Majors Tour event weekends and have a minimum of three race finishes. In addition, a racer must also finish in the top 10 of their Conference point standings in class, finish in the top 50 percent of the National Point Standings in their class (as in 2013), or achieve a point total in National Point Standings

The National Point Standings removes Conference boundaries from consideration"

greater than or equal to the midpoint of the previous year's standings for that class (as in 2013).

Divisions will determine their own Divisional Championship structure, including the point payout schedule and the events to be counted. Any Regional or Majors event may be used in the Championship structure, at the

SAFERACER NATIONAL SERIES

SafeRacer has renewed its contract to sponsor the National Club Racing Series for 2013. The SafeRacer SCCA National Racing Series consist of 65-70 races throughout the season, spread over nine divisions, and serves as part of the qualifying process for the SCCA National Championship Runoffs.





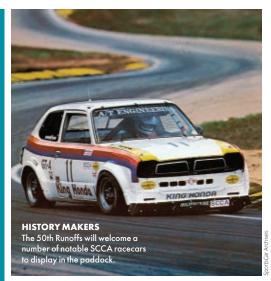
discretion of the Division, although a Division's plan for its 2014 Championship must be submitted to SCCA Club Racing at the National Office by July 1, 2013.

A competitor will be able to qualify for the Runoffs via a Divisional path. To do so, a racer must participate in a minimum of four Divisional points weekends in the same class, finishing in the top three positions in class point standings (Spec Miata and Spec Racer Ford will accept the top five positions). Divisions may exclude drivers qualified for the Runoffs through the Majors path or defending Champions at their discretion.

If a Divisional Championship has not concluded by the time of the Runoffs, invitations will be extended to drivers meeting the requirements at a period of time three weeks prior to the start of the Runoffs.

As in the past, any defending, 2013 National Champion will receive an invitation to the 2014 National Championship Runoffs. The only exception to this is if the individual used a provisional (past or defending Champion) invitation for that class in 2013.

In 2014, the National Point Standings will only include U.S. Majors Tour races. As is currently the case, the National Point Standings removes Conference boundaries from consideration, scoring a driver's best finishes in Majors events, regardless of the Conference in which it was held.



2013 RUNOFFS TO CELEBRATE 50 YEARS

The historic 50th running of the SCCA National Championship Runoffs, taking place Sept. 16-22, 2013 at Road America, will feature a number of special events throughout the week. The event kicks off at 8 a.m. on Monday, Sept. 16, with the first group taking to the challenging track for practice. Later that evening, a welcome party in picturesque downtown Elkhart Lake will help set the tone for the week.

The 2013 event schedule is a return to the more traditional seven-day format, this time opening with the aforementioned practice on Monday. Drivers will have three shots at qualifying, with sessions spread over Tuesday, Wednesday, and Thursday. After the final qualifying session for the week, the 50th celebration banquet will take place, featuring memories from previous 49 Runoffs. Racing gets under way on Friday morning.

Making the 50th Runoffs even more significant is a special allowance for past Runoffs Champions to compete at this year's event. "As part of that celebration, we invite any of our past Champions to return to battle today's best amateur racing drivers," says Jeff Dahnert, SCCA President and CEO. "You only have one 50th birthday, and we want to make sure that this event is as spectacular as the racing on the track."

On and off the track there will be special activities for all, including an on-track photo opportunity, a professional photo booth for car, driver and crew shots. The Runoffs will also include a car show featuring significant cars from past Runoffs, and an autograph session with Runoffs alumni that have gone on to professional motorsports. This is not an event to be missed.

SCCA PRO RACING TO SANCTION GLOBAL RALLYCROSS

In February, SCCA Pro Racing announced that it will provide sanctioning for all nine rounds of the 2013 Global Rallycross Championship (GRC) Championship, working in conjunction with local sporting authorities for three international rounds planned in Brazil, Spain, and Germany.

"SCCA was a logical choice for us and we look forward to working together with them as we expand our series," Colin Dyne, CEO of GRC, says. "Through our relationship with SCCA Pro Racing, GRC will now be an FIA recognized series, which is an important step for international growth."

SCCA Pro Racing will license all GRC drivers and also provide FIA licenses for drivers competing in international events.





TIRE RACK IS BACK

The 2013 National Solo season marks the program's 19th year with the Tire Rack as the title sponsor – the longest running partnership in the Club's history. The Tire Rack is extending its sponsorship of the program through at least 2017.

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 FEBRUARY 2013

NAME	REFERRALS	REGION
Warren Leach	16	San Diego
Gayle Jardine	7	Cal Club
Karen McCoy	7	Oregon
Bob Crawford	6	Washington DC
Corrin Tyson	6	Middle Georgia
Sydney Davis	5	Houston
Perry Aidelbaum	3	Northern New Jersey
Roger Brown	3	River Cities
Ann Hamilton	3	South Texas Border
Casey Simmons	3	Eastern Idaho

There are 501 additional members with at least one referral.

REGION LEADERS

(Category based on 2012 year end membership)

(category based on 2012 year end membership)				
REGION	GROWTH	RETENTION		
Jumbo Regions (800+)				
Houston Region	7.3%	99%		
Florida Region	3.9%	99%		
Cal Club Region	3.0%	96%		
Large Regions (401-799)				
Texas Region	7.8%	99%		
Central Carolinas Region	6.9%	99%		
San Diego Region	6.0%	96%		
Medium Regions (200-400)				
Kansas Region	31.9%	99%		
Lone Star Region	13.4%	97%		
Alabama Region	6.4%	98%		
Small Regions (<200)				
Montana Region	15.2%	99%		
Lake Superior Region	15.0%	99%		
Middle Georgia Region	14.5%	97%		



SCCA ENTERPRISES HELPING PAST CHAMPIONS FIND RUNOFFS RIDES

With a past-champion's provisional extended to all former winners at the 50th SCCA National Championship Runoffs, SCCA Enterprises is instituting a program that will help those drivers get behind the wheel at Road America, on Sept. 16-22, 2013.

Because the former champions are not required to race in the same class they earned their gold medals, SCCA Enterprises is helping those who are interested find rides in Spec Racer Ford.

"We want to make it as easy as possible for former Champions who do not have the opportunity to run their original classes, or the equipment to do so, to participate in this milestone event," says SCCA Enterprises
President and CEO Erik Skirmants. "We are reaching out to Champions who

have had involvement in the Spec Racer history, as well as local and national heroes in our Club Racing communities. We know the SRF race at the 50th Runoffs will be as fierce as last year, and by adding some of the most talented drivers in the SCCA's history we expect to set the stage for an event worthy of 49 years of buildup."

Former Champions, no matter the class, interested in a return to the Runoffs in a Spec Racer Ford should contact their local Customer Service Representatives. Some CSRs may be able to offer Formula Enterprises opportunities for those interested in the company's open-wheel machines. Contact information for local CSR's is available at www.sccaenterprises.com under the "CSR" link.

MEMBER BENEFITS

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



LegalShield is offering a discounted group rate and waived enrollment fees for SCCA members.



Receive 10 percent off any purchase of \$50 or more and free shipping from **NewParts**.



Budget Rent A Car is offering SCCA members a promotional rate of up to 25 percent off a rental.



Hyperfuels is offering members a 10-percent discount of all Hyperfuels.com purchases.



Receive a 20-percent discount on all **Street Unit Performance** products and 5 percent off all other items.

RACER magazine offers members a 44-percent savings off the cover 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.

FORMULA 600 CHALLENGE

The Formula 600 Challenge Series is a five-weekend series with prize payouts of \$4,000 or more per weekend. The F600 package consists of a 600cc motorcycle engine and 6-speed transmission in an F500 chassis. Visit www.theformula600challenge.com for more info.





The 2013 Pirelli World Challenge Championships will air on NBC Sports Network. All races will be broadcast in either 90-minute or two-hour programs airing Saturday or Sunday. Additionally, WC Vision and NBC Sports Network have signed a two-year broadcast agreement that is inclusive of 2013 and 2014 seasons.

Motorsports announcers Greg Creamer and Calvin Fish will provide play-by-play commentary and series analysis. Ashley van Dyke and Jeff Lepper will join Creamer and Fish for pit lane, and pre- and post-race segments. The broadcasts will include feature segments, series personalities, and behind-the-scenes footage.

AIR TIME

Pirelli World Challenge will air via the NBC Sports Network through 2014.

WORLD CHALLENGE TV SCHEDULE

NBC Sports Network, all times Eastern

Streets of St. Petersburg	Sunday, April 7, 2013	12:30 p.m.
Streets of Long Beach	Sunday, May 5, 2013	2 p.m.
Circuit of the Americas/Streets of Detroit	Sunday, June 16, 2013	5 p.m.
Lime Rock Park	Saturday, July 20, 2013	4 p.m.
Streets of Toronto/Mid-Ohio Sports Car Course	Saturday, Aug. 17, 2013	1 p.m.
Sonoma Raceway	Sunday, Sept. 8, 2013	3:30 p.m.
Streets of Houston	Sunday, Oct. 20, 2013	4 p.m.

HELMAN JOINS BOARD OF DIRECTORS

In early March, R. David Jones resigned from the SCCA Board of Directors as its Area 7 representative. The Board voted to approve Dan Helman as his replacement.

A former Chairman and a member of the SCCA Hall of Fame, Jones was re-elected to his second term as the Area 7 representative in November, but has since reconsidered his service for the next three years. Helman was runner-up to Jones in that election, and accepted the Board's nomination, per the SCCA bylaws.

Helman, of Huffman, Texas, is a member of the Houston Region. He recently served as chairman for the SCCA Insurance Committee.

Helman will serve Area 7 of the Club, which represents the Southwest Division. He will serve a three-year term, through 2015.

CHECKERED FLAG John Saucier Oct 5, 1938-Jan 25, 2013

Longtime SCCA member and active Midwest Division racer, John Saucier accrued a staggering 27 Divisional Club Racing Championships in his 50 years of membership (placing him third overall in the Club's history) and had the longest active Divisional Championship win streak, with 19 consecutive titles from 1992-'10.

"He was the Jerry Hansen of MiDiv champions - more than two dozen championships in classes ranging from Formula A to SSC," says Rocky Entriken of the Salina Region.

In his personal life Saucier lived in Oklahoma and worked for the FAA after retiring from the Air Force. Saucier is survived by his wife of 45 years, Sandra; son, daughter, daughter in law, and two granddaughters.





SOLO NATIONALS HOME THROUGH 2022

The Tire Rack Solo National Championships has enjoyed the vast concrete expanses of the Lincoln Air Park in Lincoln, Neb., since moving there in 2008. With a newly signed extended contract, the Solo Nationals will call Lincoln home through at least 2022.

3/28/1988 Arkansas 3/17/1988 Milwaukee

3/17/1988 Milwaukee

3/13/1988 Houston

ANNIVERSARIES

SCCA MEMBERS CELEBRATING 25-60 YEARS

60-YEAR MEMBERS			Wolfgang Maike	4/1/1973	Cal Club	Neil B MacArthur	3/28/1983 New England
James O Barrow	4/1/1953	Southern Indiana	Blaise L Merchlewitz	4/1/1973	Mid South	Jane Newbury	3/24/1983 San Francisco
Jerry Dunbar	4/1/1953	Blackhawk Valley	George W Miller	4/1/1973	New England	Mitchell Poremba	3/18/1983 Milwaukee
55-YEAR MEMBERS	2/4/4050	NEOUL	Micheline Poduje Stanley R Rider	4/1/1973 4/1/1973	New England New England	John D Stewart Kenneth N Tooker	3/22/1983 Texas 3/22/1983 San Diego
Anatoly A Arutunoff Richard Gilmartin	3/1/1958 3/6/1958	NE Oklahoma New England	Martin J Stoesser	4/1/1973	Milwaukee	Chuck Waller	3/28/1983 Southwest Louisiana
Roger E Many	3/1/1958	Cincinnati	Marsha E Toombs	4/1/1973	Finger Lakes	Walter Boyce	4/8/1983 Detroit
William G Rice	3/1/1958	Milwaukee	Bruce Waller	4/1/1973	New York	Gary C Bennett	4/8/1983 South Carolina
Paul Bender	4/1/1958	South Bend	Terry A Whitlock	4/1/1973	Buccaneer	Alex J Collins	4/8/1983 South Jersey
John T Bycraft	4/1/1958	Chicago	35-YEAR MEMBERS			David Demski	4/27/1983 Neohio
George W. Starch	4/1/1958	Northeast Oklahoma	Howard (Duck) Allen	3/1/1978	Oregon, San Francisco	Michael Drouin	4/28/1983 San Francisco 4/8/1983 Milwaukee, Neohio
50-YEAR MEMBERS			Garwood L Anderson II	3/1/1978	Colorado	J Timothy Dunn David E Goebel	4/11/1983 Eastern Tennessee
James T Bennett	3/1/1963	Neohio	Sue A Bailey Paula J Baker	3/1/1978 3/1/1978	Indianapolis Utah	Linda Goebel	4/11/1983 Eastern Tennessee
R H Hojaboom Ronald C Jesberger	3/1/1963 3/1/1963	Southern New York	Harold D Belizaire	3/1/1978	Neohio	Kay J Goldsmith	4/8/1983 Arizona
O Keith Bowman	4/1/1963	New York Des Moines Valley	Thomas M Betz	3/1/1978	Southern Indiana	Scott D Harvey	4/27/1983 Detroit
Terry B Chapman	4/1/1963	Lone Star	Roberto Luiz Boffi	3/1/1978	Detroit	Mike Haworth	4/27/1983 Eastern Tennessee
David C Giorgi	4/1/1963	Neohio	Karl E Broberg	3/1/1978	Arizona Border	Edward D Impink	4/12/1983 Washington DC
Henry Knauz	4/1/1963	Chicago	Michael A Cyphert	3/1/1978	Neohio	Fred W Johnson Robert W Kovatich	4/26/1983 Salina 4/5/1983 Southwest Louisiana
K David Nokes	4/1/1963	Rio Grande	Charlie Davis	3/1/1978	San Francisco Glen	Thomas Lepper	4/28/1983 San Francisco
Duane F Rost	4/1/1963 4/1/1963	Des Moines Valley	Judy M Dean Rod Folia	3/1/1978 3/1/1978	New England	Scott Means	4/18/1983 Lone Star
Ernest W. Stalder Richard D Stark	4/1/1963	Washington DC Northwest	Charles Dennis Gabriel	3/1/1978	North Carolina	Steven C Meyer	4/26/1983 Cal Club
45-YEAR MEMBERS	4/1/1703	Northwest	Marvin A Hodges	3/7/1978	Houston	Luis G. Moreno	4/8/1983 Pan American
Philip Fast Currin	3/5/1968	Central Florida	John S Ingram	3/1/1978	Buccaneer	Tom Morgan	4/28/1983 San Francisco
Martin M Fogel	3/1/1968	San Francisco	Barney Moen	3/1/1978	Cal Club	Charles F Padden Jr	4/28/1983 Northwestern Ohio 4/15/1983 Central Florida
Carl M Heuer	3/1/1968	Las Vegas	Paul W Neal	3/1/1978	Gulf Coast, Wiregrass	Sharron M Shields John D Snook	4/27/1983 Central Florida 4/27/1983 Eastern Tennessee
Richard L. Knoblauch	3/1/1968	Washington DC	Ross D Olney Lorri Ann Payne	3/1/1978 3/1/1978	Cal Club North Carolina	David L Steele	4/26/1983 San Diego
Lynn R Kromminga	3/1/1968	Des Moines Valley	Sharon Shira Reuter	3/1/1978	Northwest	Jim Mario Valdez	4/28/1983 Colorado
Jerry K Miller	3/1/1968 3/1/1968	Nebraska	Wayne G Reuter	3/1/1978	Northwest	John Walko	4/28/1983 Steel Cities
Edward M Morin D.M.D. Peter Nielsen	3/1/1968	New England Glen	John H Rudder	3/1/1978	Nebraska	Wayne Ward	4/15/1983 Great River
Arnold Bud Podzimek	3/1/1968	Chicago	Steve Sargis	3/1/1978	Blackhawk Valley	James M Weidenbaum	4/8/1983 Oregon
Rip Psyck	3/1/1968	Steel Cities	Dale William Silver	3/1/1978	Western Ohio	Dennis R Wendlandt Loren J Western	4/26/1983 Milwaukee
Peter J Regna	3/1/1968	N New Jersey	David Leroy Simerly	3/1/1978	San Francisco	Warren allen Williams	4/5/1983 Washington DC 4/26/1983 Northwest
Arthur L Fanter	4/1/1968	Great River	Marc Simmons Kevin M Smith	3/1/1978 3/1/1978	Finger Lakes Colorado	James Young	4/8/1983 Ohio Valley
Barbara McClellan	4/1/1968	San Francisco	Dean J Stoker	3/1/1978	San Francisco	25-YEAR MEMBERS	1,0,1500 01110 141104
Charles V Moran S Jay Novak	4/1/1968 4/1/1968	Old Dominion Detroit	Samantha J Stoker	3/1/1978	San Francisco	Frederick Semple	3/22/1988 Oregon
Bill Phillips	4/1/1968	Central Florida	Fay Teal	3/1/1978	South Jersey	Lynn Aavang	3/28/1988 Land O'Lakes
Douglas L Tompkins	4/1/1968	Chicago	Paul Charles Vollmar	3/1/1978	Susquehanna	Robert W Anderson	3/30/1988 Chicago
40-YEAR MEMBERS			Grant Wilcox	3/1/1978	Detroit	Kathleen Arken	3/10/1988 San Francisco
Bruce Howard Bettinger	3/1/1973	Wichita	Colan Arnold Paul R Cameron	4/1/1978 4/1/1978	Des Moines Valley Detroit	Theresa Best	3/8/1988 Indianapolis
David E Calafato	3/1/1973	N New Jersey	Willard Alvis Cantrell	4/1/1978	Washington DC	Scott Biersteker William H Black	3/14/1988 Chicago 3/24/1988 North Carolina
Richard Christ	3/1/1973	Arizona	Richard J Corwine	4/1/1978	Land O'Lakes	Allison Bondie	3/21/1988 Detroit
Douglas N Cummings	3/1/1973	Cal Club	Rodney Derrick	4/1/1978	Utah	John R Brooks	3/29/1988 Central Florida
Lorne D Fritz James A Gutowski	3/1/1973 3/1/1973	NE Pennsylvania N New Jersey	Mark Fickenscher	4/1/1978	Mahoning Valley	Mark Cassidy	3/31/1988 Kentucky
Bruce Hagopian	3/1/1973	San Francisco	Dennis P Freiert	4/1/1978	Western New York	Craig Conway	3/22/1988 Central Florida
Sam Halkias	3/1/1973	Ohio Valley	Louis J Giallanella	4/1/1978	Northern New Jersey	Donald Costa	3/7/1988 New England
Ann M Harvey	3/1/1973	North Carolina	Duane L Harrington Verne J Hassett	4/1/1978 4/1/1978	Neohio Cal Club	Gregory A Creamer	3/31/1988 Milwaukee
Charles M Henry	3/1/1973	Detroit	Carl G Hayssen	4/1/1978	New England	Anna K Devillers Curtis L Eames	3/28/1988 Glen 3/30/1988 Snake River
Ted W Hight Jr	3/1/1973	Detroit	Charles Holod	4/1/1978	Atlanta	Michael B Eidlin	3/30/1988 Northwest
Don A Hogue Patricia J Kelly	3/1/1973 3/1/1973	San Francisco San Francisco	Cynthia Traylor Jansen	4/1/1978	Cal Club	Debbi S Eley	3/7/1988 Alabama
Lee Miller	3/1/1973	Indianapolis	W Bruce Jones	4/1/1978	Western New York	Brad Epstein	3/22/1988 Philadelphia
Alan Naber	3/1/1973	St Louis	Thomas Kraft Ed Leed	4/1/1978 4/1/1978	Des Moines Valley	Peter Fairwell	3/7/1988 San Francisco
Nicolas I Neilsen	3/1/1973	San Francisco	Howard Severson	4/1/1978	Chicago San Francisco	Paul Fernandez	3/9/1988 Detroit
Roger T Nuttall	3/1/1973	San Francisco	Sherman Simmons	4/1/1978	San Diego	David F Free Sam Goins	3/22/1988 Philadelphia 3/23/1988 Cincinnati
David E Pettigrew	3/1/1973	New England	Walter Thomas Stark	4/1/1978	Chicago	Randy Gregg	3/30/1988 Kansas
Gary W Roubinek Charlie Stolz	3/4/1973 3/1/1973	Ohio Valley San Francisco	Stephen J Steeb	4/1/1978	Detroit	Mike Hall	3/15/1988 Continental Divide
Christine E Syfert	3/1/1973	Detroit	David D Stone	4/1/1978	Detroit, Saginaw VIIy	Thomas F Hasslinger	3/17/1988 San Diego
Gerald R Tack	3/1/1973	Detroit	William Styczynski	4/1/1978	Chicago	Susan F Herald	3/14/1988 Steel Cities
John Tartaglia	3/1/1973	New England	Steve L Tamandli	4/1/1978	South Bend	Steve Himmelsbach	3/23/1988 Blue Mountain
Stephen H Thomson	3/1/1973	Land O'Lakes	Donald Taylor Wava Utt	4/1/1978 4/1/1978	New England Milwaukee	Charles W Jorgensen	3/7/1988 Cal Club
William Tuzicka	3/1/1973	Salina		4/1/17/0	Milwauncc	Marina Kraft Bruce Kromminga	3/22/1988 Des Moines Valley 3/22/1988 Washington DC
Joseph P Abbamont Bruce F Andersen	4/1/1973 4/1/1973	Washington DC Blackhawk Valley	30-YEAR MEMBERS Al Aberson	3/25/1983	Δtlanta	John F Lukacz	3/7/1988 Neohio
Joseph W Atkinson III	4/1/1973	Glen	Dennis J Bay	3/28/1983		Raymond J Maliszewski	3/22/1988 South Jersey,
W Duane Bailey	4/1/1973	Indianapolis	John K Beckwith		San Francisco	Washington DC	, , , ,
Frank T Beyer	4/1/1973	Central New York	Albert W Chan	3/28/1983	Detroit	Walter J Mann	3/31/1988 Northern New Jersey
Marcy H Crawford	4/1/1973 4/1/1973	San Francisco	Darryl DesMarteau	3/21/1983	Central Carolinas	Gerard T Martinez	3/18/1988 Chicago
Paul Depirro	4/1/1973	Chicago	James W Ellis		Washington DC	Tim Meek	3/8/1988 Atlanta
Ron Doyle	4/1/1973	Colorado	James Richard Frank William Kevin Galey	3/21/1983 3/21/1983	Washington DC	Timothy P Minor	3/22/1988 Blue Ridge 3/23/1988 Atlanta
Joanna B Ellis Richard W Gent	4/1/1973 4/1/1973	New England Neohio	Frank J Garbutt		Steel Cities	Richard I Mitchell Jr Robert Lee Moore	3/22/1988 Oklahoma
Philip G Gott	4/1/1973	New England	Norton Gaston	3/29/1983	Oregon		3/22/1988 Washington DC
Joseph H Gray	4/1/1973	Susquehanna	Jonathan Goodale	3/28/1983	Colorado	Leslie L Oldenbrook	3/17/1988 San Francisco
Sandra L Gray	4/1/1973	Susquehanna	Brian Green	3/21/1983	New England	Dave Onyschuk	3/18/1988 Chicago
Michael Horwitz	4/1/1973	Chicago	Simon Green	2/24/4002	New England	Tom Oxner	3/28/1988 Arkansas

Simon Green

Christopher Harris

Michael F Jones

Mark L Kennedy

3/21/1983 New England

3/23/1983 South Bend

3/28/1983 Central Florida

3/23/1983 Florida

Tom Oxner C Skip Pfeffer

Nanetta L Phillips

Jane Langenfeld Pfeffer

4/1/1973

4/1/1973

Chicago

Glen

4/28/1973 Chicago

4/1/1973 Nebraska

Michael Horwitz

Rick J Hughey

Judy Hurtt Donald E Knop

RACE MONITOR APP

The Race Monitor timing and scoring app is now the official app of the SCCA. The Race Monitor app allows users to monitor live timing and scoring from most any race that utilizes a MyLaps or Westhold timing system via the RMonitor protocol. The app is available for Android and Apple iOS devices.



Richard Reed	3/22/1988	Northwost
Jeffrey L Romeo	3/31/1988	Colorado
David L Rugh	3/25/1988	Oregon San Francisco Land O'Lakes
Neal Ryan	3/23/1988	San Francisco
Todd Schneider	3/18/1988	Land O'Lakes
David A Schrady	3/31/1988	San Francisco
Judson Scott	3/31/1988	Central Kentucky, Tenness Mahoning Valley Neohio
Steve Selmants	3/22/1988	Mahoning Valley
Peter C Sorace	3/22/1988	Neohio
Steve Stadel		Blackhawk Valley
John Steinmetz	3/27/1700	New England
Ronald G Stewart Shawna S Stewart	3/31/1988 3/31/1988 3/14/1988	Cal Club
Arlene L Stream	3/14/1988	Colorado
Caleb T Stream	3/14/1988	Colorado
Kenneth G Taylor	3/9/1988	Central Florida Florida
Kenneth G Taylor	3/9/1988	Florida
Carol Uller	3/23/1988	Cincinnati, Detroit
Mark L Utecht		Land O'Lakes
Mary M. Hollis Utecht	3/30/1988	Land O'Lakes Northeast Oklahoma
Jeffrey Vogel Thomas F Wallace	3/31/1988	Not trieds: Okidiforna Dotroit
Karl Weber	3/8/1988	New England
Claudia Wolfson	3/30/1988	Washington DC
Richard S Yanus	3/17/1988	Neohio
John S Yarosz	3/8/1988	Northeastern Pennsylvania
Stephen Young	3/7/1988	Northeastern Pennsylvania San Francisco Atlanta, Northwest
Edward Zabinski	3/23/1988	Atlanta, Northwest
Francis R Zuppan	3/18/1988	
Bryan Addis	4/7/1988	Ohio Valley
Ron Baker Robert G Barlow I	4/29/1988	Finger Lakes
	4/26/1988	
	4/27/1988	
Helena Bevis		New England
Scott Bevis	4/25/1988	New England
Bill Bradley	4/7/1988 4/7/1988	Blue Ridge
Kaye M Bradley	4/7/1988	Blue Ridge
Craig W Bryant	4/18/1988	Cal Club
Steven F Carbone	4/26/1988	San Francisco Houston
Wesley D Cunningham Leibert R Ellis	1/7/1988	San Francisco
Christine M Fecteau	4/15/1988	
John Flynn	4/18/1988	Atlanta
Jon Fossi	4/18/1988 4/25/1988	Oregon
David M Geremia	4/8/1988	New England
Cherie Hazelton		Central Florida
Ken Hazelton		Central Florida
Gary Koepke	4/8/1988	
Leonard G Krebs JR Lane Jr	4/20/1988 4/8/1988	
Kathy S Lang		Blackhawk Valley
Kenneth Lang		Blackhawk Valley
Marc A Lear	4/29/1988	Cincinnati
Amy Lee	4/8/1988 4/7/1988	Hawaii
Mark B Leonard	4/7/1988	Cal Club
Ronald J Mallak	4/25/1988	Kansas City
J Gerald Mangan	4/18/1988 4/12/1988 4/12/1988	Oregon
Vincent J Marinkovich Joy Meyers	4/12/1900	Chicago
Steven J Mieritz	4/18/1988	Fort Wayne
Kathleen Tracy Muramoto	4/29/1988	Colorado
Michelle Oder	4/25/1988	St Louis Southern Illinois
Robert Rehklau	4/29/1988	Southern Illinois
Lisa Romeo	4/12/1988	Colorado
Colleen B Rugh	4/25/1988	Oregon
Robert Schauer	4/11/1988	San Francisco
Lisa L Schenkel Dennis Schneider	4/20/1988	
Barbara Ann Senkevich	4/29/1988	
Raymond Senkevich	4/29/1988	Steel Cities
Bob Skinner	4/18/1988	Oregon
Pamela Smith	4/18/1988	Oregon Central Florida Oregon
Ernest Spada	4/27/1988	Oregon
Gaylord W Spaulding	4/13/1988	Chicago
Carol Spinweber	4/22/1988	
David A Spinweber Wayne Tofel	4/22/1988 4/7/1988	Detroit Indiana Northwest
David J Wheeler	4/27/1988	
Maureen A Wheeler	4/21/1988	
Curtis G Wood		Arizona, Ozark Mountain
	4/40/4000	4

4/18/1988 Arizona, Ozark Mountain

4/19/1988 Texas

4/29/1988 Central Florida

Joanne Wood

Keith Young

Marie Zitza

SCCA BOARD OF DIRECTORS MEETING MINUTES 2/27-3/2/2013

The SCCA National Board of Directors met in Las Vegas, Nev., prior to the SCCA National Convention at the South Point Hotel on Wednesday, Feb. 27, through Saturday, March 2, 2013. All Area Directors were in attendance: Lisa Noble, Chairman; Dick Patullo, Vice Chairman; Jerry Wannarka; John Walsh; Bill Kephart; Todd Butler, Secretary; Phil Creighton; Michael Lewis, Treasurer; R. David Jones; Robin Langlotz; Steve Harris; Brian McCarthy; and Bruce Lindstrand. Additionally, staff, program board representatives, and outside guests also attended various portions of the meeting.

The following is a summary of motions from the meeting. Full minutes are available in the April 2013 *Fastrack News*.

MOTION: To appoint Dan Helman as replacement director for Area 7 effective 4-March. Walsh/Kephart. Approved 12-0, Abstain Jones.

BOARD STATEMENT: The Board of Directors wish to thank R. David Jones for his many years of valuable contribution to SCCA and wish him well in the future.

CLUB RACING

MOTION: To approve December BoD and January conference call meeting minutes. Walsh/Wannarka.

Approved 13-0

MOTION: To approve the three distinct paths to the Runoffs for 2014 as presented, including the U.S. Majors Tour,
Divisional Championships, and defending class Champions.
Creighton/Langlotz. Approved 13-0.

MOTION: To appoint David Arken and Kevin Fandozzi to CRB effective immediately. Walsh/Butler. **Approved** 13-0.

MOTION: To approve the CRB rules package as presented. Letters 9563, 10322, 9589 and 9943. Effective 1/1/14. Walsh/Butler. **Approved** 13-0.

MOTION: To change title of GCR 8.1.4 to "Rules Interpretation" and reword the opening paragraph. Effective 1/1/2014. Creighton/Langlotz. **Approved** 11 -0- 2 (Abstentions: Harris and Noble)

SOLO AND RALLY

MOTION: To appoint Raymond Jason (resume on file and provided to BoD) to the position of Great Lakes Divisional Solo Steward, effective immediately. Harris/Kephart.

Approved 13-0







POBST POSITION

Randy Pobst

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

Behind the Chrome Curtain

FAST TIMES

skills honed at the track are helping Randy Pobst live out another dream. the all-new SRT Viper and Corvette ZR1. Both are stomping, snorting 640hp supercars. Both made in God Bless America. Natural rivals (picture "Vipers eat 'Vettes for lunch" T-shirts).

I did the track driving, and set the new production car track record at Mazda Raceway Laguna Seca; in the 'Vette. SRT was not too happy that the Viper was quite a bit slower in my hands.

ve just realized one of my lifelong dreams: to be part of a manufacturer building a car. Thanks to the dedicated speed freaks and hot rodders at the small, but influential, Street and Racing Technology (SRT) team at Chrysler Group, I recently got a tantalizing taste of that fantasy, and the elated feeling that I made a real contribution.

7 I did the track driving, and set the new production car track record at Mazda Raceway Laguna Seca"

For many important and valid reasons, the big auto companies are often cloaked in secrecy. At least, that's always how it seemed to me. The manufacturer level was far away, hidden behind a chrome curtain. For one, like us racers, they don't want their competitors to know what they have going, in the constant struggle for an "unfair advantage." Also, I'm sure there are the usual concerns about legal liabilities - and let's not forget the watchful, sometimes threatening, eye of Uncle Sam.

I have worked with manufacturers for many years in my parallel career of automotive sales and training driving events, which has been a great manifestation of my Solo beginnings, but my dream was to be involved in the actual creation of a new car. I like to fantasize about doing it myself - don't you? But I watch from a distance as DeLorean, Shelby, Saleen, Tesla, Fisker, and others move mountains to produce their own, and I think, "Naaaah, that's not me." For one thing, you have to get your hands on enormous amounts of money, and I have never liked asking.

This opportunity resulted from a *Motor Trend* magazine comparison of



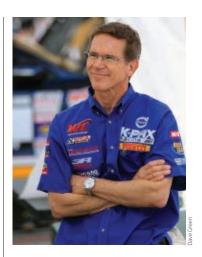
Forums buzzed. Randy fans defended me, thank you. I just sat back and watched the wheels go 'round, figuring that would be the end of any possible relationship with SRT for me. But I just drive as fast as I can, revel in the torque and lateral gees, and let the times fall where they may.

At first there were some hard feelings, but then the most amazing thing happened. The phone rang, and it was SRT engineer Erich Heuschele, a longtime SCCA Club racer and National Championship Runoffs champion whom I'd met 24-hourtesting hubs for the ACR Neon at Putnam Park in the early 1990s. Seems he surprisingly gave me some credit for his championship title, and by the way, SRT would like to know if I could come out and give some feedback on the handling of the new Viper. Well, I'll be danged.

It takes a lot of character - some real backbone, I tell ya - to invite someone who is critical of your new baby to visit and tell you why, in an effort to progress. I'm not at all sure I'd have the mettle, and I really respect the SRT team for that. I said yes, of course, and got excited about a car guy's dream come true. I swore to remain silent about what went on (I was behind the Chrome Curtain, you know), but I can share a few generalities.

The biggest: I am forever a fan of SRT and its products, not as a result of the cars themselves, but because of the enthusiasm and passion the people in this piece of such a large corporation have for these high-performance cars. These are our people, SCCAers, and you'll see most of them at our events in the upper Midwest. Working with them reminded me greatly of my weekends

DREAMER What do professional racecar drivers dream about? Cars, of course Randy Pobst acheived one of his dreams of racing high powered machinery professionally many years ago (BELOW), and now he's now living out another dream of helping manufacturers produce better performing cars from the factory.



I swore to remain silent about what went on... but I can share a few generalities"

with my race teams. The top SRT brass was there, too, all the way up to Ralph Gilles, chief of design at Chrysler Group and leader of SRT, and they impressed me with their unusual combination of pride in their creations and humble, open-minded, alwayslearning attitudes. Frankly, not at all what I expected; and not what I have sometimes seen in my other experiences. Every exec took some time behind the wheel on track, too. They spoke with esteem of how SRT vehicles are designed and tested for the track, even including the SRT Jeep! Their own 24 Hours of Nelson Ledges "torture test" (my words, as they were called when I was a kid) for everything they sell. Good track for a Jeep, I'd say, quite rough, yet still fast and fun.

What I also enjoyed was the heady potion of suspensions, tires, and powerplants. Roll centers and bushing flex. "Anti's", as Erich puts it, dive and squat. Trick shocks from Bilstein guru Daryl Bays. Car guy euphoria for meeveryday work for them, I guess. Not just on some garage-built weekend track rat, but on the all-new SRT Viper: the real thing. As delivered.

I feel greatly honored to have been admitted around the curtain into their inner circle for a couple of days, and I certainly hope to have made some meaningful contribution; and I hope you, too, get the chance to flex the muscles of one of these unique and brawny American specialties.

Output

Description:





BFGoodrich Tires has expanded its tire lineup to include the extreme performance g-Force Rival. The Rival has a UTQG rating of 200, and is offered in 15 popular sizes ranging from 15- to 20-inch diameters. The Rival offers track performance in a street package. www.bfgoodrichtires.com

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ONE MAN BRAKE BLEEDER

The Tagi International One Man Brake Bleeder incorporates a one-way check valve for true one-person brake bleeding. A magnet attached to the bottle makes for secure mounting while in use, and a silicone hose ensures a tight seal for easy fluid transfer. \$19.95 tagisales@aol.com

HEATSHIELD PRODUCTS STICKY SHIELD

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Corvette Racing, by David Kimble, documents the complete racing history of the Chevrolet Corvette, from Sebring to Le Mans. The book covers the early days of the Corvette in SCCA Club Racing, up to and including more current programs like ALMS. With 256 pages and over 200 images, it's a must have for Corvette fans. www.motorbooks.com

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SHIFTIN' GEARS

THE KICKOFF TO 2013

on Dec. 31, 2012, my wife Velma and I were enjoying a great evening with friends we've made through the Club. That night we celebrated the New Year together, but for many SCCA members, Jan. 1 doesn't mark the beginning of a new year. For many of us in the Club, we are looking at snow and cold weather come New Years Eve. So, in my way of thinking, the beginning of the New Year is the first event of the 2013 SCCA competition season – and I think most of you would agree.

Right now our car is in the shop having work done on it to hopefully improve its performance for the coming year. My only problem with this way of thinking is, I get anxious for the New Year events to happen, so I look at the SCCA National Convention as



my way to kick off the season, see some good friends, and do some bench racing.

This year's convention, held Feb. 28-March 2 in Las Vegas, Nev., was great, with many seminars helping our regions and Club grow. All of the programs within the SCCA shared their plans for 2013 and beyond. Your SCCA Foundation was also busy using the National Convention to launch new programs and plans for 2013. If you missed the Convention, here's what you missed.

Tire Rack Street Survival Program: We are following up a successful year with the Tire Rack Street Survival program with more enhancements in 2013. We are expanding the mentor program and hope to be able to see a 15 percent growth (or more) in the program in 2013 through more help for the regions.

Formula SAE: We are following up two very successful events in Michigan and Nebraska in 2012 with



LEARNING

While the Formula SAE program (ABOVE) and the Tire Rack Street Survival Program (BOTTOM RIGHT) are very different, they both emphasize education and learning.



enhancements for 2013. The competition by the schools is outstanding and the potential for SCCA's involvement is enormous with FSAE. This is a great source for potential new members.

Fund Raising: At the SCCA National Convention, the SCCA Foundation introduced a car raffle. This is the first time we have ever tried this type of venture, and it is exciting. A person has the opportunity to win one of two cars or a cash prize. The proceeds from the raffle will go toward paying for programs the SCCA Foundation is promoting. For just \$20, a member has a chance to win a car or cash and help the charitable side of the SCCA at

the same time. I encourage you to take a chance, buy a ticket to win a car or the cash. The flyer for the raffle with all of the information is in this month's issue of *SportsCar*.

I hope that the beginning of the 2013 competition season is successful and rewarding for you. I know I am very ready for the season to begin. By the way, your chances of winning a car or cash in the SCCA Foundation raffle is much better if you purchase more than one ticket.





Winner's Choice Raffle



2013 Mazda MX-5 Miata



2013 Mazdaspeed 3



\$18,000 Cash

A New 2013 Mazda or \$18,000 in Cash

Purchase Tickets online only at www.sccaraffle.org

Tickets are \$20 each, Three (3) Tickets for \$50, Five (5) Tickets for \$75, Ten (10) Tickets for \$125, Twenty (20) Tickets for \$200

Drawing of "Grand Prize Winner" will be held on June 15, 2013

All proceeds go to support the SCCA Foundation's programs of Tire Rack Street Survival®, Formula SAE®, and Historical Preservation.

See raffle website for complete Raffle Terms and Conditions. The prizewinner is responsible for all costs associated with delivery of the vehicle to its destination. The prizewinner is responsible for all taxes, title, license and registration fees, dealer preparation, emissions inspection, additional equipment, insurance, gasoline, vehicle maintenance and other fees and expenses associated with the receipt and use of the prize vehicle. Void outside of the U.S. and where prohibited, taxed or otherwise restricted by law. All federal, state and local laws and regulations apply.

PACESETTER

ROCKY ENTRIKEN HAS BECOME SOLO'S ACCIDENTAL HISTORIAN

Rocky Entriken's name has appeared on the pages of SportsCar many times, only you'd generally find it in the byline. The 42-year SCCA member was the author of this very SportsCar column for over 10 years and penned his division's column in the magazine for longer than that, with his first SportsCar byline coming in the early 1970s. Writing for SportsCar was a natural fit for a then Salina Journal reporter and yet, his path to journalism and racing historian was anything but planned.

"I was such a lousy history student and today I am a collector and developer of history," laughs Entriken.

I just began to keep the [Solo] records for myself because there was no database out there"

ROCKY ENTRIKEN

"It's one of the great ironies of my life, but I enjoy the irony very much."

If Entriken had followed the path he'd planned for himself, perhaps he'd be a retired Navy yeoman and music professor living in his boyhood home of San Francisco. Instead, he is a retired reporter living in Kansas, racing a Triumph Spitfire and famous among the SCCA community for his meticulous SCCA records.

Most of Entriken's major life decisions mirrored that of his greatest role model, his father. Robert Entriken, however, was not a writer or a car guy - he wasn't even a sports fan. He was a Navy Commander, musician, insurance salesman, and college professor. The younger Entriken dutifully followed in dad's footsteps, enlisting in the Navy Reserves and becoming an Aerographer's Mate (weatherman). He was even stationed on the same base in Guam as his father had been, but that was purely coincidence. Entriken's imitation of dear old dad

continued after his Navy service and on to the University of Kansas.

"Dad was born in Kansas and he went to KU," Entriken recalls. "When it was time to get out of active duty in the Navy, it was time to go to college, but what college? There was only one choice: KU, because Dad went to KU."

The major of choice was music



education, of course, because Dad was a musician. Entriken had been the first chair trombone player at his high school, so it came as a great shock in college to discover he hadn't inherited his father's musical gifts. After four years, Entriken concluded that music wouldn't be a part of his life. His course would have to veer from his dad's, but where to?

"My grandmother said I wrote nice letters," Entriken says. "How's that for a lack of reason to pick journalism?"

But there was a reason; he had a gift with words, but there was no way he could major in English.

"I realized, one of my real issues was I wasn't much of a self starter, so I needed something that would impose discipline - English wasn't it. Working for a newspaper, I thought, would work because I'd have an editor and he'd say, 'Do this story and have it in by five.' I knew that's what I needed, so I went to become a journalist."

Entriken excelled in his journalism classes; so much so that he had his choice of places for a job once he

DEDICATION

Rocky Entriken has been as dedicated to his journalism profession as he has the SCCA, combining both to keep Club members informed for decades. graduated. He picked the Salina Journal. Though he had picked up an enthusiasm for sports cars and autocross from his brother, Buck, by this point, he didn't choose a sports beat, just straight news. After six months on the job, he did ask if he could contribute a motorsports column. The sports editor was thrilled to have someone in the office who knew anything about racing.

His personal preference may have been sports cars, but Entriken knew that would be too limiting for a mass audience, so he went about sinking his teeth into every type of racing around, from NASCAR to Formula 1 to drag racing.

"I began to pick up everything there was and my method to keeping up with all these series was my old clerical self," Entriken says. "I collect results from series all over the country. I have a file cabinet and I fill a drawer every year with race results from just about everything. I've got this collection of data that is pretty solid, people have used it for research, and I can't stop doing it! It's too good!"

Entriken's "old clerical self" is a personality trait he's always been aware of. He is a lover of lists, records, schedules, forms, and notes. He even aced the clerical portion of the Navy entrance exam – something his superiors didn't think was possible. This trait has served him well in journalism, especially when it came to covering the Solo National Championships for *SportsCar*.

"The first ones I covered all by myself," Entriken recalls. "I needed to know who'd done what, so I just began to keep the records for myself, because there was no database out there. It developed into this mountain of books I can't let go of now."

His records on what is now called the Tire Rack Solo National Championships, with nearly 1,200 competitors each year, has become the infamous and massive Solo Nationals record book Entriken

WORDS Erin Cechal
MAIN IMAGE Perry Bennett



FAST FACTS

- SCCA REGION: Salina (charter member, I made the motion to form the region in 1990); previously Kansas and Wichita
- MEMBER SINCE: 1971
- FAVORITE AUTHOR/WRITER: Chris Economaki
- LAST BOOK READ: McQueen's Machines, by Matt Stone; currently reading The Survivor's Club by Lisa Gardner (July 2004 Pacesetter subject)
- FAVORITE ENTERTAINER: Glenn Miller, Paul Newman
- FAVORITE MOVIE: Le Mans, Grand Prix, A Chorus Line
- FAVORITETV SHOW: So many! I'm a TV junkie, especially sci-fi and drama.
- FAVORITE FOOD: egg crullers
- FAVORITE NON-SCCA ACTIVITY: Snow skiing
- FIRST CAR OWNED: 1950 Hillman Minx
- FAVORITE CAR OWNED: 1964 Spitfire (bought in 1966, still have it)
- CURRENT DAILY DRIVER: 1999 Mazda Miata
- FAVORITE RACE DRIVER: The ones I've interviewed
 I consider my drivers. Also a guy I saw at the 1953 Golden Gate
 Park races in San Francisco in a fast red car whose name rhymed
 (only years later did I learn who Phil Hill was).
- MOST INFLUENTIAL PERSON IN MY LIFE: My dad was
 my personal hero, he'd always persevere with a positive attitude
 and showed me we didn't need to be rich to enjoy good taste
 and graciousness and intelligent friends.

updates every year. Anyone who's ever competed in Solo Nationals is in the book.

"It was a monster that grew out of its own thing, like Frankenstein; putting the creature together," smiles Entriken.

Of course, Entriken doesn't just record Solo National results, he competes as well, driving a 1964 Spitfire he bought used in 1966. He is one of the few on this earth who can claim membership in the 100-percenter club – as in, he's been to every Solo Nationals since its inception in 1972.

In his professional career and his SCCA patronage, Entriken has amassed a body of work that will serve future generations well. He is, at times, taken aback by the idea that others use it as research.

"It came upon me that I had become this historian, that I'd never sought to be," ponders Entriken. "The stuff I do is what the tales of history will develop from. Any of the stuff a

EARNING IT

(ABOVE) A competitor and volunteer for decades, Rocky Entriken is a member of the 100 Percenters at the Tire Rack Solo National Championships, having attended all 40. (BELOW) Entriken's dedication to the SCCA has resulted in a number of awards, including the Chrome Pylon from Nebraska Region for his Mirrorhhana.



journalist does can become that way. I think it's important for journalists to write with that in mind."

So with that, here we chronicle the story of Rocky Entriken: the SCCA member, Navy weatherman, Salina reporter, 100 percenter, Spitfire driver, and accidental historian.



INSIDE TRACK

WAYNE BRIGGS IS GREAT LAKES DIVISION'S SOUND CONTROL WORKER OF THE YEAR

Wayne Briggs works sound control, but please don't call him the "sound police." That's an image the sound folks have been trying to dispel for years. He says it has been a long time since he has gotten grief from a driver. "As a result of a lot of hard work, perceptions have changed over the years. Our message is simple: How can we help you?" Briggs says that being a driver himself helps him understand and connect with competitors. "Drivers going to a race and not getting a finish because of a sound issue is not something we want to see."

Briggs and his crew walk the walk, literally. If you are on the edge of a decibel demerit they don't wait to trap you - they go out and find you. He was the Chief of Sound Control at the

We certainly don't have it as tough as the corner workers or the rescue folks"

WAYNE BRIGGS

National Championship Runoffs from 2006-'11. He proudly points out that at the 2011 Runoffs there was not a single sound control violation. "Early in the week we go out of our way to see who might be close to the limit. We run them down in the paddock and see what we can do to help them."

Briggs says that 90 percent of the time the problem is an exhaust issue, but the intakes on the big bore cars can constitute a problem as well.

Tweaking the exhaust or adding some muffling materials under the hood can often save the day.

Briggs has been working sound for the last 10 years. During that time, the sound control manual was rewritten, making the setup and operation of the necessary equipment easier and more routine, he says.

"You don't need to be a scientist to do sound control. It is pretty simple to follow the manual. There are very few issues creating controversies these days, according to Briggs. "We



monitor and record the readings and report them to the stewards. They do what they need to do."

Like a lot of the workers they are usually at the mercy of the elements. "Road America is a nice exception as they have the use of a shed off to the left of the exit of the third turn. We certainly don't have it as tough as the corner workers or the rescue folks. By comparison, our work is pretty mundane.

He notes that, like everyone, they are always concerned about recruiting volunteers. The job can be done alone, but stress and reliability levels are much improved with two or three people sharing the duties.

Winning the BFGoodrich Tires Worker of the Year Award at the 2012 Runoffs was a total surprise to Briggs. "Even my son Jason [who won the same award in 2010] didn't know I was going to get it. I thought to myself, 'This is pretty cool. Now I'm following in his footsteps.""

RECOGNITION

Wayne Briggs (center) was presented with the BFGoodrich Tires Worker of the Year Award for Great Lakes Division at the 2012 Runoffs. So what does he do in the off-season? He's going to the 24 Hours of Daytona with some buddies.

Sometimes they work black flag; sometime they crew for an LMP 1 car. But no sound control. "They don't care about sound control down there."

LIKE FATHER, LIKE SON

Wayne Briggs has been an SCCA member for 45 years. In 1968, he went to a Drivers School at Indianapolis Raceway Park in a DSR Centaur that ran a three-cylinder SAAB motor. He admits to a strong desire to tinker with his machinery. He has run Spec Racers, but he's happiest when he can play shade-tree mechanic and fiddle away. He currently owns an older, flat bottom Lola DSR with a Suzuki powerplant. Of late, his son, Jason, has been doing more of the driving. Jason knows the car well, as he crewed for his dad over the years. Wayne is a proud pappy in more ways than one. Jason not only wheels the family Lola, he works sound control and will be the Chief at the Runoffs in 2013. Just two years earlier, Jason won the BFGoodrich Tires Worker of the Year Award.

means business,



Because Disc Brakes Australia owns the foundries that cast their unique Kangaroo pattern discs - which increases cooling efficiency up to 20 percent - they gain a competitive advantage in the aftermarket. That's similar to the business advantage Motovicity offers with their wide selection and deep inventory of DBA rotors, giving customers greater inventory support and more parts options to keep their business competitive.

That's why more chassis tuners and speed shops trust Motovicity as their performance partner.





DBA products are in-stock and ready to ship at Motovicity



FIRSTGEAR



DILLON MACHAVERN IS QUICK TO LEARN, MAKING HIM QUICKER ON THE TRACK

n 2011-'12. Dillon Machavern served notice he was a force to be reckoned with in Spec Miata (18 podiums and 13 wins), but at this year's opening National Club race in Sebring he made an emphatic arrival in SCCA U.S. Majors Tour racing when, at just 17, he won GT-1. Asked how much seat time he had at the difficult Florida track in the Falcon-bodied GT-1 car Tommy Riggins had built for Dillon's father, young Dillon's answer was simple, direct, and to the point: "Zero."

Steve Bertok is not surprised. "Dillon learns really fast," Bertok says, "and it doesn't matter what car it is. Steering wheel and a gas pedal, he can drive it quickly. I watched him at a test day driving his Spec Miata, the Falcon GT-1, a Datsun 510, and a V8 stock car, jumping from seat to seat to seat without a second thought. Amazing."

This is not to say the precocious Machavern isn't well aware of his racing environment. "The Falcon and the Miata are completely different," says Dillon. "Because of the amount of power in the Falcon, you left-foot brake and you don't use the clutch to shift. Your straightaway speeds are significantly faster and braking points have to be adjusted."

While the GT-1 car's raw power helps give him the adrenaline rush he enjoys in racing, Dillon doesn't in any way slight the Miata. "I've learned a lot of race craft driving in Spec Miata," he says, "because of how closely matched the competition is and the number of cars on the track." He's also capable of blowing the doors off everybody else, setting the Spec Miata lap record at VIR in October 2012.

Good racing genes have to take





It is [Dillon Machavern's] determination and tenacity that belies his laid-back nature"

DAVE MACHAVERN

Racing League near his home in Charlotte, Vt., going SCCA racing was not a foregone conclusion, "I played baseball from the age of 5," says the outfielder/catcher, "and was a member of the 2005 Vermont State Champion 9-10 Little League All-Star team. Then I played Babe Ruth and high school baseball. I hung up my bat and glove just before my junior season began [last year].'

While Dillon belongs to the Central Florida Region because of his father's long relationship with Florida-based Tommy Riggins, he lives in Vermont, where his father owns the Heritage Automotive Group (Toyota and Ford dealerships). He is a senior in high school and, in the fall, will be attending High Point University as a BSBA candidate in the School of Business. While Dillon acknowledges he would like to go pro racing, he would also like to own his own business someday, "preferably having to do with cars."

Dillon Machavern races everything he can get his hands on, from Spec Miata to GT-1 (BOTTOM LEFT) - all with a healthy amount of success.

WHAT

COLOR IS

THE SKY?

'I've never seen a

READY TO GO

better attitude on such a young driver," says Steve Bertok, the owner c Panic Motorsports in Columbia, S.C who preps Dillon's Spec Miata. "Takes a lot to get him excited, be it good or bad," he continues. "When ne wins, it's kind of like 'Well, that's

what we came here to do.' And, if things

go wrong, 'We'll just have to do better

next time. "When we first met him, he was really shy," says Steve, "and getting him about what the car was doing, wha he liked to eat, what <u>colo</u>r the sky was, was our first challenge. But what was once a tough shell to crack is now handshake, and

open conversation.

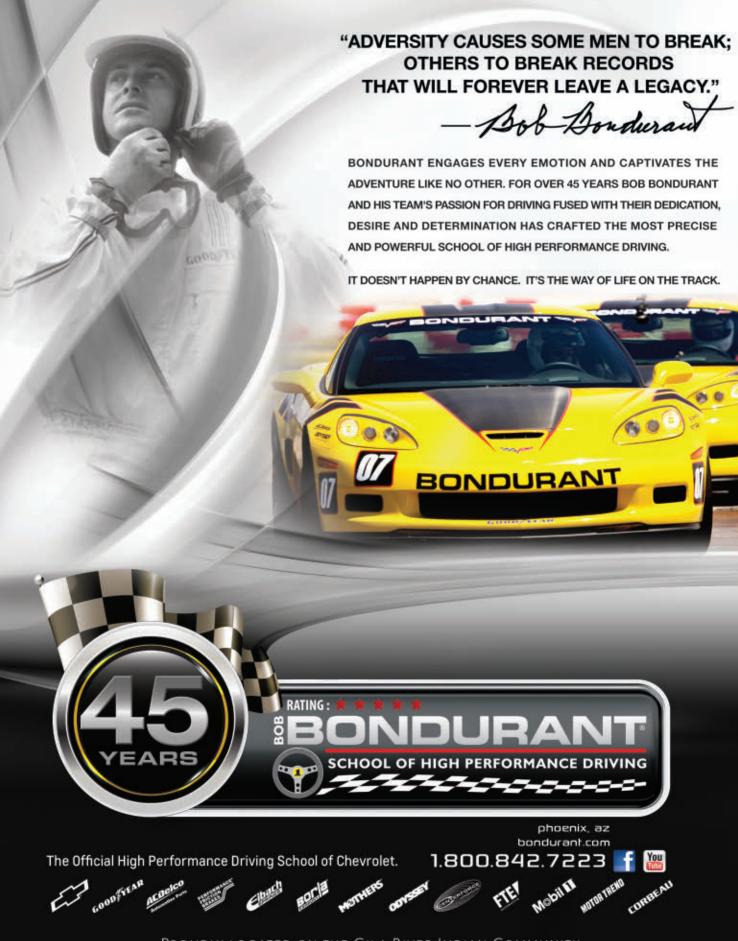
some credit for all this talent. Dillon's father, Dave, began SCCA racing in 1981, and has participated at both the Club and pro level, in addition to competing in the Grand-Am Rolex series, the Firehawk series, and the V8 Stock Car series. His accomplishments include Regional and Divisional SCCA championships, as well as being the four-time champion of the V8 Stock Car series and the 2003 Grand-Am GTS class championship.

"When people meet Dillon he appears guiet and reserved," says Dave, "yet I know that it is his determination and tenacity that belies his laid-back nature. When he turned 15, he approached me and had already researched his path to an SCCA license. From the time he completed the Skip Barber schools to the present, he is always looking forward to the next opportunity to be on track and is always physically and mentally prepared. His goal is to learn and to win."

"My dad has been racing all my life," says Dillon. "I remember watching some of his races on TV when he was running Grand-Am. Some kids watch football, I watched car races. When I was 14 I started to go to my dad's races."

karts in 2009 in the F1 Boston Junior

While Dillon began driving shifter



OUR ANTHEM

This year's SCCA
National Convention
featured an anthem.
This anthem
represents the
SCCA – no other
Club can lay claim to
everything in the
anthem. Whether the
anthem will stick
around is unknown,
but pondering the
anthem as a whole
might just make you
even more proud to
be an SCCA member.

There's Nothing Else Like it. Nothing that comes close to that pit in your gut that tells you - no, commands you - that it's time to race. To be more than a spectator. To push the limits and breathe the scent of competition in the air.

Maybe you're into more than the 9 to 5. Where hundredths of a second means the difference between a successful weekend and a frustrating ride home.

This isn't Easy Street. This is our street, where America's best amateurs race.

Our drivers take on all comers - any track, any surface, any time - and win. This is no Sunday drive; this is where 70 years of action attracts the finest competition. Not the bucket-list checkers or the rick-averse, but guys and gals like you.

If you long for the flag that welcomes or denies you, we have a spot for you. This is real racing. Where pits in your gut are replaced by the fragrances of pit lane.

There is a kindred spirit found here, mixed with emotion and adrenaline that turns fierce competitors into fast friends.

You're driven. And we're driven to provide the best motorsports experience in the world. Where stripes are won on our hoods, and in our hearts. We are SCCA. Drive here.



t the beginning of every year, Ascca members from around the country gather for the Club's National Convention. Like the Club itself, the National Convention is steeped in history, with this year marking the 69th gathering. Since the Club's first Annual Meeting in 1945, the convention has traveled to a number of cities across America, even taking place on a cruise ship in 1975 and 1984. 2013 marked the fifth year the SCCA National Convention has been held at the South Point Hotel, Casino & Spa in Las Vegas, Nev. From cheap rooms to affordable airfare, it's hard to beat Las Vegas as a place for a

convention - although petitioning to have the convention held in the Bahamas again is tempting.

It's no secret that the U.S. is emerging from tough economic times. In our coverage of the 2009 SCCA National Convention, the first sentence read, "The economy is in a slump and unemployment numbers are depressing." That year, overall membership numbers were down some 2.5 percent - although this was the smallest decline since 2002 - and all of the Club's competition areas were either flat or down with regard to participation. Times weren't good.

2012 was a different story. The



Annual Meeting, which kicks off the National Convention, saw a message of growth in stark contrast to just five years ago. Financially, the Club exited 2012 on solid footing. SCCA's President and CEO Jeff Dahnert



reported the Club had a consolidated net income of \$339,000 in 2012. This year's earnings marked the fourth consecutive year of positive earnings for the Club, and also put the Club in a great financial situation, boasting an investment account on the brink of \$3.5 million.

SCCA Pro Racing noted an income of \$125,000, while SCCA Enterprises had a net loss of \$91,000. It was noted, however, that any loss in this area does not affect SCCA Inc., and not only would SCCA Inc. not be loaning money to Enterprises, Enterprises did not need or want a loan. According to SCCA Enterprises

President and CEO Erik Skirmants, the company has already instituted plans to correct the deficit, and with news of the SRF Gen3 (which is the traditional SRF but with a 1.6L Ford motor), Enterprises is anticipating quite a turnaround.

One of the more exciting announcements from SCCA Pro Racing was that Pro Racing will sanction Global Rallycross in 2013. GRC, as it is often called, is a national series with hopes of expanding internationally, and was looking for a sanctioning body with ties to the FIA, which SCCA has through ACCUS.

Dahnert next moved on to membership numbers. Since 2002, SCCA's membership count has been on a decline. This year, that trend got bucked. With the increase, there are now 40,479 people holding SCCA membership cards.

While the membership is growing, the hope is that participation numbers will also increase. For 2012, Dahnert reported that the Club saw 16 percent more National Club races over 2011, however, a 1-percent decrease in entries (to 8,635). Regional Club Racing saw a 2-percent decrease in the number of events and a 7-percent decrease in participation (totaling 18,866 entries). Time Trials saw an increase in both the number of events and participation.

Solo participation was up almost across the board. The average number

The bottom line is that the SCCA is on solid footing, and the Club has some great plans for the future"

of entries at a Tire Rack Solo Championship Tour in 2012 was up 6 percent, while the Tire Rack ProSolo National Series saw a 10-percent entry growth. Regional Solo events realized a 4.6-percent increase in entries (at 68,153) over the course of the year while holding roughly the same number of events.

RoadRally and RallyCross experienced increases in the number of events in the 8- to 9-percent range. RoadRally had a 2-percent growth in the number of competitors (with 1,592), while RallyCross saw a 17-percent growth in participation (4,791 entries).



The bottom line is that the SCCA is on solid footing, and the Club has some great plans for the future to capitalize on the situation.

WHAT THE FUTURE HOLDS

The SCCA National Convention is three days of presentations, seminars, town halls, and awards. From seminars on region marketing and customer service to the Club Racing protest process, there is something for everyone. At any given time, there are upward of five seminars taking place at the same time, with more than 50 sessions open to the membership throughout the three days. But sometimes the SCCA National Office has a topic so important that there is only one seminar for a specific time. This year, that seminar was entitled "The Key to Drive Membership and Participation and the Future of SCCA."

A year ago, the SCCA hired the Trozollo Communications Group to evaluate the Club, with the goal of growing the Club. Since that time, the Trozollo Group interviewed a number of SCCA members, members of competing clubs, and researched every aspect of what SCCA offers. The findings presented to the SCCA Board of Directors were so interesting that the National Office asked Trozollo to

ANNUAL MEETING

The SCCA National Convention kicks off with the Annual Meeting, where the state of the Club is presented. This is followed by a town hall meeting, allowing the membership to direct questions not only to the Board of Directors, but also to Lisa Noble (center), the Board Chairman

THE EMCEE

Raleigh Boreen emceed the National Convention, and was also the recipient of this year's Woolf Barnato Award.



HALL OF FAME

Skip Barber was one of five members inducted into the SCCA Hall of Fame this year.



One of the changes the membership will see is the creation of a Chief Participation Officer... at key events"

make the same presentation at the National Convention.

According to the Trozollo Group, finding new members is not the problem - the SCCA's problem is member retention. One interesting point is that no matter who the company spoke to, everyone recognized the SCCA as the place to go for competition. "We're the best amateur motorsports organization in the country," noted Angelo Trozollo - who, incidentally, is from an SCCA family.

The plan the Trozollo Group developed for the Club has two tracks. The first ensures that every existing member is engaged and happy. One of the changes the membership will see is the creation of a Chief Participation Officer, or CPO, at key events. The CPO will not only ensure the membership is happy at events, but also gather information about the events and what can be done to make improvements.

TOWN HALLS A big reason for attending the SCCA National Convention is to sit in on a town

Track two in Trozollo's plan is to improve awareness of the SCCA, retaining current members while attracting new ones.

A key portion of the program involves a list of things the Club will do. For example, the Club will treat all members and guests with respect, smile, be open to change, and provide the best experience possible to members and guests. At the same time, the Club won't sacrifice safety, tolerate those who act counter to the brand, say "It's always been done that way," or be pessimistic.

There's obviously more to the plan, and you'll be seeing the results from this ongoing study of the Club in the coming year.

RECOGNITION

An important aspect of the SCCA National Convention is recognizing the members who have contributed so much over the course of the previous year - and sometimes their entire membership. Consequently, there are a number of awards presentations and ceremonies. The awards celebrate the entire Club, from regional achievement to individuals excelling in their particular form of competition, to the SCCA Hall of Fame induction ceremony.

It has become tradition that, on the Saturday evening of the National Convention, the SCCA inducts a handful of extraordinarily members into the Club's Hall of Fame. The Hall of Fame is relatively new to the Club, with the first ceremony occurring just eight years ago. In that amount of time, the list has grown to include such impressive

AWARDS

GENERAL

Woolf Barnato (longtime organizational contributions): Raleigh Boreen

Member of Excellence (club-wide contributions for 2012): Mary Shiloff

President's Cup (top Club Racing Runoffs performance): Jim Drago

John McGill Award (top Club Racing contribution): Bob Dowie

Solo Cup (top Solo contribution): Marcus Meredith

Driver of Eminence: Sam Strano RallyCross Dirty Cup: Charles Wright Hall of Fame: Bill Noble, Andy Porterfield, Carroll Shelby, Skip



PRESIDENT'S CUP Jim Drago (left).

Barber, Bobby Rahal



SOLO DRIVER OF THE YEAR Scott Frasier (center).



SOLO CUP Marcus Meredith (right).



MARK DONOHUE AWARD

CLUB RACING

Dave Morrell Award: Dennis Dean Mechanic of the Year: Wendell Miller Jim Fitzgerald Rookie of the Year Award: Jim Taggart

Kimberly Cup (most improved): Ed Hosni Rich Shafer Time Trial Participant of the Year: Dean Benz

Time Trials Event of the Year: Cincinnati Region

SOLO

Johnson Spirit of the Sport Award: Danny Kao Solo Driver of the Year: Scott Frasier Solo Rookie of the Year: Tristan Littlehale Tire Rack ProSolo JCJ Cup Champion: Andy Hollis

Region Cup Awards: Cal Club Region (jumbo), Texas Region (large), Northwestern Ohio Region (medium), Lone Star Region (small)

ROADRALLY

Manufacturer's Championship: Subaru Regional Achievement Award: Detroit Region Divisional Achievement Award: **Great Lakes Division**

National Tour Rally of the Year: Badgers Trail Rally, Land O'Lakes Region, chaired by John Emmons

Arthur J. Gervais Award: Desert Sands Rally, Arizona Border Region, chaired by John Sears

RALLYCROSS

Regional Achievement Award: Delta Region

Divisional Achievement Award: Southern Pacific Division

TripleCross Award:

Warren Elliott, Jan Gerber, Will McDonald

LEADERSHIP AND REGION AWARDS

Tom Burke Award for Regional Growth: Small Regions: South Texas Border Medium Regions: Glen Region Large Regions: Finger Lakes Region Jumbo Regions: Oregon Region

Region Achievement Awards:

Small Regions: Arizona Border Region, West Texas Region (honorable mention)

Medium Regions: Continental Divide Regions, South Bend Region (honorable mention)

Large Regions: Land O' Lakes Region, St. Louis Region (honorable mention)

Jumbo Regions: Detroit Region, Milwaukee Region (honorable mention)

Region of the Year: Detroit Region, Dr. Jennifer M. Glass, RE

Honorable Mention: Arizona Border Region; Central Carolinas Region







HALL OF FAME Bobby Rahal was the final person inducted into the 2013 SCCA Hall of Fame.



names as Bill Milliken, John Fitch, Mark Donohue, Carl Haas, Kjell Qvale, Paul Newman, Briggs Cunningham, Jim Fitzgerald, and Jim Hall. At this year's National Convention, another five joined the Club's elite list: Skip Barber, Bill Noble, Andy Porterfield, Bobby Rahal, and Carroll Shelby.

Even if you're new to the Club, there's no way you haven't heard of Bobby Rahal, Carroll Shelby, and Skip Barber and if you've been a member for any amount of time, there's no way you haven't seen the impact Bill Noble and Andy Porterfield have made. The fact is, we could spend the rest of this issue talking about the accomplishments of this year's Hall of Fame class, and why the SCCA is proud to have these people among our membership. To read more, head to www.scca.com/ about and click the SCCA Hall of Fame link on the left. The exclamation point on the Hall of Fame came during

Being inducted into the SCCA Hall means more, because there's an emotional attachment"

BOBBY RAHAL



Rahal's speech where he noted that, while he has been inducted into other halls of fame, "Being inducted into the SCCA Hall means more, because there's an emotional attachment."

The final recognition of the convention is the Woolf Barnato Award. This is one of the highest honors any member can receive and recognizes longtime organizational contributions to the Club. This year, National Convention emcee Raliegh Boreen was presented with the award. Boreen is usually not at a loss for words, but receiving this honor certainly took him by surprise.

THE COMING YEAR

The SCCA has plenty of plans for 2013, including several celebrations of the Club's history. For example, the 50th National Championship Runoffs, taking place this Sept. 16-22, 2013 at Road America in Elkhart Lake, Wis., will feature not only past champions, but also historically important cars. There are also events for Formula Vee, which also celebrates 50 years. The Solo program is also enjoying a banner year where the program will expand on its successful 2012 with the Tire Rack Match Tour – something completely new for the Solo program.

By the time the 2014 SCCA
National Convention rolls around, the
Club will undoubtedly have a number
of programs in place not only to
retain the current membership, but
also to find new members. Based on
what was presented at this year's
convention, this should prove to be
an exciting year.

MEMBER OF EXCELLENCE

The SCCA presents a number of awards to deserving members. One such award is the Member of Excellence. This award is presented to a "behind the scenes" member who has contributed greatly to the Club. What makes the Member of Excellence Award so meaningful is that nominations come from the membership, but the winner is selected by the SCCA Board of Directors. Also, the recipient can come from any aspect of the Club. This year's Member of Excellence Award went to Detroit Region's Mary Shiloff (BELOW, left).



A member since 1984, Shiloff holds a National Registrar's license, Regional Scrutineer's license, and is a RoadRally Safety Steward. But it doesn't stop there.

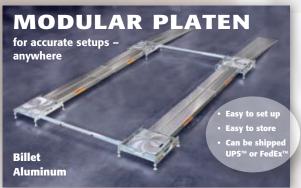
"She has helped set up rally events, often traveling to destinations, prior to events, notifying residents of upcoming rally stages in their area," notes Neohio Region's Pat Prill. "Once registration is over, Mary does not stop working as she will sometimes work checkpoints or work with scoring, often making her the first to arrive at an event and the last to leave." Prill also notes that Shiloff goes above and beyond when working registration at Club Racing events, too. "Sharing an idea from her own experience," continues Prill, "Mary made all of the picture trophies for a recent National and Regional weekend at Nelson Ledges."

As part of this award, which was created and funded by an anonymous SCCA member, Shiloff will receive a trip to the motorsports event of her choice anywhere in the world.

EDUCATIONOne of this year's

One of this year's packed sessions was about understanding the Club Racing protest process. Mike Collins (left) hosted the session.

TOOLS TO HELP YOU GET THERE



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to offset that." According to Miller, it takes 30-percent more ethanol to run a car compared to regular gasoline.

In more recent years, E85 has become very popular with the performance crowd, due to its relative low-cost and high-performance envelope when compared to race fuels. "Because ethanol is an oxygenate, the more ethanol that's in the blend the higher the oxygen content, which has a pretty drastic effect on air fuel ratio," says Miller. "You are going to see variations from car to car, but if you are switching from an all hydrocarbon fuel to an E85 - no matter if you have forced induction or not - there will be increase of power depending on your ability to utilize it."

The Solo community has seen a

People figure out pretty quickly that it's not financially worthwhile buying E85"

MICHAEL MILLER

spike in E85 usage in recent years, as many drivers have found what is perceived as free power. But, of course, nothing is free – especially when you have to flow 30-percent more fuel. "Most manufacturers don't spec the fuel systems to handle the extra flow, so new injectors are typically a must," explains Shawn Church of Church Automotive Testing, who tunes many Solo and Club Racing cars using a variety of fuels.

Additionally, many older cars have fuel system components that are not compatible with ethanol, necessitating fuel line replacement and possibly even replacing the fuel tank or fuel cell bladder.

Bill Hare, Vice President of Sales and Operations at Fuel Safe, explains that while not all fuel cells can handle ethanol, a number of them can. "Fuel Safe has three product lines that can tolerate ethanol blends and two that can handle gasoline and pure alcohol - both methanol and ethanol - fuels." If you're running a fuel cell, check with your manufacturer before pouring in a tank full of ethanol.

Another challenge facing the users of E85 with a fuel cell is the fuel cell foam. "Baffling foam has been used with alcohol fuels with varying degrees of success," says Hare, noting the safe thing is to always drain the fuel cell when not in use.

For stock fuel system components, Church uses the year 2000 as a rule of thumb when making the move to a high-ethanol fuel. "We recommend that for any car made before 2000 in the U.S. you should go through the fuel system pretty thoroughly and make sure everything is up to spec," says Church. "Anything made after 2000 is typically designed to handle ethanol in the gasoline."

Recently, several concerns surrounding E85 prompted the Solo Events Board (SEB) to petition the Board of Directors to approve a change to the Street Touring (ST) category rules, making E85 only legal for use in flex fuel vehicles, which were intended to run it by the manufacturer.

"Cars have not been classed with the use of E85 in mind," says Steve Hudson, Chairman of the SEB. "With the limited availability of E85 across the nation, driving an ST car to the Tire Rack Solo National Championships on E85 could be a problem. [In addition], older cars have compatibility issues with E85, which requires expensive modifications to the fuel system, driving up the cost to compete in ST."

If you compete in a class that allows E85, the payoff for updating a few parts can be increased power and a



SAFE SYSTEM

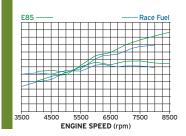
Your fuel tank or fuel cell is just one of the cell is just one of the components you will need to check for E85 compatibility. In addition to fuel cell bladders and foam being a potential area for concern, you need to make sure items like fuel lines and hoses are ethanol safe.

MORE POWER

Every racer wants more power, and E85 could be the answer. But be prepared as it may not be as inexpensive as you thought.

UPGRADE

Multiple-time Solo National Champion Mark Huffman recently made the switch to E85 in his D Modified Cosworth-powered Lotus Elan, and sited one simple reason: power. For Huffman, the change yielded a 17-percent gain in horsepower. Due to the race-spec fuel system already in place, the switch was relatively easy. "We changed the injectors," says Huffman. "Our fuel pump was big enough for the demand, and we already had the stainless fuel lines.







CARBURETORS

Even those without forced induction or fuel injection can still see power gains from E85. Many carburetor manufacturers like Holley Performance Products offer conversion kits or complete E85 ready carburetors. "There are some carburetor manufacturers who are building E85 carbs," says Michael Miller, Technical Manager for Sunoco. "For older cars, methanol compatible parts exist and work for E85. Some of the early E85 carbs were a little to simple in their approach, but many of the current units can be

very effective

cooler running engine. "With E85 we have to inject so much more fuel to reach stoichiometry we actually end up liberating more energy for every unit of air we ingest," explains Church. "So, even with no changes to boost level ignition timing levels, or building the motor for higher compression to take advantage of E85, you tend to pick up 6 to 7 percent more power than with gasoline. For turbocharged cars, because they are burning so much more fuel, there is more exhaust product, therefore turbocharged cars tend to spool up quicker with E85."

But before you make the switch to E85, taking advantage of the less expensive street pump prices, keep this in mind: "The street blend [of E85] varies in ethanol content pretty widely depending on season and region," says Miller. "It pretty much never is E85 - because the ethanol content is varied to help cold start and emission. Of course, that is going to

depend on where the station is and the season, as to how much ethanol is in there. Ethanol content can vary from somewhere in the 60 to low 80 percent range."

"We've done sampling on about eight different stations in Southern

California and we've always gotten 78 to 80 percent ethanol from the pump," says Church. "[But] if you are in the Midwest you need to have an ethanol sensor or know what they are pumping."

"A flex fuel equipped street vehicle can handle any of those different combinations of ethanol and gasoline, E61 up to E85, but in a racing environment that doesn't work because a lot of racecars are typically designed on the hairy edge of one fuel," says Miller. "That is were the impetus for Sunoco E85R [race fuel] came from. Other E85 blends can start with an 83.5 octane grade and put that in as the makeup fuel. Different terminals will put in different base gasoline. E85R is always 85 percent ethanol, and we are making that other 15 percent with conventional racing hydrocarbons."

Sunoco does not do direct retail sales of its E85R, opting instead to use its distributors and dealer network, which can be found at www.racegas.com. Paul Oil Company quoted us a price of \$55.91 for a five-gallon pail of E85R, and \$58.03 for the same amount of 260 GTX unleaded race fuel.

While this pricing still goes in

favor of the E85R, keep in mind it takes 30 percent more E85 to run a car. It should also be noted that other manufacturers, such as VP and Rockett Brand, offer a race version of E85.

Is E85 right for you? Perhaps, but keep in mind that the attractive price at the pump may not get you the results you're after. But in nearly every case, there is untapped power growing in a cornfield near you.

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WESTERN SUPER

The BFGoodrich Tires Super Tour Heads to California for Rounds 3 and 4 at Auto Club Speedway in Fontana, Calif., on Jan. 25-27, 2013

Rain fall dogged those at the BFGoodrich Tires SCCA Super Tour presented by Porterfield Brakes through Friday's practice sessions and even Saturday morning qualifying, but when the green flag flew on the opening round of the Western Conference Majors Tour event on Jan. 25, the sun was shining and the track was drying.

The day got under way with the Spec Racer Ford class and an early race lead from polesitter Mike Miserendino. The four-time National Champion's No. 11 MBI Racing machine pulled out to an early lead, but suddenly seemed to lose power down the backstretch and slowed. Todd Harris, then running in second place, whipped his No. 4 Pro Drive Racing/HMS SRF into the lead as Miserendino regained his speed. That gap was all that Harris needed, as he held the lead to the checkered flag to take the victory.

The excitement in Group 2 began at the start when the No. 12 Goodyear/Cyclo/Red Line Oil Jaguar XKR of Mike Lewis bogged down on the run to the green. The field split around the slowed vehicle, dropping Lewis well back in the field full of GT-1, GT-2, GT-3, GT-Lite, and Touring 1 and 2 machines. Lewis eventually recovered,

driving his three-time defending National Championship GT-1 machine to the class and overall win. Eric Joiner's No. 10 Tool of North America Porsche 997 spent that same race being chased by Tom Wickersham's No. 01 Maine Street Racing Porsche 997, until Wickersham ran wide with just a couple of laps to go, allowing Joiner to get away.

Elliott Skeer essentially led flag to flag in Spec Miata in the No. 77 RM Auto Sport/Pelican Windows & Remodeling Mazda Miata, chased in a two-car breakaway by Clement Lee. The No. 33 RM Autosports Miata took the lead from Skeer on two occasions



saw action-packed races in both the Formula F and the Formula Vee classes. Four different drivers took a turn at the front of the Formula F field, with attrition playing the foil for a classic ending. Bill Kephart's No. 37 Vestial/Honda was the first of the group to fall out, coming to pit lane on lap four with a flat rear tire. Mike Lewis got too deep under braking as the circuit bends into the infield and brushed the wall on lap seven, ending his day in the No. 7 Vestial/Honda.

That left polesitter Ed Erlandson's No. 8 Artwork by Eli/Porter Racing Swift DB-6/Ford and Dave Zurlinden's No. 31 Pro Rack Systems/Fast Forward Piper/Honda to battle for the lead. On lap nine, the two ran side by side into the infield and touched wheels going through the hairpin Turn 5. The contact launched Erlandson's car into the air, but left Zurlinden broken and out of the race. Erlandson cruised to the victory unchallenged over the final six laps.

Formula Vee was another four-car battle that didn't slow until the checkered flag, with all four spending time at the front of the field. Mark Felsen's No. 4 Fones West Digital Systems/Lynx Wireless Communications Vortech/VW used the draft to get in front around the banking on several occasions, while the No. 22 Volkswagen FV of Tyler Hunter used the tow to stay in touch as well. The infield lead swapped

Zink took an early lead, but Niffenegger battled through the race with handling to catch up to Zink on lap 10"



between the No. 86 Toad Hall Enterprises Mysterian M4/VW of Terran Swanson and the No. 74 Red Line/Hoosier Glamdring/VW of Mark Edwards, and the pack stayed glued through the entire track.

On the final lap, Edwards led through the infield, but Swanson rocketed through in the final complex of corners to take the lead. Felson completed the podium.

With darkness creeping in, Marc Hoover's No. 98 Hooverspeed/NRA/ Necksgear/Red Line Mazda Miata STU machine proved to be the class of the final group, running away with the overall win. The battle came between the power of Steve Zink's No. 96 Ford Mustang and the handling of Lee Niffenegger's No. 42 Honda Racing/ HPD/BFGoodrich Tires Honda Civic Si.

Zink took an early lead, but Niffenegger battled through the race with handling to catch up to Zink on lap 10. Taking the lead in Turn 9 through the infield, Zink was able to pull to the rear of the Honda around the banking of the superspeedway. Once in the lead, however, Niffenegger was able to put together the laps needed to stay in front and take the Touring 4 win.

Sunday dawned with cool temperatures and a dry track. Once again, Spec Racer Ford opened the racing with a spectacular show. The

around the banking, but Skeer quickly reclaimed the point and held serve through the 16-lap race.

The battle for position in the group came just behind the leaders, with five cars involved in the battle for the final podium position. Attrition narrowed that pack to just two by the final lap, with the No. 21 Amerifirst Mortgage Miata of Steven Powers and polesitting No. 22 TFB/Aim Tires/Race Engineering/Carbotech Brakes Miata piloted by Charlie Hayes swapping the position twice on the final laps. Hayes came around Powers onto the banking to take third place.

The small open-wheel machines

KICKOFF

(ABOVE) Agron Downey had a rough start to the weekend. but recovered quickly to win Saturday's EP race over a healthy six car field. (TOP RIGHT) In an eight car FA battle, Randy Cook took the checker both days. (RIGHT) SRF saw tight racing, with Todd Harris (4) winning on Saturday and Mike Miserendino (11) claiming Sunday's victory.







Skeer got free of the field in the second half of the race for his second win of the weekend over Powers"

field split early with the front-running duo of the Miserendino and Harris battling for the lead out in front.

Harris got a great jump at the green flag, getting a push from the No. 2 LADCO Pipe & Piling SRF of Lee Douglas around the banking to move in front of the polesitter. Miserendino chased Harris until getting back on point on lap four, but couldn't create separation and Harris pulled to the lead again on lap seven as the pair transitioned to the infield road course under banking.

Miserendino used a run down the back straight in the infield to take the lead again on lap 13, but Harris used the draft to reclaim the lead at the end of the superspeedway portion of the track on the very next lap. Not to be outdone, Miserendino repeated his pass on the previous lap and held the lead with just a lap left.

Harris drafted alongside Miserendino through the banking on the final lap, but couldn't complete the pass. With one last look on the way to the double checkers, Miserendino held the lead and took the win.

The Spec Miata field held up its end of the spec racing matchup. Skeer got free of the field in the second half of the race for his second win of the weekend over Powers.

That battle for the final podium position saw Todd Launchbaugh's No. 13 Lee and Associates Commercial Real Estate Miata and Grant Westmoreland's No. 12 Pacific Tugboat Service/Rush Motorsports/OPM Autosports Miata locked together in the draft, with Joey Jordan's No. 47 BFGoodrich Tires/Minxnails.com/ Protomotive Miata and Dean Busk's Commercial Broker's Inc. Miata working together to keep pace.

Westmoreland's run through the infield on the final lap gave him a podium finish when Busk and Jordan got past Launchbaugh and gave Westmoreland some breathing room. Busk and Jordan crossed the stripe side by side. Using a visual identification by the starter, Jordan inched ahead of Busk in the drag race for a thrilling fourth place.

DOMINATION

Elliott Skeer (77) dominated the Spec Miata competition all weekend, taking a 6sec win on Saturday and a 9sec win on Sunday. In GT-2, Wickersham and Joiner once again chased each other in search of the GT-2 win. Unlike Saturday's race, on Sunday Wickersham held the lead for the victory.

And once again, attrition robbed what promised to be a thrilling finish in Formula F, with Erlandson taking his second win of the weekend. While Jeff Jorgenson's No. 84 Veskimo.com/21st Amendment Novakar JJ-10/Rotax was cruising to a Formula 500 win, the Formula Vee contingent was again entertaining those in attendance.

Seven Formula Vee machines ran in a swarm until trouble struck on lap nine. With the Formula F field lapping through right where the oval drops into the infield road course, Brian McCarthy's No. 05 Formula Vee Anduril/VW made contact with the Swanson and Edwards. The contact

ONTOP

The small GT-L field had nothing for John Bower all weekend, with Bower taking two commanding wins.





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ended all three drivers' day; which left Felson and Hunter to battle for the top spot on the box.

The pair continued to swap the lead on the banking and down the long infield straights, where it became clear that the driver trailing coming down the back straight for the final time would be in the catbird's seat.

As the passes played out, that driver was Hunter, who grabbed the lead under braking into Turn 12. Hunter held the top spot onto the banking and across the stripe to take Formula Vee victory.

Not to be outdone by its smaller

The pair continued to swap the lead on the banking and down the long infield straights"

open-wheel brethren, the Formula Mazda field saw a three-way battle for the lead at the finish. With three laps remaining and Brad Drew's No. 78 Maglite Flashlights Star Formula Mazda up on T.J. Fischer's No. 8 Rathbun Associates machine by just two car lengths, Steve Brown's No. 31 CamGaurd Systems Inc. Mazda



TIGHT FIGHT

(ABOVE) Saturday's FV race saw Terran Swanson (86) and Mark Edwards (74) in a close battle. (RIGHT) T4 was a fight between Honda and Ford, while Marc Hoover (98) lapped field in STU.



inserted himself into that battle for the lead.

Brown moved around Fischer for second on lap 14, and then gave chase for Drew and the victory. Brown's last chance for the win came in Turn 16 where he peeked to the inside of Drew but lost momentum, settling for second and giving Drew the crown.

RESULTS

CAL CLUB REGION | Auto Club Speedway | Jan. 25-27, 2013

GT1: (2 starters) 1. Mike Lewis (Jaguar) 1:39.764; 2. Kyle Kelley (Dodge); GT2: (7 starters) 1. Eric W. Joiner (Porsche) 1:43.141; 2. Tim Wickersham (Porsche); 3. Rick Parker (Porsche); GT3: (6 Starters) 1. Wolfgang Maike (Toyota) 1:57.220; 2. Scott Graham (Mazda); 3. Mark Weimer (Nissan); GTL: (2 starters) 1. John Bower (Nissan) 2:05.030; 2. Joe Harlan (Nissan);

AS: (2 starters) 1. Christopher Qualls (Ford) 1:56.880; no other finishers; EP: (6 starters) 1. Aaron Downey (Mazda) 1:55.628; 2. Philip Royle (Mazda); 3. Gary Gist (Mazda); FP: (3 starters) 1. Steven Hussey (Mazda) 1:59.513; 2. Sean Powers (Mazda); Gary Murph (Opel); HP: (2 starters) 1. Jason Isley (Toyota) 1:59.870; 2. Craig Bryant (Austin Healey);

STU: (5 starters) 1. Marc Hoover (Mazda) 1:48.976; 2. Carl Young (Chevrolet); 3. Andy Chen (Toyota); STL: (11 starters) 1. Oscar Jackson Jr. (Honda) 1:59.214; 2. Elliott Skeer (Mazda); 3. Thomas Lepper (Acura); T1: (1 starter) 1. Ken Davis (Chevrolet) 1:49.926; T3: (1 starter) 1. Tom Wickersham (Honda); T4: (3 starters) 1. Lee Niffenegger (Honda) 2:00.448; 2. Steve Zink (Ford); 3. Lance Stewart (Mazda); SM: (14 starters) 1. Elliott Skeer 2:02.028; 2. Clement Lee; 3. Charlie Hayes;

CSR: (5 starters) 1. Joseph Schifini (Stohr) 1:45.927; 2. Bob Majorino (Radical); 3. Rene Lohr (Radical); DSR: (3 starters) 1. Chris Farrell (Stohr) 1:36.204; 2. Parker Nicklin (Stohr); 3. Henry Botkin (Stohr); **S2:** (2 starters) 1. David Ferguson (Van Diemen) 1:45.275; 2. Laird Owens (Swift); SRF: (22 starters) 1. Todd Harris 2:05.443; 2. T.J. Acker; 3. Mike Miserendino;

FA: (8 starters) 1. Randy Cook (Reynard) 1:39.587; 2. Chris Emanuel (Swift); 3. Renny Damon (Swift); FB: (1 starter) no finishers; FC: (2 starters) 1. Les Phillips (Van Diemen) 1:43.054; 2. Michael Manning (Van Diemen); 3. FF: (5 starters) 1. Ed Erlandson (Swift) 1:49.706; 2. Roger Kessinger (Swift) 3. Bill

Kephart (Vestial): FM: (4 starters) 1, Steve Brown 1:44.962; 2. Brad Drew; 3. T.J. Fisher; FV: (9 starters) 1. Terran Swanson (Mysterian) 2:03.098; 2. Mark Edwards (Glamdring); 3. Mark Felsen (Vortech); **F5**: (4 starters) 1. Jeff Jorgenson (Novakar) 1:51.657: 2. Joe Rozelle (Novakar); 3. Mark Greenwald (Novakar).

SUNDAY

GT1: (2 starters) 1. Mike Lewis (Jaguar) 1:35.025; 2. Kyle Kelley (Dodge); **GT2**: (6 starters) 1. Tom Wickersham (Porsche) 1:40.803; 2. Eric W. Joiner (Porsche); 3. Rick Parker (Porsche); GT3: (6 starters) 1. Mike Henderson (Mazda); 2. Wolfgang Maike (Toyota); 3. Scott Graham (Mazda); GTL: (2 starters) 1. John Bower (Nissan) 2:00.504; no other finishers;

AS: (1 starter) 1. Christopher Qualls (Ford) 1:52.910; EP: (5 starters) 1. Philip Royle (Mazda) 1:54.787; 2. Aaron Downey (Mazda); 3. John Longwell (BMW); FP: (3 starters) 1. Steven Hussey (Mazda) 1:58.416; 2. Sean Powers (Mazda); 3. Gary Murph (Opel); HP: (2 starters) 1. Jason Isley (Toyota) 1:59.530; 2. Craig Bryant (Austin Healey) 2:11.578;

STU: (4 starters) 1. Marc Hoover (Mazda) 1:48.792; 2. Carl Young (Chevrolet); 3. Robert Green (BMW); STL: (10 starters) 1. Oscar Jackson Jr. (Honda) 1:56.536; Thomas Lepper (Acura); 3. Elliott Skeer (Mazda); T1: (1 starter) 1. Ken Davis (Chevrolet) 1:46.102: T3: (1 starter) 1. Tom Wickersham (Honda) 1:55.516: T4: (3 starters) 1. Lee Niffenegger (Honda) 1:59.184; 2. Steve Zink (Ford); 3. Lance Stewart (Mazda); SM: (14 starters) 1. Elliott Skeer 2:02.347; 2. Steven Powers; 3. Grant Westmoreland; BS: (1 starter) 1. Toby Larsson (Toyota) 2:17.191;

CSR: (6 starters) 1. Lee Alexander (Stohr) 1:33.967; 2. Miles Jackson (Stohr); 3. Bob Majorino (Radical); DSR: (3 starters) 1. Chris Farrell (Stohr) 1:34.659; 2. Parker Nicklin (Stohr); 3. Henry Botkin (Stohr); S2: (2 starters) 1. David ferguson (Van Diemen) 1:43.686; 2. Laird Owens (Swift); SRF: (20 starters) 1. Mike Miserendino 1:57.955; 2. Todd Harris; 3. John Tipton;

FA: (8 starters) 1. Randy Cook (Reynard) 1:37.606; 2. Chris Emanuel (Swift); 3. Renny Damon (Swift); FB: (1 starter) 1. Duane Eitel (Phoenix) 1:50.244; FC: (2 starters) 1. Les Phillips (Van Diemen) 1:41.219; 2. Michael Manning (Van Diemen); FF: (5 starters) 1. Ed Erlandson (Swift) 1:48.723; 2. Dave Zurlinden (Piper); 3. Mike Lewis (Vestial); FM: (4 starters) 1. Brad Drew 1:44.345; 2. Steve Brown; 3. T.J. Fisher; FV: (8 starters) 1. Tyler Hunt (unavailable) 2:03.007; 2. Mark Felsen (Vortech); 3. Brian Swanson (Mysterian); F5: (4 starters) 1. Jeff Jorgenson (Novakar) 1:47.746; 2. Mark Greenwald (Novakar); 3. Eugene Rolfe (Novakar).



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SCCA milestones were set on Saturday, March 9, 2013 at the Circuit of the Americas in Austin, Texas, where 481 drivers turned a lap at the new 20-turn, 3.4-mile racing facility during the opening day of the BFGoodrich Tires Texas Super Tour. Saturday was also the opening point-scoring day of the Mid-States U.S. Majors Tour Championship.

Tim Kautz will forever be known as the first driver in the SCCA SafeRacer National Series to take a checkered flag at the home of the United States Grand Prix. Starting on pole in the No. 88 Braeburn/2Dogg/Hoosier Piper 2F2D/ Honda, Kautz led the first lap with Steve Bamford's No. 07 Bamford Produce Mygale SJ11 in tow. Bamford grabbed the lead on lap two, and then led until Kautz worked back in front on lap seven. Once in front, Kautz cruised to victory.

In the same group, Chris
Jennerjahn took a Formula Vee win in
a race that nearly got away from him
in the final corner. Jennerjahn's No. 48
Jennerjahn Machine, Inc. Vortech/VW
led by 2.292sec going into the final
lap, finally gapping the No. 22 Fones
Vortech/VW of Tyler Hunter in traffic
after a tight battle. Hunter closed that
gap until the two were running nose to
tail again coming out of the final Turn
20, with Hunter diving to the inside.



Jennerjahn made the short jump to the checkered flag by just 0.108sec to take the win.

Matt Reynolds followed with a Group 2 overall win by a large margin in his E Production No. 71 Reynolds Brothers Racing/Jesse Prather Motorsports/



Racing machine and Verges came out of Turn 20 fender to fender battling for the top spot. Verges was able to edge Futrelle out by 0.034sec, with the nose of Futrelle even with the right front tire of Verges as the two cars crossed the line.

Spec Miata was a three-car battle between defending National Champion Jim Drago's No. 2 East Street Racing Miata, Andrew Charbonneau's No. 40 Jeffy Boy Racing Miata, and Craig Berry's No. 29 Granite Remnant Store/East Street Racing machine.

Drago and Charbonneau spent most of the race swapping the lead going into Turn 1. The wide approach to the turn was inviting to many, and a number of drivers used it to their advantage. Charbonneau tried to use that inside entrance with one lap to go. Running deep on the exit, Berry and Charbonneau made side-to-side contact, slightly bogging down their momentum and giving Drago some breathing room just before the 30-minute time limit expired.

The Formula 1000 battle highlighted the fastest group of the day, stealing the thunder from the slightly faster Formula Atlantic, C Sports Racing, and D Sports Racing machines. Lawrence Loshak scored the pole on the final lap of qualifying in the morning, and then kept his No. 2 ETE Reman/JDR Race Cars/Moon Super Cycle JDR F1000 at the front for the opening lap.

481 drivers turned a lap at the new 20-turn, 3.4-mile racing facility during the opening day"



J.R. Osborne's No. 83 Hoosier/Moon's Supercycle/C3 Construction Citation F1000 snuck around Loshak on the second lap, and the two gave chase for what was promising to be a thrilling 30-minute battle.

Within a car length until the two drivers encountered lapped traffic and saw Osbourne create a gap, Loshak's shot at a rebound fell by the wayside when the race was checkered after just six laps. However, Osbourne would later be moved to fourth for a pass under yellow, giving Loshak the win.

The midsized open-wheel machines saved the best for last, where two of the classes waited until the final corner to decide the winner. Alan McCallum's No. 1 McCallum Racing Formula Mazda blitzed past Timothy Reger's No. 19 Pierce Autosports machine, stealing a victory from Reger. Reger spent the early part of the race chasing Carson Weeder's No. 28 Weeder Motorsports machine, inheriting the lead when Weeder pulled off course on lap seven.

Several seconds after McCallum crossed the stripe, Mark Eaton's No. 92 RobinsonMotorsports.com Formula Enterprises machine attempted the same Turn 20 pass that had been so popular all day. Leader Paul Schneider anticipated the move, and kept his No. 73 Performance Motorcars of

Prodigy Motorsports Mazda Miata, but battling for a class win a few positions behind were the No. 7 Jesse Prather Motorsports/Hoosier/Hawk/Motul Mazda Miata of Eric Prill and the No. 73 SpringfieldDyno.com/SafeRacer Mazda Miata of Sam Henry. Prill led from the pole until lap eight, when Henry slid to the inside going up the hill for Turn 1. Prill was back into the lead with one lap to go, but Henry dove to the inside on the final corner to take the victory.

The No. 69 Apex Driving Academy Spec Racer Ford piloted by Keith Verges won a close, four-car battle in the class. Franklin Futrelle's No. 17 Comprent Motorsports/Skip Barber

GOOD TIMES

(LEFT) The SRF winners sprayed copious amount of champagne. You would, too, had you just bested 80-some competitors. (RIGHT) Spec Miata, the second largest field of the weekend, was led by Jim Drago on Saturday and Craig Berry on Sunday. (TOP RIGHT) Race control at Circuit of the Americas is quite impressive.





The Still wet from overnight rains, the power of the GT-1 machines was almost a disadvantage in the opening...race"

Charlotte machine in front by just the length of the front splitter to take the Formula Enterprises win.

Unexpected delays at the new facility and the track's 6 p.m. curfew caused an adjustment to Sunday's schedule. Group 7's Saturday race was moved to Sunday morning at 8 a.m., and in order to complete all races by Sunday at 6 p.m., Sunday's qualifying sessions were eliminated and competitors were gridded for their Sunday races based on their fastest Saturday race lap.

Still wet from overnight rains, the power of the GT-1 machines was almost a disadvantage in the opening Group 7 race. That proved to be true right away, as the No. 41 Cirocco & Ozzimo Inc/DFL Interiors Inc BMW M3 of Trent Hindman, running in GT-2, launched to a big lead on the opening lap and never looked back.

The field got one last shot at Hindman when a full-course yellow came out for a single car incident, then released the field to green with time for one last lap in the 30-minute race. But it didn't

matter - Hindman cruised to the win, with the GT-2 cars of John Kachadurian (No. 80 Grey Fox Racing/Fall Line Porsche Cup) and Eric Galerne (No. 37 IUC Group Dodge Viper ACRX) in tow.

Combined with his win in the second Group 7 race of the day, Michael Pettiford swept Touring 1 behind the wheel of his No. 4 Go4lt.com Chevrolet Corvette. But the battle in the dry afternoon Group 7 race came in Touring 2, where Kyle Kelley's No. 79 Upracing.com/Pauline's Antiques Chevrolet Corvette chased Pratt Cole's No. 81 Western Metals Transport/BFGoodrich Tires Ford Mustang for nine of the race's 10 laps. Kelley moved around Cole in the latter portion of the race to take the win.

For a while, it looked like the Sunday races would be presented the yellow flag, even with the sunshine. Like Saturday's Formula F race, Kautz fell behind Bamford early, but once back



DOUBLE WIN Chris Farrell claimed the DSR win both days.

FORMULA VICTORY

Sunday's 19 car FB race was a close one, with Jose Gerardo squeezing out the win and taking the victory lap.

in the lead, Kautz - and Formula 500 leader C.J. McAbee's No. 15 AJ's Import Garage AJ's/Rotax - had a comfortable lead.

That all went away with a full-course caution late in the race, bunching the field again. Lapped traffic separated Kautz and Bamford on the restart, but put the No. 39 Milltronics/Hoosier Red Devil JS08/Rotax of Steve Jondal right on McAbee's tail.

Both of the class leaders held the lead through the first lap following the restart, and when a second double yellow was displayed, the race ended under caution.

Group 2 became the first group to run their 30-minute timed race caution free, and it allowed a battle to rage in Super Touring Lite. Bob Schader's No. 19 Hoosier Tires/Miatacage.com Mazda Miata led away from the pole, but on lap seven the No. ISC Racing Services Mazda Miata of Mike Van Steenburg made his way into the lead.

Two laps later, Schader got a run out of the final turn and up the front straight to regain the lead. Schader held off both a charging Van Steenburg and the fast-moving No. 09 Yushino Mazda MX-5 of Yiannis Tsiounis for a 0.682sec win.

Like Saturday, Sunday's SRF race saw Futrelle involved in a race-long

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SPEED RACER

In Sports 2000, David Ferguson was the man to beat. Ferguson took a commanding win on both Saturday and Sunday. battle for the lead, this time with the No. 4 Lightspeed Motorsports machine of Denny Stripling. Unlike the previous day, however, Futrelle made the last lap pass for the lead down the back straight and held on for the victory. Futrelle fell about three feet shy of a victory on Saturday, making Sunday's victory that much sweeter.

Because of the schedule adjustment, grids for Sunday's races were set based on each driver's fast lap in the first race of the weekend. That adjustment caught the No. 07 Ayres Racing Spec Racer Ford of Trey Ayres out following a DNF on Saturday. Despite starting at the rear of the 82-car grid, Ayres raced his way to 17th at the finish. Passing 65 cars earned Ayres the GoPro Hero Move of the Weekend and a GoPro Hero3 camera

W STUBLE OF

from the official camera of SCCA.

Sunday's Spec Miata race featured the same trio of drivers who battled for Saturday's win - Drago, Charbonneau, and Berry - joined by the No. 5 Autotechnik/Momo/Apex Alignment Miata of Alex Bolanos.

All but Bolanos took a turn at the point, swapping the lead throughout the 30-minute race. With one to go, Berry had his car in the front by three car lengths, and barring a mistake, left the trailing three to battle for the final two podium positions.

Entering the final corner, Berry had extended his lead by an additional car length for the victory, with Drago, Bolanos, and Charbonneau the running order behind. Bolanos took the inside line through Turn 20, forcing Drago wide and onto the artificial grass on the outside of the corner. Charbonneau also took advantage of the move by Bolanos, sending Drago from second to fourth at the stripe.

The Group 5 race came down to a single lap shootout for the finish after a full-course caution. Unfortunately for some in the Formula 1000 battle, traffic became the deciding factor.

Because of the 60-car field, when the green flag came out for the overall leaders, the front of the Formula 1000 field was still in Turn 17. With help from his crew on the radio, Jose Gerardo drove the No. 14 General Labels from fourth to first, and with the traffic bogged down, around the then top-three of Osborne, Loshak, and the No. 67 Hoosier/Astra-Cars Astra

The Group 5 race came down to a single lap shootout for the finish after a full-course caution"

Summerhawk of Steve Ott.

When Gerardo went, Ott followed, and when Osborne was collected in Turn 20 by a Formula Atlantic class car, Gerardo and Ott were in the lead. Osborne's stalled machine brought out one last caution, and the field was frozen in that order.

The Group 6 race containing Formula Mazda, Formula Continental, Formula Enterprises and Sports 2000 was stopped for a black flag session on

UNTOUCHED

The only view the rest of the STU field had of Jim Taggart was the back of his Lotus as he drove to a pair of victories.





the opening lap after two \$2000 machines came together. The resulting 20-minute race let Daryl Wills get the win in his No. 23 Hillenberg Motorsports Formula Mazda, but also left Eaton and Schneider in a heated battle for the Formula Enterprises win. On Saturday, Schneider held off Eaton at the stripe by just his front splitter. On Sunday, it was even closer, but this time Eaton was declared the winner in what was the closest finish of the weekend.

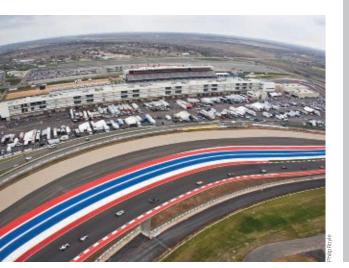
Results for a number of classes were revised after the races, so they may differ from early reports.

The Circuit of the Americas didn't fail to impress with its amazing facility and incredible racing surface"

While several issues plagued the weekend, most obviously resulting in the elimination of Sunday's qualifying sessions due to time constraints, most competitors considered the weekend a success. The Circuit of the Americas didn't fail to impress with its amazing facility and incredible racing surface, leaving little doubt that SCCA Club Racing will return.

CAPACITY

(BELOW) The paddock at Circuit of the Americas might be plentiful, but when nearly 500 SCCA competitors show up race, the place quickly fills up. (TOP RIGHT) Matt Reynolds ran an impressive EP race.



RESULTS

U.S. MAJORS TOUR/SUPER TOUR/DOUBLE NATIONAL LONE STAR REGION | Circuit of the Americas | March 8-10, 2013

SATURDAY

GT1: (7 starters) 1. Michael Lewis (Jaguar) 2:26.898; Simon Gregg (Chevrolet); 3. David Fershtand (Chevrolet); GT2: (20 starters) 1. Trent Hindman (Porsche) 2:17.183; 2. John Kachadurian (Porsche); 3. Eric Galerne (Dodge); GT3: (4 starters) 1. Jim Valdez (BMW) 2:33.898; 2. Mike Henderson (Mazda); 3. Wolfgang Maike (Toyota); GTL: (2 starters) 1. Kent Prather (Mazda) 2:44.314; 2. John Bower (Nissan);

AS: (4 starters) 1. William Gray (Pontiac) 2:35.264; 2. Tom Smith (Chevrolet); 3. Dane Smith (Chevrolet); EP: (12 starters) 1. Matt Reynolds (Mazda) 2:30.887; 2. Aaron Downey (Mazda); 3. Jim Daniels (Mazda); FP: (6 starters) 1. Sam Henry (Mazda) 2:33.245; 2. Eric Prill (Mazda); 3. Neal Frank (Mazda); HP: (4 starters) 1. John Trenery Jr. (Austin Healey) 2:50.297; 2. James Rogerson (Honda); 3. Andrew Wright (Triumph);

STU: (10 starters) 1. Jim Taggart (Lotus) 2:37.380; 2. Michael Flynn (BMW); 3. Yiannis Tsiounis (Mazda); STL: (43 starters) 1. Yiannis Tsiounis (Mazda) 2:38.254; 2. Peter Keane (Acura); 3. Mike Van Steenburg (Mazda); T1: (5 starters) 1. Mike Pettiford (Chevrolet) 32.053; 2. Ken Davis (Chevrolet); 3. Dave Kagan (Ford); T2: (12 starters) 1. Jay Patel (Porsche) 2:34.521; 2. Kyle Kelley (Chevrolet); 3. Pratt Cole (Ford); T3: (5 starters) 1. Tom Wickersham (Honda) 2:34.917: 2. Kevin Fandozzi (Chevrolet); 3. Richard Baldwin (Nissan); T4: (6 starters) 1. Steven Zink (Ford) 2:43.538; 2. Toby Grahovec (BMW); 3. Lowell Huston (Ford); SM: (73 starters) 1. Jim Drago 2:42.654; 2. Andrew Charbonneau; 3. Craig Berry; BS: (4 starters) 1. Charlie James (Mini) 2:54.368; 2. Mike Asselta (Mini); 3. T.C. Kline (Mini);

CSR: (14 starters) 1. Lee Alexander (Stohr) 2:08.251; 2. Dudley Flek (Miller); 3. James Devenport (Norma); DSR: (9 starters) 1. Chris Farrell (Stohr) 2:09.258; 2. Garrett Kletjian (Stohr); 3. Tom Bootz (Stohr); S2: (11 starters) 1. David Ferguson (Van Diemen) 2:19.712; 2. Jack Donnellan (Lola); 3. Chris Helt (Lola); SRF: (85 starters) 1. Keith Verges 2:36.761; 2. Franklin Futrelle; 3. Denny Stripling;

FA: (20 starters) 1. Jason Byers (Swift) 2:06.493; 2. Jimmy Simpson (Swift); 3. Keith Grant (Swift); FB: (19 starters) 1. Lawrence Loshak (JDR) 2:10.591; 2. Glenn Cooper (RFR); 3. Jose Gerardo (RFR); FC: (6 starters) 1. Steve Bamford (Van Diemen) 2:16.692; 2. Pete Lesueur (Van Diemen); 3. John Brumder (Van Diemen); FE: (12 starters) 1. Paul Schneider 2:16.824; 2. Mark Eaton; 3. Joseph Sammut; FF: (24 starters) 1. Tim Kautz (piper) 2:21.147; 2. Steve Bamford (Mygale); 3. Lewis Cooper III (Van Diemen); FM: (18 starters) 1. Alan Mccallum 2:16.365; 2. Timothy Reger; 3. Darryl Wills; FV: (15 starters) 1.Chris Jennerjahn (Vortech) 2:39.837; 2. Tyler Hunter (Vortech); 3. Charles Hearn (Vortech); F5: (12 starters) 1. Charles McAbee (Aj's 2012) 2:24.158; 2. Steve Jondal (Red Devil); 3. Darrel Greening (Red Devil).

SUNDAY

GT1: (7 starters) 1. David Fershtand (Chevrolet) 2:15.720; 2. Michael Lewis (Jaguar); 3. Kevin Rich (Ford); GT2: (17 starters) 1. Tom Wickersham (Porsche) 2:17.813; 2. Mark Boden (Porsche); 3. Joe Koenig (BMW); GT3: (3 starters) 1. Mike Henderson (Mazda) 2:27.271; 2. Jim Valdez (BMW); no other finishers; GTL: (2 starters) 1. Kent Prather (Mazda) 2:41.637; no other finishers;

AS: (4 starters) 1. Tom Smith (Chevrolet) 2:33.169; 2. Dane Smith (Chevrolet); 3. Eric Ritchie (Pontiac); EP: (10 starters) 1. Matt Reynolds (Mazda) 2:30.940; 2. Andrew Robertson (Caterham); 3. Jim Daniels (Mazda); FP: (6 starters) 1. Eric Prill (Mazda) 2:34.393; 2. Sam Henry (Mazda); 3. Neal Frank (Mazda); HP: (4 starters) 1. John Trenery Jr. (Austin Healey) 2:46.191; 2. James Rogerson (Honda); 3. Andrew Wright (Triumph);

STU: (11 starters) 1. Jim Taggart (Lotus) 2:31.042; 2. Kevin Fandozzi (Chevrolet); 3. Brad Adams (Mazda); STL: (44 starters) 1. Robert Schader (Mazda) 2:40.545; 2. Mike Van Steenburg (Mazda); 3. Jim Drago (Mazda); **T1:** (5 starters) 1. Mike Pettiford (Chevrolet) 2:25.292; 2. Ken Davis (Chevrolet); 3. Dave Kagan (Ford); T2: (11 starters) 1. Kyle Kelley (Chevrolet) 2:28.739; 2. Pratt Cole (Ford); 3. Gregory Schermer (Porsche); T3: (5 starters) 1. Tom Wiskersham (Honda) 2:34.120; 2. Richard Baldwin (Nissan); 3. Kevin Fandozzi (Chevrolet): T4: (6 starters) 1. Toby Grahovec (BMW) 2:43.732; 2. Steven Zink (Ford); 3. Lowell Huston (Ford); SM: (69 starters) 1. Craig Berry 2:41.981; 2. Alex Bolanos; 3. Andrew Charbonneau; BS: (4 starters) 1. Charlie James (Mini) 2:52.540; 2. T.C. Kline (Mini); 3. Steve Taake (Mazda);

CSR: (13 starters) Steve Forrer (Ralt) 2:10.766; 2. Dudley Fleck (Miller); 3. Lee Alexander (Stohr); DSR: (8 starters) 1. Chris Farrell (Stohr) 2:13.012; 2. Tom Bootz (Stohr); 3. Paul Leonard (Radical); S2: (8 starters) 1. David Ferguson (Van Diemen) 2:20.988; 2. Michael Bautz (Lola); 3. Steve Meyer; SRF: (82 starters) 1. Franklin Futrelle 2:35.633; 2. Denny Stripling; 3. Todd Harris;

FA: (20 starters) 1. Jimmy Simpson (Swift) 2:10.684; 2. Keith Grant (Swift); 3. Tyler Hunter (Swift); FB: (19 starters) 1. Jose Gerardo (Stohr) 2:12.772; 2. Steve Ott (Astra); 3. Joanathan Scarallo (Phila); FC: (6 starters) 1. Steve Bamford (Van Diemen) 2:21.127; 2. John Brumder (Van Diemen); 3. Robert Allaer (Van Diemen); FE: (12 starters) 1. Mark Eaton 2:21.123; 2. Scott Mcqueen; 3. John Yeatman; FF: (24 starters) 1. Tim Kautz (Piper) 2:25.049; 2. Steve Bamford (Mygale); 3. Dave Zurlinden (Piper); FM: (18 starters) 1. Darryl Wills 2:16.128; 2. Alan Mccallum; 3. Jamie Slone: FV: (14 startes) 1. Chris Jennerjahn (Vortech) 2:44.074; 2. Tyler Hunter (Vortech); 3. Charles Hearn (Vortech); F5: (11 starters) 1. Charles McAbee Jr. (AJ's 2012) 2:27.482; 2. Steve Jondal (Red Devil); 3. Darrel Greening (Red Devil).



TOOL TIME

The Right Gear to Keep Your Car Running Right

WORDS Jason Isley IMAGE Philip Royle

Tools are an investment. Race shops are full of a staggering amount of tools and equipment critical to making their cars faster and, at the track, many of the top teams will have this specialized equipment with them. As luck would have it, the majority of SCCA competitors can get by with just a handful of carefully chosen equipment. So, what do you really need?

The most basic required tool for any competitor is a high-quality tire pressure gauge. A good tire pressure gauge will give you accurate readings, allow for quick air pressure bleed-off, and will be rugged enough to offer many years of service. Your tires are the most important piece of equipment on your car, and being able to quickly and accurately set the tire pressure is invaluable.

"A decent quality tire gauge is a must," says SafeRacer's Charlie James. "Don't buy the cheapest one, look for one with a swivel connection and a bleed valve to make it easier to use, read, and adjust pressures. If you run in a class where absolute accuracy is required, take a look at the liquid filled gauges, but for most of the racers, they will need something that gives them repeatable information that can be compared between sessions, days, and events."

Nearly every car comes from the factory with some type of jack, but it's certainly not suitable for regular use. One of the most regularly seen jacks on any competition weekend is the familiar blue aluminum unit sourced

form Harbor Freight. As always, however, you get what you pay for, and quality is not always top notch with these inexpensive jacks. Fortunately, there are lots of options when it comes to jacks, and somewhere between the \$1,300 Brunnhoelzl one-pump pro race jack and the Harbor Freight unit you will be able to find one that fits your needs.

It goes without saying, but you should never work under your car without it being supported by a set of jack stands. The good news is jack stands are typically the least expensive pieces of equipment you will ever buy, and a decent set should last you a lifetime.

A good quality torque wrench is a must for anyone who changes his or her own tires - or works on any nut or bolt on their car. And, as Tire Rack reminds us, it's a good idea to re-torque the wheel lugs after the first 50-100 miles of driving.

Being able to inflate tires that you have bled down between sessions or runs is a must. There are a number of options when it comes to topping off your tires. A large air compressor is not very practical for trackside use, unless you have one installed in your enclosed trailer. The 12v compressors are a favorite among Soloists. They are typically very compact, inexpensive and, as long as your car has a 12v system, you will be able to use it. An air tank is not a bad choice, but they are typically bulky and, once you have used up your air supply, you will be looking for some way to refill.

Nitrogen tanks used for charging high-end shocks can be used to quickly add air to tires, but keep in mind there are sometimes safety rules associated with using a high-pressure tank at SCCA events, so refer to your appropriate rulebook.

These simple products are just the tip of the iceberg when it comes to track tools, and as you get more involved you will find your collection growing quickly. If you do your homework before you buy, you may find your tools can outlast your racecar. Need help shopping? Pg. 60 contains a number of advertisers that offer tools to fit your needs.

Output

Description:

AIR UP

A portable air compressor will make quick work of topping off tires between sessions. They are also small and very budget friendly.

KEEP IT TIGHT

Check the torque of your lug nuts often. A torque wrench will help ensure you have a secure fit, and it will come in handy for other projects.

LISTEN TO YOUR TIRES

Falling in the zone between basic track tools and more advanced equipment is the probe-style tire pyrometer. "A tire pyrometer tells you a huge amount about how the car is handling," says Jack Jaynes of Longacre Racing Products. "You can get a sense for tire pressures and camber from the temps. After a while, you can start getting an understanding of what's going on, and what your car likes."

There can be a significant difference between the temperature on the surface of a tire and closer to the belt package. The tire's surface temperature will change very quickly once motion has stopped, while the temperature closer to the tire's core will give you a more accurate picture of what the tire was experiencing.

Even if you initially do nothing with the information from the probe-style pyrometer, it is useful to have the information for the next time you are going over your car setup. "Don't just look at the temperatures," advises Jaynes. "Record them, keep detailed records of how the driver said the car felt, and what the temperatures were."

I JACK OF ALL TRADES

Having a good quality jack that doesn't break your back will make many tasks easier, but you get what you pay for, so plan accordingly.

I TEMPERATURE TALES

Tire temperatures tell the story of what your car is doing and what it likes. Keep records and review them before making changes.

UNDER PRESSURE

A tire pressure gauge is the single most important tuning tool you will ever own. Buy a quality unit, as accuracy and durability are important.

SAFETY FIRST

If the tires aren't touching the ground, the car should be on a set of jack stands. Jack stands are inexpensive and last forever.





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Intercomp's Tire Durometer and Tread Depth Gauge is now available as a kit. Priced just under \$100, the two gauges come with a sturdy carrying case. The Tire Durometer includes a type A removable tip, reads from 0-100 and is ASTM Certified. The Tire Depth Gauge measures tire wear in 1mm and 1/32-inch increments. www.intercompracing.com (800) 328-3336



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SERIES REPORTS

Sports Car Club of America 05/2013

Reports from SCCA's Competition Series

RACING ROOM CLUB RACING

THE STATE OF CLUB RACING

During 2012, the CRB handled an average of 150 letters per month. These letters included requests to classify new cars, change existing rules, or to keep specific rules as they are. About a third of the letters were comments on previously published items. In addition, CRB members were consulted on multiple issues that were part of Compliance Reviews and Court of Appeals actions, by

We presented a preliminary set of rules for the new SR1 and SR2 classes to hit the track in 2014"

phone, through e-mail, and at the National Championship Runoffs.

The CRB met by conference call each month and had four face-to-face meetings, in addition to presentations made at all of the Board of Directors face-to-face meetings. At least one CRB member also attended every one of the nine Advisory Committee conference calls each month, and each of the weekly Formula and Sports Racing subcommittee calls.

CRB membership has gone through a period of change, starting in late 2011, when Chairman Bob Dowie and long-time member Dave Gomberg retired from the Board. Fred Clark and Mirl Swan left the CRB at the end of 2012. In 2012, we added Tony Ave (a GT Advisory Committee member) and John LaRue (from the Formula and Sports Racer Advisory Committee). Recognizing the workload, the BoD authorized an additional member for the CRB. In 2013, there are two new members, David Arken (former



chairman of the Formula and Sports Racer Advisory Committee) and **Kevin Fandozzi** (former chairman of the Touring Advisory Committee). **Pam Richardson** has returned as the CRB secretary.

The current CRB is composed of **Jim Wheeler** (chairman), **Chris Albin**, David Arken, Tony Ave, **Jim Drago**, Kevin Fandozzi, Peter Keane, and John LaRue. Only two of the eight members were on the CRB when I joined a couple of years ago. This group represents countless divisional championships, a total of 65 Runoffs entries, 19 Runoffs podiums, and five National Championships.

At the National Convention in late February, we presented a preliminary set of rules for the new SR1 and SR2 classes to hit the track in 2014. We also had a two-day meeting and finished the rules that were sent out as recommended rules in the April Fastrack. Two sub-committees met weekly for the last several months to put together the SR1 and SR2 rules.

We expect quite a bit of data and letter activity as a result of the Touring reorganization and as a result of the GT-2 changes that were made at the end of 2012. We will be monitoring

THE LIFESPAN OF A SUBCOMMITTEE

The subcommittee concept has been used quite a bit lately and has been a good way to focus energy on specific problems or issues. The various subcommittees are able to focus on one class, with each member of the subcommittees bringing experience and knowledge that is specific to that class. By design, the subcommittees have a limited lifespan. For example, you should expect the SR1 and SR2 subcommittees to be disbanded once the new rules are in place and enough member input has been received to stabilize the rules.



competition closely throughout the season, with any obvious problems dealt with before the Chicago Region June Sprints.

American Sedan has undergone a complete rewrite of the rules, bringing Restricted Prep cars into the AS rule set and separating them from Touring. No big AS changes are expected for 2014, although the American Sedan Advisory Committee is working on a "crate motor" proposal for member input.

We also see no major changes in Production, Spec Miata, STU, STL, IT, B-Spec, and GT-1, GT-2, and GT-3.

We are, however, preparing a "National" rule set for the GTA class, similar to the IT rules.

A new subcommittee has also been formed to look at trying to make Formula 1000 a more attractive class for young drivers. At the present time, the Formula and Sports Racer Advisory Committee, chaired by **Bill Johnson**, has four working subcommittees, Sports Racer 1, Sports Racer 2, Formula Vee and Formula 1000.

Looking to 2014, we don't see any other major CRB projects, but once the new letters start arriving, we may get very busy again.

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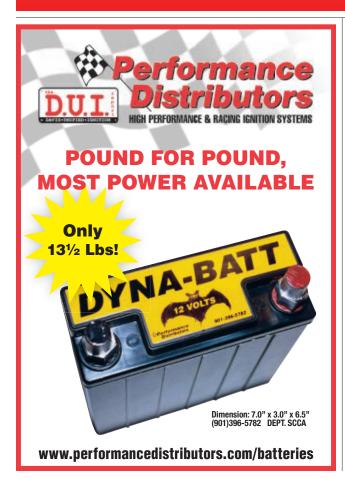
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2013 TRANS AM SCHEDULE

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

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



LEAVING THE LINE

NATIONAL SOLO

by Paul Browr

PROSOLO'S 2013 SEASON

The 2013 Tire Rack ProSolo National Series will see a number of rule tweaks, including changes in payouts, points, and ProSolo Finale qualifying. Noticeable changes involve the reversal of the Challenge brackets, where top qualifiers will be in the first pairing instead of the last, and the introduction of a ProSolo specific index. But there are more changes than just those - let's see what's in store.

Starting off, we've lost our primary sponsor of the Super Challenge competition, which dictates changes in payouts. If you know a company looking for an awesome marketing opportunity, direct that company to **Howard Duncan**, SCCA's Vice President of Rally/Solo and Special Programs – his contact info can be found at

www.scca.com/contact.

With the participation levels we've seen in recent years, it no longer makes sense to encourage single-event participants to compete at the ProSolo Finale. Points have been

adjusted in various ways, including the elimination of bonus points for leading rounds at the Finale. This will greatly simplify the administration of that event, while returning the Finale to a traditional ProSolo competition where those last-run heroics can mean everything.

The ProSolo Finale entry will again be based on a number of factors. Registration will open at different dates for various groups - those who have earned a Zone Championship, those who have scored at least 25 points in their class, and those who have run at least three ProSolo events in a class will have the earliest opportunity to enter. Next, registration will open to those who have competed in at least two events in their class, regardless of Zone. Later, registration will open to anyone.

Once the entry cap is reached, a tiered waiting list will form, with priority being given based on the same criteria as the registration qualifications. In other words, if (hypothetically speaking, since this could never happen), a Zone champion were to forget to enter before the cap was reached, he or she would be placed at the front of the waiting list.

A big change includes the reversal of the Challenge brackets. This doesn't change the pairings, and really doesn't seem like much of a change, but it

RESTRUCTURING

Starting in 2013, the ProSolo Road Tire classes will be broken into RTA and RT2, rather than RTA, RTR, and RTF.

LOOK IN THE BOOK

Of all of the changes facing the Tire Rack ProSolo National Series in 2013, the most visible are the classing changes in the Road Tire category and alterations with Stock, Street Prepared, and Street Modified. For specific information about these changes, check out the ProSolo Rules, that can be found online at www.scca.com/ solo. Just click the "Cars and Rules" link to download the 2013 ProSolo rulebook



does make a difference in how much time a competitor has after finishing one round before getting ready for the next round. The new arrangement gives the top seeds a bit more time between runs, which is probably an advantage – but since we do like to have higher seeds actually being in the preferred places, this is probably a good thing.

For any indexed class, the index is an important factor. After a few years of using the standard PAX index, ProSolo now has its own index.

Rick Ruth has applied his number crunching skills to the heaps of data he has, and the ProSolo rulebook now has an appendix where the official index appears in its entirety – a welcome

The goal is to group classes in ways that will avoid course design being too much of a factor in the results"

change to hunting for an index on the Web.

This season will see a fairly major class restructuring, which some competitors first caught wind of as they registered for early season events. After years of trying to deal with Bump classes, and with the success of index classes both on the Ladies side and in the Race Tire world. the index solution has been applied to the various classes in Stock, Street Prepared, and Street Modified that have struggled to hit that magical five-entry level. There are now five Street classes, made up of logical groupings of the classes that have recently been undersubscribed.

The goal is to group classes in ways that will avoid course design being too much of a factor in the results, and also end up avoiding the need to form a Bump class at any given event. The Bump class is still there as a failsafe, but hopefully it won't be needed. Another minor tweak is the split of the Road Tire category into RTA for all-wheel-drive cars and RT2 for two-wheel drive.

As rule changes in ProSolo go, this year has some pretty big ones - but the changes make a lot of sense from both an operational and competitive standpoint. If all goes well, we should be facing another successful year of ProSolo.

Output

Description:





ON RALLYING

ROADRALLY
by Rick Beattie

LIKE IT WAS YESTERDAY

On June 20, 1987, Indianapolis Region and rallymaster John Calhoun presented the Wander Indiana RoadRally. Entrants running one of their first SCCA National rallies will remember it for a long time. Some new concepts and general instructions that included many old ones made it a challenging event.

In addition to Calhoun, the committee included **Steve Perlman** as Chairman, **Dave Head** as Steward, and **Bob Burns** and **Pete Hylton** in charge of controls.

The rally started in the rain. Calhoun knew that "the wet roads, along with higher corn, meant that the speeds were too fast."

"It was a typical Indiana weekend" for **Jim Heine** and driver **Bill Aszman**: "Leave St. Louis about 1800 hours Friday evening and scoot over to Indianapolis, probably arriving just before registration closed for the evening."

Heine admitted that he and Aszman were still green. "Wander Indiana was just the third rally we had run in the Hoosier State, and probably only our fourth SCCA National event.

"We 'wandered' Indiana a lot, sometimes just hoping to find a control - any control - before it closed. It wasn't that we didn't understand the General Instructions. However, applying that knowledge on the road can be a very different thing."

The RoadRally contained almost every twist an SCCA Course rally could have. Variable main road indicators (determinants) including a "minor road," numbered instructions, lettered instructions, an Aristotle Rule, ignore instructions, and a bogus road.

The bogus road, identified by name or number, was to be considered not to exist. Keep in mind that you had to consider the ignore list first. Signs, text, or objects on the ignore list did not exist. Items on both

A VIVID MEMORY

The most vivid memory for Jim Heine was sitting at the end of a free zone during the Wander Indiana RoadRally after one of the breaks when "Bob [Radford] and John [Classen], in their Toyota 4x4, rounded the turn from a state highway onto our county road," says Heine. "Ahead of us is a short rise just steep enough that you can't see over the top. Bob and John cruise past us to a point just before the crest, where Bob stops. John opens his doo and, standing on the doorsill, peers over the top of the crest [to look for a checkpoint]. Reconnaissance complete, he sits down again, and off they go, on their way to winning the rally. Bill [Aszman] and I expressed the same thought: 'Damn, that's why Bob has a truck. The visibility is better!'

lists changed throughout the event.

"Both the bogus road and the ignore list were new ideas that had not been used before, to my knowledge," commented Calhoun. "Looking back, the rally was a bit too complex and I wish I had used one or the other, but not both. Before the rally, **Pete**Matuzak said to me, 'Are you going to throw the kitchen sink at us, too?' or something to that effect."

"If you had never seen these kinds of traps before, [like] us, you had a long day. I remember an 'ONTO' that went left and straight so you couldn't use it. We did," confessed **Chuck Larouere**, who entered the event with navigator **Carl Staab**. "The rally was very tricky and had a lot of overload."

Congratulations to first overall and first in Class A winners **Bob Radford** and **John Classen**, who bested the 31 other entries with 235 points, Class B winners **Bob Schlain** and **Bob Miller** with 566 points, and Class C winners **Richard Kamo** and **John Kutska** with 1,362 points.

Dan Quayle had recently won reelection as United States Senator from Indiana when Wander Indiana was run. Few people remembered the rally specifically. **Mark Haas** remembered the morning rain. **Dave Fuss, Scott**

We 'wandered' Indiana a lot, sometimes just hoping to find a control – any control"

JIM HEINE

Forehand, Mike Thompson, and Bob Morseburg couldn't give any details.

A couple of *SportsCar* correspondents remembered it like it was yesterday. For both of us, it was a very difficult event in our early rally careers. Heine still has the John Force Castrol GTX jacket he won as a door prize and the T-shirt. According to Calhoun, there was \$650 in sponsorship money for the event.

This writer still has the all of the paperwork: results, entry list, general instructions, police letter, route instructions, legs slips, and the map of nearby restaurants and auto parts stores.

"It scares me that you've kept all the information for 25 years; I wonder how many other copies are floating around?" wondered Calhoun.

Probably not that many.





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April 6-7 - **Hallett Motor Racing Circuit** April 19-21 - **VIRginia International Raceway**





NEDIV HITS THE GROUND RUNNING

The month of May shows the NEDiv season of competition in full swing. Conventions and (most) driver's schools have been satisfied, and most of the regions are getting down to brass tacks. Washington DC Region gets the first volley with the first appearance of SCCA's U.S. Majors Tour Club Racing program in the division with a race weekend at Summit Point on May 5-6. It's not just a National race – it's a Majors! You all know the Web pages to hit for specific information: www.wdcr-scca.org and www.sccamajors.com.

The following week, just up the road, Northern New Jersey Region

holds hands with the Tri-Region folks as the regions host their traditional Mother's Day Regional race at Pocono Raceway on May 11-12. This race is kind of a big deal this season because, after much give and take and years of being a good customer with the powers that own and run the "tricky triangle," the sporty car folk are being welcomed back into the fold - and to sweeten the pot even more the track has made huge changes to the facility that will be sure to excite competitors and spectators alike! The biggest change is to the course itself, with a new and challenging configuration designed to give the little-horsepower, nimble-handling racecars as much of a challenge as the big-horsepower cars. Combine this with a billiard-tablesmooth resurface, golf-course-quality runoff areas and track-edge landscaping, FIA curbing, and 40-foot-wide racing surfaces, and Pocono stands to become one of the

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. premier road racing facilities in the northeast. Head to **www.scca-nnjr.org** or **www.triregionracing.org** for more information.

May 18-19 will be the Double Regional of our western cousins, Mahoning Valley Region, out at the Nelson Ledges circuit in Ohio. Head to www.mvrscca.org to get the 411.

There's even more fun on Memorial Day weekend. On May 24-27, we celebrate the start of the summer season with the New England Region Drivers School and Double Regional at New Hampshire Motor Speedway with the Drivers School on May 24. The same weekend, the Glen Region Double Regional will be hosted at Watkins Glen. Anyone brave enough to attempt the Double Pouble?

BID YOU ADIEU

Now the time has come to bid all of you fine folks adieu. I have had the privilege of doing this column for nearly a decade



and, frankly, it's just time to move on. There have been, at least for me, high points and low points. And, as I'm sure you all know, this magazine is a tool to bring you all the good news about the Club - period. There have been plenty of times that I have had editorial issues regarding my content, but the bottom line is that you, the membership, were informed. I have enjoyed the openness that you have shown me and look forward to bench racing with you at events in the Club. Because, with all its glitz, glory, wrinkles, and warts, this is still the best car Club in the world! Thanks for sharing it with me. To quote Shakespeare, "We are such stuff as dreams are made on, and our little life is rounded with sleep."

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SARRC MOVES TO BEFORE JULY 4

The Southeast Division will present the 33rd annual running of the Independence Day Double Club races, but this year the races will take place before July 4. "This year's event is now scheduled for June 29-30 at Roebling Road Raceway," says **Sharon Rollow,** SEDiv's scheduler. The event is slated to be a Double South Atlantic Road Race Championship (SARRC) and Double Endurance Championship Race (ECR) series points weekend. All SCCA classes, plus SEDiv Regional

classes of IT7, IT7R, SPO, SPU, GTA, and CF, are invited to compete. Entry information can be found on the SEDiv Website at www.sedivracing.org. In addition, Roebling Road will conduct a test day on Friday, June 28. For information, contact Roebling Road at (888) 398-7223.

the Southeast Division Steward who displays the standards of service, dedication, and fairness exemplified by the late Bryan Webb. Originally from Florida Region, Webb, a 30-year member of the Southeast Division, retired to North Georgia. While he was Executive Steward, he set standards of performance for stewards, writing the first SCCA Stewards Manual. During his term as SCCA Governor (now Director), the Southeast Division was incorporated - this was the impetus for the cooperation of regions, and led to the growth and success of championship racing in the Southeast Division. Webb won a number of awards throughout his years, including the Woolf Barnato Award in 1988, and was posthumously inducted into the SCCA Hall of Fame in 2012

The 2012 Webb Award was presented to Buccaneer Region's Russ Smith. Smith joined the SCCA in 1958, racing Alfa Romeos. The award was presented to Smith by a previous Webb recipient, Toni Creighton. Creighton worked with Smith many times as both a Steward of the Meet and Operating Steward. At the presentation, she recalled a crash in Daytona where Smith was the Operating Steward. The driver involved in the incident had orthopedic injuries and was transported to a medical facility. While keeping the safety of the driver as the primary concern, Smith still managed to

maintain the day's schedule, keeping the races running on time.

PHILIP CREIGHTON RECEIVES REUTER AWARD

Area 12 Director **Philip Creighton**, former IMSA Mechanic of the Year, has won the 2012 John C. Reuter Award. The award is presented to an outstanding member of the Southeast Division and is considered the most distinguished award the division can bestow.

The 2012 recipient of the award more than meets the criteria of the award. Creighton came to the United States from England, where he was an accomplished racer. He was a founding partner of Essex Racing Services, then the owner of Transatlantic Racing for 13 years, and is now owner of Philip Creighton Motorsport Ltd. He is a 31-year member of both the Institute of Motor Industry UK and the SCCA. He served on the SCCA's Club Racing Board for 10 years and as the Chair for five. He is currently in his sixth year as Director for Area 12.

In 1989, Creighton was honored as the IMSA Mechanic of the Year and, in 2003, was honored by the SCCA with the John McGill Award for exceptional service to the Club Racing program.

As for the award's namesake,

John C. Reuter joined the SCCA in
1953. Reuter served as Regional
Executive of Savannah Region and
was the Southeast Division Governor
and Secretary of the SCCA Board of
Governors. In 1956, Reuter was
honored with the Woolf Barnato
Award. The Reuter Award is now
awarded annually to a Southeast
Division member who has exemplified
similar leadership.

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NORTH COAST NEWS GREAT LAKES DIVISION

BY NANCY SCHILLACE

OVER THE RIVER AND THROUGH THE WOODS

Racing in this neck of the woods doesn't necessarily stop in October. The need for speed was kept alive with RoadRallying regardless of the weather.

test day on Friday, June 28. For information, contact Roebling Road at (888) 398-7223.

RUSS SMITH CLAIMS
BRYAN WEBB AWARD
The Bryan Webb Award is presented to the Southeast Division Steward who

ON YOUR TOES

The Pocono redux

will give both

workers and racers

new challenges -

but in a good way.

GETTING
STARTED
The Starting Line
Solo school will be heading into the Central Division in early April.

THE STARTING LINE
THE STARTING LINE
THE STARTING LINE

Neohio Region RoadRally Chairman **Greg Lester** gave us some news on the success of the Feb. 2 Ohio Winter Rally.

"Events like this rally require the efforts of many dedicated individuals," says Lester. "Ken Swarm designed this year's course. It was interesting, compact, and finished at a very civilized hour. His choice of weather conditions added to the charm. Brvan Bartzi acted as the official course pre-checker and safety steward. He also worked controls during the event. Pat Karl [N80NI] recruited a great group of amateur radio operators to provide a communications net across the course - a tradition started many years ago by former Ohio Winter Rally Rallymaster Tom Kimball [KA8BZB]. Many of these hams double as control workers - a concept that we intend to exploit more fully in the future.

Competitor **Carleton Kirsch** confirmed the event's success. "I had a blast again," says Kirsch. "Once again, good job to all those who helped put on the show. Fun was had by all."

RALLYING IN MICHIGAN

The Detroit Region's RoadRally series had a Twilight Tour Rally scheduled on Saturday, April 13. (This article's submission date was in early March, so unless Mother Nature walloped the area with a winter storm, we're presuming the event went well.) This series is a late afternoon through evening RoadRally conducted in compliance with the SCCA Tour Rally rules. This series is a straightforward Time-Speed-Distance competition with no complex instructions, traps, or other funny business. It had all significant turns clearly identified and mileage was calculated with rest stops provided. The goal was for all beginners and experts to be to kept "on time" through more than 100 miles of secondary roads in Washtenaw County and surrounding areas.

According to Chairman and Rallymaster **Ken Weidbusch**, this is the eighth edition of the event. "It is part of the Great Lakes Division Rally Series and will cover 150 miles of mostly gravel roads in the late afternoon and early evening," he says. "This event is unique in that it follows the DRSCCA March Rally School and is intentionally easy for both the driver and navigator. All of Detroit Region's RoadRally events run in the evening - some into the late night. The typical entry totals are 15 to 40 cars.



CORRECTION

A big thank you goes to 45-year member and Road America track historian Tom Schultz, whose expertise caught some discrepancies in the video link in the January issue of SportsCar regarding vintage footage of a race at Road America. Schultz caught the error right away. The race featured actually took place in 1959, not 1958 as stated, with Harry Blanchard winning in a Porsche Carrera. Schultz clarified that the film was mislabeled online, but a keen eye can pick out some key components that reveal the real year of the event. Thank you, Tom, for your dedication to the Club and motorsports!

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NEW SOLO PROGRAMS HEAD TO CENDIV

Central Division Soloists have much to look forward to as the 2013 season kicks off. Evolution Performance Driving School, Tire Rack, and the SCCA are teaming up to bring two new programs to autocrossers across the country, and both have planned stops in the Central Division at Miller Park - home of the Milwaukee Region Solo Program.

On April 11, The Starting Line, a Solo school created through a joint venture between the SCCA and the Evo School with help from the Tire Rack, comes to our area. An introduction to Solo for the uninitiated, The Starting Line

(Left to right)
Racers Robin
Oldfield, Terry
McKenna, Tom
Dvorak, and Jim
Burt attended
the Mid-America
Raceway reunion
on Jan. 20, 2013.
The event was
organized by
long-time member
Mark Weber, and
featured classic
photos and stories
of racing in the
1960s and '70s.

includes a one-year membership to the SCCA, a subscription to *Grassroots Motorsports* magazine, a free entry to a Tire Rack ProSolo, Match Tour, or Solo Championship Tour, and a free entry to a local event. It also includes an entry in an Evolution Performance School. All of this costs just \$325 (you can add an SCCA-legal helmet for \$50 more).

While The Starting Line was created as an introduction to Solo for those who have never attended a Solo event before, the savings might prove attractive for members with a handful of events under their belt, as well. Individual training provided by the school will be of equal help to relatively new competitors as the format allows instructors to discover common mistakes and correct them before they become habit. For those looking to up their game, the free entry into a ProSolo, Solo Championship Tour, or Match Tour gives the opportunity for competitors to test themselves against the best of the best.

Speaking of the Tire Rack Match
Tour, the SCCA and Evo School head to
Miller Park on July 13-14 to host the
newly created Match Tour. The Match
Tour is a new style of event, combining
the challenge of perfecting a
60-second course with the limited
runs found at Solo Championship
Tours, combined with the head-tohead battle of a ProSolo.

The Match Tour differs from both the traditional Championship Tours and ProSolos in several ways. The event will utilize the same course all weekend and, unlike ProSolos, which feature a drag style launch and rewards both fast reaction times and hard launches, Match Tours will only require normal, soft launches.

The new competition also has a unique structure. On Saturday, drivers will get four runs for in-class competition. All current National Solo classes will be represented in Open, while Ladies classes will be combined and PAX based - this will be split between Stock, Street Touring, Street Prepared, and Modified (which includes Modified, Prepared, and Karts). After Saturday's runs, the top 32 Open class PAX drivers and the top eight Ladies will form a bracket for Sunday's head-to-head competition. Sunday competition will begin with the Last Chance Qualifier - anyone who did not make the top 32 will compete, with the top 16 earning a spot in the









bracket. Finally, eight drivers will be randomly drawn for bracket spots. The final 64 competitors will begin bracket competition, competing head to head on PAX until only one remains and is crowned overall winner.

Find out more about these programs at www.sccastartingline.com and www.scca.com/solo and clicking the "Match Tour" link on the left.

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A REUNION

St. Louis resident **Mark Weber** promised that the Mid-America Raceway (MAR) reunion would be a party with "a slide show that will thrill and entertain - at least, more than your Aunt Millie's slide show from her trip to Peoria." On Jan. 20, 2013, Weber delivered on that promise.

Weber, a member since 1970 and the official photographer of SCCA Pro Racing, had attended the funeral of Ed DeBrecht, a co-founder of St. Louis Region, in 2012. Then, last fall, a vintage magazine contacted Weber for copies of old, which resulted in him diving into his archives. That research not only netted him what he knew would be conversation starters, but the idea of spending time swapping tales (both true and embellished) with friends before saying goodbye to them at a funeral.

MAR was a picturesque 2.8-mile rolling road course and drag strip in Wentzville, Mo., and hosted the very first SCCA Solo National Championships some 40 years ago. It has been 29 years since an SCCA Club racer was seen turning laps on the track, but Weber figured that the stories would be as fresh as if they'd happened yesterday. Whether it was an IMSA Camel GT race, the largest attended events that even included actor and racer Paul Newman, or a regular SCCA Club race, there would be plenty of photos and stories to share. Weber was right on all counts.

Reunion attendees brought the expected old photos, posters, patches, banners, scrapbooks, and newsletters.

Some could still - and did - wear their single-layer driving suits or corner worker's coveralls. Two slide projectors ran nonstop for five hours, as did the stories and memories. Those who came had the chance to view "now" comparisons with pictures from "then," and catch up with their individual changes over the years, as well as relive memories at a major focal point of the area's racing heritage for over three decades. These were drivers, officials, workers, and fans, reconnecting as a racing family.

Midway through the day, Weber announced that a bigger and better MAR reunion would be held as part of the Oct. 19-20, 2013 fall Club race at Gateway Motorsports Park, and everyone is invited.

VROOM!

Volunteers, have you heard of the MiDiv "Vroom!" program? For each day you volunteer, you're credited with one point that can be redeemed for merchandise or gift cards. The full catalog is online at **www.midiv.org** under the "Volunteers" link. This is the same place where you can check to see how many points you've accumulated and spent.

Since the inception of the program in 2007, \$5 from each race entry provides the funding for the "Vroom!" program. Volunteers can redeem their points for clothing, gas to help get them get to a race, or even to attend the MiDiv convention.

Last year, 294 volunteers contributed 1,388 days to MiDiv Club Racing. A huge thank you to those nine individuals who staffed all eight weekends in 2012: Ron and Monica Shaw (Des Moines Valley Region), Keith and Judy Pfautz along with Frank Diringer (Wichita Region), Anne Bowling



The hard work paid off for a number of regions in the Southwest Division, as they left this year's SCCA National Convention with several awards, which were presented by SCCA's President and CEO Jeff Dahnert (right).

CLAIMING

HARDWARE

and **Janet Berry** (Arkansas Region), **John Bowling** (Mid-South Region), and **Vicki Jarecke** (NeOkla Region).

Anyone - including drivers - can join the ranks of these dedicated individuals. You'll find them to be loads of fun and willing to teach you what you need to know to help staff a Club Racing event.

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CONVENTION WRAP UP

The 2013 SCCA National Convention was once again held in Las Vegas, Nev., this year taking place on Feb. 28-March 2, 2013. The city was buzzing with the usual excitement, but even more so for several Southwest Division Regions and members. Several regions were awarded honors from the SCCA National Office for achievements during the 2012 season.

Congratulations goes out Delta
Region for receiving the RallyCross
Regional Achievement Award, Texas
Region for earning the Solo Large
Region Cup, Lone Star Region for its
receipt of the Solo Small Region Cup,
South Texas Border Region for
winning the Tom Burke Award for
small regions, and West Texas Region
for honorable mention in the small
regions category of Region
Achievement. Congratulations also go
out to Andy Hollis for winning the Tire
Rack ProSolo JCJ Cup.

NEW AREA DIRECTOR

R. David Jones has resigned from the SCCA Board of Directors as the Area 7 representative. The Board voted to approve **Dan Helman** as his replacement.

A former Chairman and a member of the SCCA Hall of Fame, Jones was re-elected to his second term as the Area 7 representative in November 2012, but has since reconsidered. Helman was runner-up to Jones in that election, and has accepted the Board's nomination, per the SCCA bylaws.

"Over the last three years spent on the Board of Directors, I haven't been feeling particularly effective," Jones



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explains. "I feel that Dan's background and experience might do a better job at this point than I can.

"I'm 75 years old, and have spent a lot of time with this Club, and I will continue to do that in some capacity," Jones continues. "But the time has come for me to step aside and allow someone like Dan the opportunity to further contribute to the Club."

Helman recently served as chairman for the SCCA Insurance Committee. Under his direction, the Committee delivered an insurance program for 2013 at a considerable savings to the organization, with a positive financial effect on the regions and participants. He was also thanked and recognized at the National Convention along with his fellow members of the committee.

Helman will serve Area 7 of the Club, which represents the Southwest Division. He will serve a three-year term, ending in 2015.

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SOUTHERN SPLENDOR

As freezing temperatures and winds sweep across much of Rocky Mountain Division, those fortunate souls who live in or near Albuquerque, N.M., are coming out of the big chill a bit sooner. Rio Grande Region (RGR) RE **Jake Dawson** provided this report on the past year of SCCA competition.

"The 2012 season went fairly well," says Dawson. "RGR hosted 12 Regional Solo events, together with the 2012 New Mexico Tire Rack ProSolo. This was the first ProSolo RGR has hosted since the early 2000s.

"For a rural location like
Farmington, N.M., drawing large
numbers of competitors away from
their home venues and regions was
challenging. Many participants
traveled from neighboring states to
make the event a success. We're
pleased to see Farmington, N.M.,
reappear on the 2013 ProSolo
calendar and hope word of mouth will



spread from this year's attendees, and allow it to be even more successful."

In evaluating who did well in the past season, as well as what to watch for in 2013, Dawson was unequivocal. "In my opinion, four competitors stood out from the rest in 2012: **Kyle Vallejos**, **Mary Lou Holmes**, and the co-driving team of **Tom Reynolds** and **Paul Dodd**."

Vallejos is a new RGR member who made strides into what looks like a promising motorsports career "Kyle Vallejos, a four-corners resident, started autocrossing with the Club in 2012," says Dawson. "Initially, Kyle, in his silver 2001 Mazda Miata, was quiet, rarely saying much to any of the officials and keeping to himself during the events. But by the end of the season, Kyle was no longer the shy kid cautiously learning the limits of his roadster. Kyle is now one of the regulars - killing cones, yelling in joy at the completion of a good run, and participating in the more social aspects of Solo.

"Kyle's attitude, easygoing nature, and evolving enjoyment of the sport are what make him a standout member. It's easy to get caught up in the competition and intensity of Solo sometimes. It's nice to see someone like Kyle and be reminded that we're all just out here to have fun and learn a thing or two about driving."

Dawson says Holme is a member who clearly keeps things in perspective while accomplishing great things. "If you hang around an RGR event long enough, you're guaranteed to hear Mary Lou Holme's laughter. Wherever Mary Lou is, people are laughing. When Mary Lou isn't causing some form of frivolity or another at events, she's competing. That brief period of time when she's behind the wheel is all business - unless the run doesn't go as planned; then the frivolity resumes. 2012 was a good

BIG TIME
Rio Grande
Region's Tom
Reynolds and Paul
Dodd not only
did well at local
events, but their
success continued
late into the 2012
season at the Tire
Rack Solo National
Championships
in their shared

year for Mary Lou. She made her first appearance at the Tire Rack Solo National Championships, driving **Jim Garton**'s 2007 Ford Mustang Shelby GT in FSL. It came down to last runs for FSL, but as her competitor returned to the grid, Mary Lou and her supporters were jumping up and down with excitement as she took the FSL title in her first go at it."

Dawson also recognizes RGR members Paul Dodd and Tom Reynolds for their successful racing partnership, which made an important transition in 2012. "After a relatively successful stint in F125, longstanding friends Tom and Paul opted to ditch the world of shifter karts and give the new RT class a try," explains Dawson. "Initially, they drove Paul's 2008 Subaru STI, but during the 2012 Mineral Wells Tire Rack ProSolo, Tom and Paul saw first hand the capabilities of the revamped 2012 Subaru WRX. Within a month, Paul traded in the STI for a blue 2012 WRX. Their Regional dominance ensued quickly. It was not uncommon for the duo to earn the top two PAX positions at RGR events. With both Tom and Paul planning to pilot the RTA 2012 WRX for the 2013 season, the rest of the region should be preparing for another challenging year. Top honors amongst the PAX results will not be easily taken from them."

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THE NATIONAL CONFERENCE SURVEY

The race season has arrived in the Northern Pacific Division, and most regions have either had their first event or will have it soon. First off, I would like to say thank you to everyone who participated in the Division questionnaire that was sent via e-mail a few months back, and give you some information from that survey. If you didn't receive the survey e-mail, it means one of three things: your e-mail bounced, you changed



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your e-mail and didn't change it with National office, or you don't have an e-mail address listed. To fix this problem, contact the SCCA National Office or log onto your account at ams.scca.com to change, add, or correct your e-mail address.

The questionnaire asked some basic questions about the divisional conference held every year. Roughly 62 percent of those who took the survey were unaware that there was a "gathering" in October 2012 in Reno, and 20 percent of those who didn't know would have attended.

This issue could have something to do with how we communicate. In the grand scale of things, e-mail, e-mail lists, and forums are relatively new - some of us have been SCCA members longer than these things have been around in the form they are today. Now, we're attached to laptops, cell phones, tablets, and have multiple e-mail accounts, but we might not have updated the SCCA with our contact info. Currently, 22 percent of Northwest Region members don't have an e-mail address listed with the Club. But we also need to remember that not everyone is connected to the electronic world, nor do they want a data plan for their cell phone. These are the people we need to send information to via physical mail. So, that leaves us with creatively coming up with better lines of communication. The phone tree disappeared with the cost of long distant calls, but now with cell phones maybe we need to revisit that medium and bring back the personal touch.

Back to the questionnaire: The date of our divisional conference does conflict with some other yearend activities. When we had the event in January we had conflicts then, and it's fairly clear that the time of the event will always be one of the hardest things to deal with. As for topics of interest at the conference, this is where each person in the division can help. If you have an idea for a topic then let your RE, the Area Director - or even me - know, and we can take it from there. Seminar topics are something every club struggles in order to find items that interest the membership enough to attend.

There's also the issue of cost and location of the conference in Reno, Nev. Apart from the cost of the conference registration fee (which is arguably well



WEATHERING THE STORM
Despite high winds and a lot of dust, Cal Club Region's February Double National at Willow Springs saw some great racing.

priced for what is offered to attendees) the other costs are what make the difference in people's attendance. Changing locations won't change the travel cost, only shift the issue to a different group of members. One reason Reno was chosen years ago is because of the hidden things that would raise the registration fee and the overnight stay in a different city – although that doesn't mean there aren't other cities that would work.

Overall, hundreds of survey comments regarding location, seminar topics, and other items are all being gleaned, compiled, and composed into an official report. But for now, mark your calendar Oct. 25-26, 2013 for the next divisional gathering in Reno, and pass the word to other members – and don't forget to update your e-mail address with SCCA National Office.

CONTACT

SHERRI MASTERSON

BlowingSmoke.SCCA@gmail.com



AND WE'RE OFF

The 2013 SCCA competition season is well under way. Things kicked off in late January as Arizona Region revived the popular Snowbird National Club race, hosting a double event for both Regional and National races at Inde Motorsports Ranch.

Taking into account there were no National races in Arizona last year, and this was a new location for the event, the turnout was solid and reports are that the region did a great job with the event.

The following week, Cal Club Region started its season with the BFGoodrich Tires Super Tour and the first U.S. Majors Tour stop in the Western Conference, taking place at Auto Club Speedway. Attendees were treated to some fantastic racing. As usual, SRF and SM were action packed, but this year in particular EP and GT-2 seem to be on the move with renewed vigor.

On Saturday, Oregon's **Todd Harris** put the local boys on notice when he took the SRF win over **T.J. Acker** and **Mike Miserendino**. On Sunday, Miserendino reclaimed the top spot, relegating Harris to second.

In SM, **Elliott Skeer** showed what he has learned in the last year racing with **C.J. Wilson**'s SCCA Pro Racing Playboy Mazda MX-5 Cup team, as he seemingly never put a wheel wrong, coming home with a pair of wins – and a pair of podiums picked up from a double-dip into STL with the same Miata.

In GT-2, **Eric Joiner** had a great battle with reigning GT-2 National Champion **Tom Wickersham**, one that rewarded each of them with a victory over the two days of racing.

Toward the end of February, Cal Club was back at it with a Double Rational at Willow Springs Raceway. While rain and snow stayed away this year, workers and drivers had to face high winds - reportedly gusting over 50mph on Saturday, and settling into the low 20mph range on Sunday. These winds made it a challenge for drivers to stay on line in the highspeed sections of the track. There were also reports of a worker being blown off one of the worker stations during one of the bigger gusts. Fortunately, the worst of the weather appeared to be farther south and, other than creating uncomfortable conditions, the racing was not affected, which was a true testament to the dedicated individuals manning

By the time you read this, a new group of racers will have already hit the track at the Cal Club Super School in March, and things will be shifting into high gear for the Solo program with the Tire Rack Solo Championship Tour and ProSolo National Series stops in SPDiv.

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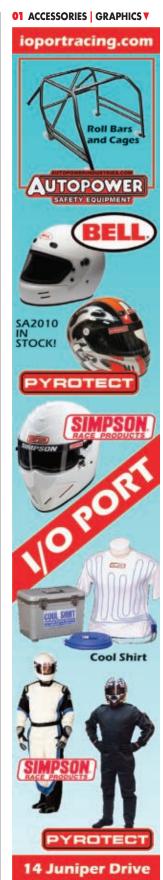
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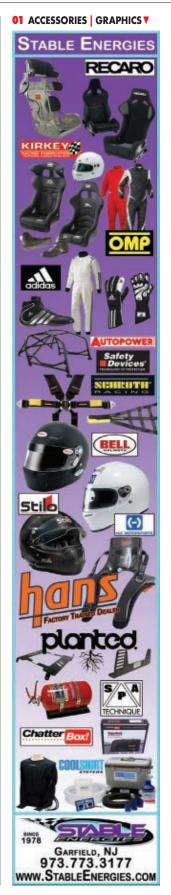
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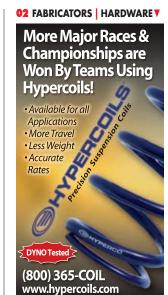
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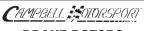


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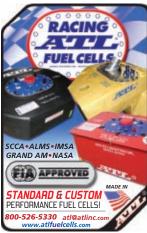
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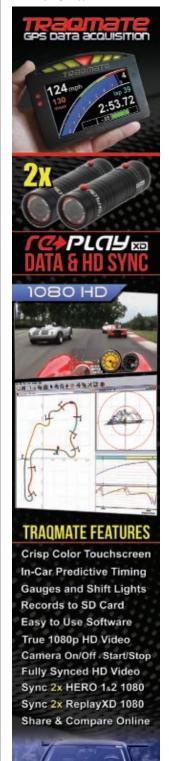


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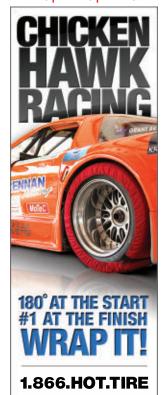
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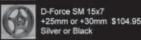
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Jul 4-6 Lime Rock, Conn. (GT, GTS double) (TC, TCB double) Jul 12-14 Streets of Toronto, Can. (GT, GTS) (TC, TCB double)

Aug 4-6 Mid-Ohio Sports Car Course, Ohio (GT, GTS) (TC, TCB double) Aug 24-26 Sonoma Raceway, Calif. (GT, GTS) (TC, TCB double)

Oct 4-6 Houston Grand Prix, Texas (GT, GTS) (TC, TCB double)

Trans Am

TRANS-AM SERIES gotransam.com

Mar 3 Sebring Int'l Raceway, Fla. Doug Peterson (TA); Cameron Lawrence (TA2); David Seuss (TA3)

May 19 CTMP, Ontario, Canada May 25 Lime Rock Park, Conn.

Jun 9 Watkins Glen, N.Y.

Jun 21 Road America, Wis. Aug 17 Mid-Ohio, Ohio

Sep 1 Brainerd Int'l Raceway, Minn. Sep 29 VIRginial Int'l Raceway, Va.

Nov 3 Road Atlanta, Ga. Nov. 17 Daytona Int'l Raceway, Fla.

PLAYBYY Street of Party PLAYBOY MAZDA MX-5 CUP

mx-5cup.com

Mar 13-15 Sebring Int'l Rcwy, Fla (dbl) Christian Szymczak; Elliott Skeer May 5-11 Mazda Raceway, Calif. (double)

Jun 14-16 Mid-Ohio Sports Car Course, Ohio (double)

Jul 19-21 Canadian Tire Motorsports Park, Canada (double)

Sep 20-22 Coronado Naval Base, Calif. Oct 4-6 Houston Street Course, Texas Oct 16-18 Road Atlanta, Ga.



f2000championshipseries.com Apr 11-14 VIRginia Int'l Raceway, Va. May 9-11 Road Atlanta, Ga. May 24-25 Lime Rock, Conn. Jun 27-29 Watkins Glen, N.Y. Jul 26-28 Mid-Ohio, Ohio Aug 9-11 Mid-Ohio, Ohio Aug 23-25 Summit Point, W.Va. (all events double weekends)



FI600 formula f championship

CHAMPIONSHIP

f1600championshipseries.com Apr 11-14 VIRginia Int'l Raceway, Va. May 9-11 Road Atlanta, Ga. May 24-25 Lime Rock, Conn. Jul 26-28 Mid-Ohio, Ohio Aua 9-11 Mid-Ohio, Ohio Aug 23-25 Summit Point, W.Va. (all events double weekends)

CLUB RACING



Date Track/Region Phone numbers are for region registrars

NATIONAL

NORTHEAST nediv.com May 4-5* Majors - Summit Point/ Washington DC May 30-Jun 2* Majors - NJMP/ South Jersey

Jul 5-7* Majors & Super Tour -Watkins Glen/Finger Lakes Aug 3-4* PIRC/Steel Cities

Aug 8-11 Pocono/Tri-Region Finger Lakes (585) 328-2617 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 Apr 19-21* Majors & Super Tour -VIR/North Carolina

May 18-19* Road Atlanta/Atlanta Aug 30-Sep 1* Barber Motorsport Park/Alabama, Atlanta

Atlanta/Alabama (770) 472-0460

Buccaneer (912) 897-1944 Central Florida (407) 568-6902 Florida (561) 318-1383 North Carolina (800) 342-7390

GREAT LAKES greatlakes-scca.org 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 18-19 Autobahn Country Club/

Chicago May 25-27* Brainerd/Land O' Lakes Jun 14-16 Majors - Road America/

Chicago Jun 29-30 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 midiv.org

Apr 6-7* Super Tour - Hallett Motor Racing Circuit/NeOkla, Okla, Wichita May 4-5* Kansas Speedway/Kansas, Kansas City

May 17-19* lowa Speedway/Des Moines Valley

Jun 1-2* Heartland Park Topeka/ Kansas, Kansas City Jun 29-30* Mid America Motorplex/

Aug 3-4* Majors - Gateway Motorsports Park/St. Louis Des Moines Valley (316)

75-7627

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 Apr 27-28* Eagles Canyon/Texas May 25-26* Texas World Speedway/ Lone Star

ROCKY MOUNTAIN coloradoscca.org May 4-5* High Plains Rcwy/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

May 25-27* Pacific Raceways/ Northwest

Jun 14-16 Portland Int'l Rcwv/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

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

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

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) 561-2188NNJR, 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 Apr 5-7 Roebling Road/Buccaneer 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, Tennessee Valley 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 **Ala/Tenn Valley** (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 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

CH = Charity Rally

All dates/events subject to change

* = Double Event

R = Restricted # = Enduro + = Addition/Change v = Vintage HC = Hill Climb T = Tentative TT = Track Trial CT = Club Trial PDX = Performance Driving Experience RR = Regional Rally D = Divisional GTA = Game, Tour, Adventure Rally GRC = Great Race Class NT = National Tour NC = National Course RT = Regional Tour CR = Course Rally SR = Social Rally

E-mail addresses for registrars and event organizers are available at www.scca.com

FOR CHANGES

Club Racing: (785) 232-7229 Solo, RoadRally: (785) 232-7656 RallyCross: (785) 357-7259



CENTRAL cendiv-scca.org

Apr 28 Blackhawk Farms Raceway/ Milwaukee

May 25-27* 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

Apr 19-20* Gateway Motorsports Park/St. Louis

May 4-5* Kansas Speedway/Kansas, Kansas City

May 17-19* lowa Speedway/Des Moines Valley

Jun 1-2* Heartland Park Topeka/ Kansas, Kansas City

Jun 29-30* Mid America Motorplex/

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

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 (801) 835-9036

NORTHERN PACIFIC norpacscca.org 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

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 Rcwv/Oregon

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

SOUTHERN PACIFIC scca-sopac.org 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

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

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 26-27* 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 Jun 29-30 Reno-Fernley Rcwy/Reno Reno (775) 267-4845

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SCCA ENTERPRISES STAFF

President ERIK SKIRMANTS

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NATIONAL PHONE NUMBERS Toll-Free (800) 770-2055

Pro Racing (785) 357-7223 Solo (785) 232-7656

Licensing (800) 770-2055 or (785) 357-7222, x357 Club Racing Technical Assistance (785) 379-8324

SCCA Enterprises (303) 693-2111

COMMUNICATION ACCESS

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

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3116 Indian Drive, Orlando, FL 32812 (407) 851-2232; rlanglotz@scca.com

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(262) 724-3346; blindstrand@scca.com

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ea 7: Dan Helman

343 Lago Trace Dr., Huffman, TX 77336

(281) 324-6664; dhelman@scca.com Area 8: Bill Kephart 4735 Centennial Blvd.

Colorado Springs, CO 80919 (719) 632-8000; bkephart@scca.com

a 9: Brian McCarthy 1048 Millet Way, Sacramento, CA 95834 (916) 712-5742; bmccarthy@scca.com

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Area 12: **Philip Creighton** 3109 Trotter Parkway, Alpharetta, GA 3000A (678) 366-2100; pcreighton@scca.com

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



SCCA ACCREDITED SCHOOLS

REGIONAL AND NATIONAL

Bertil Roos Racing School (800) 722-3669 racenow.com

Bob Bondurant School

(800) 842-7223 bondurant.com

Bridgestone Racing Academy (905) 983-1114 race2000.com

The Jim Russell Racing Schools (707) 939-7600 jimrussellusa.com

Pettiford's Go 4 It Racing Schools (303) 666-4113 go4itservices.com

Skip Barber Racing School

(860) 435-1300 skipbarber.com

REGIONAL ONLY

Allen Berg Racing School (888) 722-3220

allenbergracingschools.com

MSR Houston (281) 369-0677 msrhouston.com

Porsche Sport Driving School (888) 204-7474 porschedriving.com

Spring Mountain Advanced Driving School

(888) VET-4FUN springmountainmotorsports.com

DRIVERS SCHOOLS

BIR Performance Driving School (866) 511-7606 birperformance.com

FAASST Performance Driving School EAST: (877) 266-4429,

WEST: (719) 761-1372 faasst.com Danny McKeever's Fast Lane Racing

School (888) 948-4888 raceschool.com

Pro Drive Racing School

(503) 285-4449 **prodrive.net**

ProFormance Racing School (253) 630-5130

proformanceracingschool.com

Sports Car Driving Experience (800) 453-5506 corvetteracingschool.

Waterford Hills Road Racing Inc. (248) 623-0070 waterfordhills.com

TIME TRIALS

NORTHEAST nediv.com

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 (330) 418-3328 **Washington DC** (301) 572-7444

SOUTHEAST sedivracing.org

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 1-2 Sebring/Central Florida Jun 22-23 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 Florida

Aug 31-Sep 1 TT Barber Motorsports Park/Alabama, Tennessee Valley

Oct 12-13 TT/PDX Talladega Raceway/ Alabama, Tennessee Valley

Nov 1-3 PDX Road Atlanta/Atlanta Ala/Tenn Valley (205) 422-1417 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 Vallev

Cincinnati (513) 528-9217 **Ohio Valley** (614) 735-7561

CENTRAL cendiv-scca.org
Apr 7 PDX Dakota County Tech
College/Land O' Lakes
May 18-19 PDX Autobahn Country

Club/Chicago

May 31 Autobahn Country Clb/
Chicago

Jul 7 Dakota County Tech College/ Land O' Lakes

Jul 20 Autobahn Country Clb/ Chicago

Aug 16 Blackhawk Farms/ Chicago

Aug 31 Autobahn Country Clb/ Chicago Oct 5 Dakota County Tech/

Land O' Lakes
Oct 12 Blackhawk Farms Rcwy/
Chicago

Chicago (847) 729-2211 Land O' Lakes (612) 618-4929

SOUTHWEST sowdivscca.org

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

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 Rewy/Reno

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

SOUTHERN PACIFIC scca-sopac.org
Oct 5-6 TT Buttonwillow/Cal Club
Cal Club (661) 304-9382



SOLO

TIRE RACK SCCA ProSolo

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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

ProSolo FINALE

Aug 31-Sep 1 Lincoln Airpark, Lincoln, Neb

TIRE RACK® SCCA SOLO CHAMPIONSHIP TOUR

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,

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

Apr 7 Moore Airfield/New England

Apr 13 FedEx Field/Washington DC
Apr 14 Bader Field/South Jersey

May 5 PittRace/Steel Cities

May 5 Warminster Community Park/ Philadelphia

May 5 Moore Airfield/New England May 5 Bader Field/South Jersey

May 19 PittRace/Steel Cities May 19 Dover Int'l Speedway/ Philadelphia

May 26 New Meadowlands Stadium/ Northern New Jersey

Jun 1 New Meadowlands Stadium/ Northern New Jersey Jun 2 Moore Airfield/New England

Jun 16 New Meadowlands Stadium/ Northern New Jersey

Jun 22 Bader Field/South Jersey Jun 22-23 Moore Airfield/New England

Jun 23 PittRace/Steel Cities Jun 29 Regency Furtniture Stadium/ Washington DC

Jun 29-30 Warminster Community Park/Philadelphia

Jun 30 FedEx Field/Washington DC
Jun 30 PittRace/Steel Cities

Jul 14 Bader Field/South Jersey
Jul 14 Regency Furniture Stadium/
Washington DC

Jul 14 Warminster Community Park/ Philadelphia

Jul 20-21 Moore Airfield/New England

Jul 21 Wells Fargo Center/

Jul 28 FedEx Field/Washington DC

Aug 3-4 PittRace/SteelCities

Aug 4 FedEx Field/Washington DC
Aug 11 Bader Field/South Jersey

Aug 17 Moore Airfield/New England Aug 24 Wells Fargo Center/ Philadelphia

Sep 15 Bader Field/South Jersey **Sep 15** Moore Airfield/New England

Sep 22 FedEx Field/Washington DC Sep 29 PittRace/SteelvCities

Sep 29 Moore Airfield/New England Oct 6 FedEx Field/Washington DC Oct 6 Warminster Community Park/

Philadelphia
Oct 12 Bader Field/South Jersey
Oct 12-13 Consol Energy Park/Steel

Cities
Oct 13 Regency Furniture Stadium/

Washington DC
Oct 19 Regency Furniture Stadium/
Washington DC

Oct 20 Moore Airfield/New England Oct 26-27 Hershey Park/

Susquehanna
Oct 27 Bader Field/South Jersey
Oct 27 Warminster Community Park/
Philadelphia

Nov 17 Bader Field/South Jersey New England (203) 687-8589 N. New Jersey (908) 686-1886 Philadelphia (215) 450-1251 Steel Cities (724) 933-6992 South Jersey (856) 534-5301

Susquehanna (717) 697-1610 Washington DC (240) 508-5335

DON'T SEE AN EVENT NEAR YOU?

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SOUTHEAST sedivracing.org

Apr 14 Hunt Army Stagefield/Wiregrass Apr 14 James Ward Ag Cntr/Tennessee Apr 27 Hoover Metropolitan Stadium/ Alabama

Apr 28 Twin Fountains Rowy/Tenn

May 4 Oak Mountain Amphitheater/Ala May 10 Hunt Army Stagefld/Wiregrass

May 19 Music City Raceway/Tennessee

May 19 Eastgate Towne Center/

Chattanooga

Jun 1 Oak Mountain Amphitheater/Ala Jun 16 James Ward Ag Cntr/Tennessee Jun 23 Eastgate Towne Center/ Chattanooga

Jun 29-30 Oak Mountain Amphitheater/ Alabama

Jul 14 James Ward Ag Cntr/Tennessee Jul 21 Eastgate Towne Center/Chattanooga

Jul 27 Cak Mountain Amphitheater/
Alabama

Aug 11 Oak Mountain Amphitheater/ Alabama

Aug 11 Music City Raceway/Tennessee Aug 25 Eastgate Towne Center/ Chattanooga

Sep 15 Oak Mountain Amphitheater/ Alabama

Sep 15 Twin Fountains Raceway/Tenn **Sep 22** Eastgate Towne Center/Chattanooga

Sep 29 James Ward Ag ricultural Center/ Tennessee

Oct 13 Eastgate Towne Center/Chattanooga
Oct 20 Oak Mountain Amphitheater/
Alabama

Oct 26-27 Twin Fountains Raceway/

Nov 3 Oak Mountain Amphitheater/ Alabama

Nov 10 Eastgate Towne Center/ Chattanooga

Nov 10 Music City Raceway/Tennessee Dec 1 Eastgate Towne Center/Chattanooga Dec 14 Oak Mountain Amphitheater/ Alabama

Alabama (334-444-0699 Central Florida (386) 562-0004 Chattanooga (706) 506-5259 Tennessee (615) 474-5313 Wiregrass sccawiregrass.org

GREAT LAKES greatlakes-scca.org

Apr 14 Papa Johns Stadium/Kentucky **Apr 20-21** Walesboro Airport/Columbus Club

Apr 28 Kentucky Exposition Center/ Kentucky

May 11 Walesboro Arprt/Columbus Club May 19 Tire Rack Test Track/ S. Bend May 19 Mid-American Air Center/Southern Indiana

May 19 Kentucky Exposition Center/ Kentucky

May 19 Indianapolis Speedrome/ Indianapolis

May 27 WIsboro Arprt/Columbus Club Jun 1 Papa Johns Stadium/Kentucky Jun 6 Mid-American Air Center/Southern Indiana

Jun 6 Carbon Motors/Indianapolis Jun 16 Wisboro Arprt/Columbus Club Jun 23 Tire Rack Test Track/

Jun 23 Papa Johns Stadium/Kentucky Jun 23 Mid-American Air Center/Southern Indiana





Jul 14 Walesboro Arprt/Columbus Club

Jul 14 Mid-American Air Center/ Southern Indiana

Jul 14 Kentucky Exposition Center/ Kentucky

Jul 20 Grissom Aeroplex/Indianapolis Jul 27 Wisboro Arprt/Columbus Club Aug 9-11 Grissom Aeroplex/South Rend

Aug 11 Papa Johns Stadium/Kentucky Aug 18 Mid-American Air Center/ Southern Indiana

Aug 25 UPS Grade Lane/Kentucky Aug 25 Wisboro Arprt/Columbus Club

Sep 14-15 Walesboro Airport/ Columbus Club

Sep 15 Mid-American Air Center/ Southern Indiana

Sep 15 UPS Grade Lane/Kentucky Sep 15 Indianapolis Speedrome/ Indianapolis

Sep 29 Tire Rack Test Track/S. Bend Sep 29 Mid-American Air Center/ Southern Indiana

Sep 29 Terre Haute Airport/ Indianapolis

Oct 6 Mid-American Air Center/ Southern Indiana

Oct 6 Walesboro Arprt/Columbus Club

Oct 13 Grissom Aeroplex/Indianapolis Oct 13 UPS Grade Lane/Kentucky Oct 20 Tire Rack Test Track/S. Bend Nov 3 Walesboro Arprt/Columbus Club

Columbus Club (317) 535-5353 Indianapolis (765) 366-3870 Kentucky jaebers@hotmail.com South Bend (574) 277-1310 Southern Indiana (812) 477-5936

CENTRAL cendiv-scca.org

Apr 7 Hawkeye Technical/lowa **May 4-5** Oskaloosa Municipal Airport/lowa

May 7 Oskaloosa Airport/lowa May 19 Newton, IA/lowa Jun 2 Oskaloosa Aiport/lowa Jun 23 Hawkeye Technical/lowa Jul 24 Hawkeye Technical/lowa Jul 28 Mt. Joy/lowa

Aug 25 Oskaloosa Airport/Iowa Sep 15 Hawkeye Technical/Iowa Oct 6 Marshalltown Go Kart Track/ Iowa

Oct 27 Hawkeye Technical/lowa lowa (925) 953-3310

MIDWEST midiv.org

Apr 13-14 Millington Jetport/Mid South

Apr 20-21 Columbus Air Force Base/ Mississippi

Apr 20-21 East Crawford Rec Area/Salina

May 5 Hutchinson Naval Air Base/ Wichita

May 18-19 Millington Jtprt/Mid South May 18-19 Granada Airport/ Mississippi **Jun 2** Hutchinson Naval Air Base/ Wichita

Jun 8-9 Millington Jetport/Mid South Jun 9 East Crawford Rec Area/Salina Jun 19 Hutchinson Naval Air Base/ Wichita

Jun 22-23 Columbus Air Force Base/ Mississippi

Jun 30 Hutchinson Naval Air Base/ Wichita

Jul 27-28 Grenada Airport/ Mississippi

Jul 28 Hutchinson Naval Air Base/ Wichita

Aug 3-4 Millington Jetport/Mid South Aug 11 Hutchinson Naval Air Base/ Wichita

Aug 17-18 Columbus Air Force Base/ Mississippi

Sep 8 Hutchinson Naval Air Base/ Wichita

Sep 21-22 Millington Jtprt/Mid South Sep 22 Hutchinson Naval Air Base/ Wichita

Sep 28-29 Granada Airport/ Mississippi

Oct 13 Hutchinson Naval Air Base/

Oct 19-20 Columbus Air Force Base/ Mississippi

Oct 27 Hutchinson Naval Air Base/ Wichita

Nov 2-3 Millington Jetport/Mid South Nov 10 Hutchinson Naval Air Base/ Wichita

Mid South (901) 493-2986 Mississippi (601) 441-0088 Salina (620) 615-2402 Wichita (316) 299-3447

SOUTHWEST sowdivscca.org

Apr 6 Houston Police Academy/ Houston

Apr 6-7 NOLF Waldron Field/South Texas Border

Apr 7 600 Coleman Ave./Red River Apr 28 Texas Motor Speedway/Texas Apr 28 600 Coleman Ave./Red River May 4 Royal Purple Raceway/ Houston

May 4-5 NOLF Waldron Field/South Texas Border

May 19 Texas Motor Speedway/Texas Jun 1-2 NOLF Waldron Field/South Texas Border

Jun 2 Houston Police Academy/ Houston

Jun 23 Texas Motor Speedway/Texas Jun 30 600 Coleman Ave./Red River Jul 6-7 NOLF Waldron Field/South Texas Border

Jul 21 600 Coleman Ave./Red River Jul 28 Dallas Raceway/Texas

Aug 3-4 NOLF Waldron Field/South Texas Border

Aug 11 600 Coleman Ave./Red River Aug 18 Dallas Raceway/Texas Sep 7-8 NOLF Waldron Field/South Texas Border

Sep 15 600 Coleman Ave./Red River Sep 29 Texas Motor Speedway/Texas Oct 5-6 NOLF Waldron Field/South Texas Border

Oct 6 600 Coleman Ave./Red River Oct 20 Mineral Wells Airport/Texas

Nov 2-3 NOLF Waldron Field/South Texas Border

Nov 3 600 Coleman Ave./Red River Nov 17 Dallas Raceway/Texas Dec 7-8 NOLF Waldron Field/South Texas Border

Red River (381) 782-7512 Red River (318) 245-8007 South Texas Brdr (361) 980-8000 Texas (214) 697-5771

ROCKY MOUNTAIN coloradoscca.org

Apr 20-21 McGee Park/Rio Grande Apr 28 Front Range Airport/Colorado Apr 20-21 NAPA Speedway/Rio Grande

May 11 Front Range Airport/Colorado Jun 1 McGee Park/Rio Grande Jun 8-9 Front Range Airport/ Colorado

Jul 13-14 Front Range Airport/ Colorado

Jul 28 Front Range Airport/Colorado Aug 17 McGee Park/Rio Grande Aug 18 Front Range Airport/Colorado Sep 29 McGee Park/Rio Grande Sep 29 Front Range Airport/Colorado Oct 19 NAPA Speedway/Rio Grande

Nov 2 University of New Mexico/ Rio Grande Nov 10 Front Range Airport/Colorado

Colorado (970) 980-9970 **Pan American** (915) 540-1723 **Rio Grane** www.rgrscca.com

NORTHERN PACIFIC norpacscca.org
Apr 13-14 Mather Airport/

San Francisco, Sacramento

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 May 18-19 Helena Regional Airport/

Montana **May 25-26** Montana Expo Park/ Montana

Jun 1-2 Mather Airport/ San Francisco, Sacramento

Jun 2 Montana Expo Park/Montana Jun 9 Oracle Arena & McAfee Coliseum/San Francisco

Jun 23 Montana Expo Park/Montana Jun 30 Marina Airport/San Francisco Jul 7 Montana Expo Park/Montana Jul 21 Oracle Arena & McAfee Aug 10-11 Helena Regiona; Airport/ Montana

Aug 18 Marina Airport/San Francisco Aug 25 Montana Expo Park/Montana Sep 7-8 Helena Regional Airport/ Montana

Sep 15 Montana Expo Park/Montana Oct 6 Montana Expo Park/Montana Oct 13 Montana Expo Park/Montana

Montana Street Survival

montanastreetsurvival@gmail.com **Montana** (406) 788-8808

San Francisco www.sfrscca.org SF, Sacramento (916) 687-1146 SOUTHERN PACIFIC scca-sopac.org

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/

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

SOUTHERN PACIFIC scca-sopac.org

Apr 5 First Friday Niter/Cal Club Apr 27 The Spring Classic/Cal Club Cal Club (310) 372-7168

RALLYCROSS

NATIONAL CHAMPIONSHIP

Oct 4-6 Tulsa Raceway Park, Tulsa, Okla.

REGIONAL

Date Track/Region

SOUTHWEST sowdivscca.org

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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ROOTS A JOURNEY INTO SPORTSCAR'S BACK PAGES



10 YEARS AGO... **MAY 2003**

- Then-Chairman of the Board Tom Campbell penned a column about the struggling Production and GT Club Racing classes, pondering whether limited prep Production cars might be a solution.
- SportsCar featured the inventor of Tickle me Elmo.



20 YEARS AGO...

MAY 1993

 SCCA Pro Racing World Challenge was highlighted, as was its new class structure. The story pointed out that while the structure was "new," it was actually reminiscent of the original classes when it was the Playboy United States Endurance Cup.



30 YEARS AGO...

MAY 1983

- The Long Beach Grand Prix was featured. Back then, the title race of the weekend was Formula 1, 1983 also marked the final time that series raced on the street circuit.
- Coverage of the 1983 National Convention involved four pages of small-print meeting minutes.



40 YEARS AGO...

MAY 1973

- The National Convention was in Milwaukee, and Alex Keller was elected to an unprecedented fourth term as Chairman of the Board of Governors.
- Coverage of the Snow Drift Rally mentioned nearly -20 F temperatures in Michigan.



50 YEARS AGO

MAY 1963

- Southern Illinois Region was embracing winter, hosting its first ice gymkhana. The event drew a sizeable crowd as everyone wanted to see what might happen.
- What Is a Slalom? was a story by Kay Bird talking about gymkahna's cousin - it was the hot new thing.



THE BIRTH OF VEE

A feature highlighted Bill Duckworth, the man credited with making Formula Vee happen. According to the article, the inspiration for the class came when, in 1961, Duckworth attended a road race and saw a Volkswagenpowered Formula Junior prototype. Along with then-SCCA Board of Governors member George Smith, the wheels started turning, and a company they formed soon thereafter - Formcar - had already sold three cars by December 1962.



FENCING

SportsCar featured an impressive effort by multiple regions to bring racing back to Nelson Ledges. In 1970, SCCA banned further events at the track barring facility improvements. Steel Cities Region was slated to host a Drivers School at the track that April, so to obtain track approval in time, Steel Cities and Neohio Region banded together to make the necessary improvements, and two weeks later the school was held.



MID-OHIO'S RE-DO

The then 1-year-old Mid-Ohio circuit was set to receive some tweaks. Based on driver feedback, and the inability to get spectators excited about the low speeds, the back section of the track that was previously deemed too tight was opened up. The often first gear Oak Tree Bend would be eliminated, and a number of other turns would be widened to provide faster lines. Those changes seemed to work very well.





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