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15 16 17 18



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17



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THE AUDIT BUREAU MEMBER
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**THIS MONTH
IN FASTRACK
NEWS >**

The June issue of
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via special subscription.

BOARD OF DIRECTORS

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CLUB RACING • Board
minutes • Technical Bulletins

SOLO • Board minutes
• Technical Bulletins

ROADRALLY • Board minutes

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• Board minutes

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ON THE COVER

Charlie Turner owns this
piece of modern Formula Vee
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was previously driven to
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Richard S. James was in the
right spot to get the shot.



Richard S. James

32**50 YEARS OF FORMULA VEE**

This historic class is stronger and
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The BFGoodrich Tires Super Tour
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CONTACT PATCH

PHILIP ROYLE

EDITOR, SPORTSCAR MAGAZINE

50 Years and Going Strong

What were you doing 50 years ago? Statistically speaking, the majority of SCCA's current membership had yet to be born. Count me in that group. Despite that, there was a lot happening in 1963. That year saw John F. Kennedy's assassination, Martin Luther King Jr.'s "I Have a Dream" speech, and the beginning of Beatlemania on these shores. 1963 could also be considered the dawn of the modern era of SCCA.

At the time, the Club was celebrating its 20th year of existence, and was about to embark on a fantastic racing journey. While the Club had been crowning racing champions since 1951, 1964 is recognized as the starting point for what is now known as the Club's

Hopefully we'll finally have flying cars, life-size humanoid robot assistants, and time travel"

pinnacle Club Racing event, the National Championship Runoffs. In 1966, SCCA Pro Racing series Trans Am and Can-Am were launched - both of which made a significant impact on the Club in the types of cars being raced and the drivers who climbed behind the wheel.

The birth of Formula Vee in the SCCA was also in 1963 (check out the full story, pg. 32). This class has grown throughout the years, making its place as the most subscribed-to, non-spec Club Racing class. In overall participation numbers, only Spec Miata and Spec Racer Ford have more competitors.

Formula Vee is also known for intensely close competition - which has undoubtedly played a giant role in the

success of the class. If you want to see close racing with photo finishes, Formula Vee is one of the classes you *have* to watch. Case in point, Formula Vee currently holds the record for the second closest finish since the use of transponders at the Runoffs. In 2010, Rick Shields was in a four-way battle for the lead, and finished his championship run with a 0.017sec advantage over Roger Siebenaler. In that race, fourth was only 0.132sec behind the leader. That means, literally, the top four positions crossed the stripe in less than the blink of an eye.

Even after half a century of racing with the SCCA, Formula Vee is showing no signs of slowing. The class is as popular as ever with both long-time racers and those new to the Club, with a number of young faces populating the class and making their mark. Major automotive manufacturer Volkswagen also still acknowledges the significance of the class, as well as the famous drivers who competed behind the wheel. In January, Volkswagen took part in a giant Vee gathering at Daytona. Then, in April, SCCA held its annual Formula Vee Festival at Roebling Road, where a number of notables in the Vee community appeared, including SCCA's Chairman of the Board of Directors, Formula Vee racer, and Vee engine builder Lisa Noble.

A lot has happened in the last 50 years, both in the world and the SCCA. It's interesting to wonder what both will be like in another 50. Hopefully we'll finally have flying cars, life-size humanoid robot assistants, and time travel, but undoubtedly Formula Vee will still be racing. 🍷



THE FUTURE
Thanks to the success of Formula Vee, the paddock of today resembles that of 50 years ago. I'm willing to bet Formula Vee will keep the tradition going for at least another 50.

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VANTAGE POINT

JEFF DAHNERT

PRESIDENT AND CEO OF SCCA INC.

Define success. While not necessarily difficult to define, the definition is going to depend on your point of view. A successful event from the region's standpoint may be very different than a driver's standpoint, which in turn can differ from the workers, the track or property manager, and the SCCA National Office.

First and foremost, a successful event is one that was operated safely. SCCA will never sacrifice safety in pursuit of any definition of success. But beyond that, "success" will take on many different forms. From the driver's point of view, success could be measured by finishing position or times. But what if the driver finished first or had the winning time but nobody else was in the class? From a driver's standpoint, success also includes things like logging a time that was a personal best, solving an issue at the track that had been plaguing the car, or sometimes even finishing an event. Yes, any of those could constitute a successful event.

What is success from the region's point of view? Strong car counts are another measure of success. After all, an event has to have a solid number of entries in order to pay the bills and make the next event possible. Yes, the financial bottom line is important. But, can you have too many cars at an event? Financially, a lot of cars are good, but too many can cause operational problems. That is why some of our Solo events have a limit on how many entries they can take. But too many cars on the racetrack can be detrimental also. In addition to the operational challenges, exceptionally high car counts in a race group can be frustrating for the drivers and contribute to on-track incidents. An incident on track is the quickest way to make an unsuccessful

event for the drivers. So, from the regional standpoint, regions want a lot of cars at an event, but not too many.

Enter the festival event. The SCCA has held a number of these events, most recently the Formula Vee 50th birthday event at Roebling Road. Most of these events have solid car counts and, because they are usually all the same make or at least the same class of cars, the competition and camaraderie is very strong. The

GREAT EVENTS

The U.S. Majors Tour and BFGoodrich Tires Super Tour at the Circuit of the Americas in March was, in many ways, a giant success.



Mark Weber

What Makes a Successful Event?

single class racing that is present at a festival event and at some of our major events, including the National Championship Runoffs, is arguably the most successful type of event we have. Should you have the opportunity to attend one of these as a driver, please don't pass it up. There is a special energy present at these events that I have not experienced anywhere else.

Successful events take many forms.

"A great idea...that could shape the Club for the future might be something we are initially uncomfortable with"

In addition to the definitions above, there is also a need for events that drive the future of the Club. New ideas and formats must always be evaluated and tested. Look at the Tire Rack ProSolo National Series, for example. That was a major change in format that I'm sure was controversial at the time, but has been very successful.

Henry Ford once said, "If I had asked the people what they want, they would have said 'faster horses.'" So as we pursue having more successful events, keep in mind that a great idea for an event or a format that could shape the Club for the future might be something we are initially uncomfortable with. Change is almost always uncomfortable. But it sure feels good when you take on a new approach and see positive results. So here's to many successful events in SCCA's future. I hope all of you have successful events this year, no matter how you define them! 🍷

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INSIDE THE BOARD

Lisa Noble

CHAIRMAN, SCCA BOARD OF DIRECTORS

Making the Difference

There are certain milestones in life. Times when events or words make a significant impact on us - change us. In my first article, I shared the moment that was a game changer for me; walking through the gate of my first race and saying out loud, "This is what I want to do with the rest of my life." There has been no more momentous mark for me; it impacted how I make my living, who I married, how I raised my child, and why I've dedicated six years to the SCCA Board of Directors in an attempt to repay what the Club has given me. I'll always be grateful to the friend who asked me to go to the races that day.

During the last couple of months, I've had the great pleasure of listening to other Club members talk

"I've dedicated six years to the SCCA Board of Directors in an attempt to repay what the Club has given me"

about their experiences and beginnings in the SCCA. At the Formula Vee 50th anniversary celebration and banquet at Roebbling Road in April, there was a wide breadth of those 50 years in both experience and age of the presenters. Speaking about the first days of the class were veterans Ray Caldwell and Frank Schultheis, while a young driver just three years out of high school, Chris Quinteros, represented the next generation. There was even Indy 500 competitor and longtime engine guru Steve Knapp. All spoke about how they got started in the Club. It was a milestone in their lives.

A casual acquaintance's invitation got Frank to the track as a

CELEBRATION
(Clockwise from top left) Ray Caldwell, Chris Quinteros, Steve Knapp, and Frank Schultheis all spoke at the Formula Vee 50th birthday party at Roebbling Road earlier this year.

tech inspector. He went on to become the voice of SCCA tech in the 1970s. In Chris' case, his mother's participation in the sport got him hooked and he is now one of the rising stars in small formula car racing on the West Coast. Steve's dad brought him up in the Club as well, very much like the story I had heard a month earlier from Bobby Rahal at the SCCA Hall of Fame ceremony.

A friend invited me, I saw something was going on in a parking lot or at a racetrack and just walked up, someone asked me if I wanted to work a corner, drive a lap, help change tires - and I was

hooked. More often than not, every story involves another person who cared enough to take the step to bring someone else into our sport in the hopes they would love it, too - helping them get *involved*.

We get plenty of new members in our Club; that is not an issue. The biggest challenge we face (that is a powerful statement) is that we must learn how to keep them. They have to receive value in some way. Maybe it is the "challenge, competition, camaraderie" stuff I've been talking about, or maybe it's just having fun. And they have to get it at a level that sets us apart. It is the outstanding experience we are striving for.

It isn't always easy to engage someone new. Putting yourself out there and bringing them into the fold takes effort, and sometimes more than a little hutzpah. So here is a little metric to follow that might make it easier. A few years ago, José Hernandez from St. Louis Region, one of the Club's great customer service advocates, threw out a line to me: "It's the 10-foot rule. If you come within 10 feet of someone else, you acknowledge them." Perfect, let's do that. Smile. Seems easy enough.

Recently, I heard the second part of the rule: "If you come within five feet of someone else, speak to them." A little tougher.

It might take an extra couple of seconds to interrupt your stride to say "Hi" or "How's it going?" It might take more if they answer and you are given that wonderful opportunity to be the one who is talked about 20 years from now as the person who made the difference in someone's life. ●



Mark Weber photos



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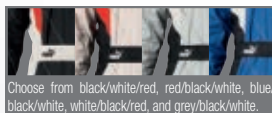
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Philip Royle

FROM THE ARCHIVIST

After 17 years as the archivist and historian for SCCA, I have informed the Club staff that it is time to find a replacement for me. It is hard to believe that it is nearly two decades since Fred Slick and I met at the home of the late Harry Handley, the previous archivist. What we took from Harry's house, garage, and storage unit filled two semi-tractor trailers. And when we unloaded it, it filled a 30x100-foot warehouse, with boxes stacked six feet tall, with aisles barely wide enough to walk down - and I was skinny back then. The bad news: there was no index, it all needed to be sorted.

After a decade of work, I had reduced the required space to 30x40 feet with room to work and move around, and the most frequently used portions of the material were sorted and in order. Unfortunately, the last seven years of my life have seen far more attention go into the university motorsports program that I created at IUPUI, with much less time available for the archives. While I continued to produce the books and articles on SCCA history that had become popular with many of you, I did not have time to make much more progress on the archives - and my time is getting even more scarce as my age has slowed me down.

So, the time has come to step aside - that is what I told our president recently. I want to thank all of you who have made it a pleasure to help preserve the Club's history via the magazine articles, the four books, countless speaking engagements, and thousands of answered research requests. You made it worth all the effort. I urge you now to let

RANTS & REVS

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your staff and your directors know that you continue to view SCCA's history as important; and that you want to make sure it continues to be preserved.

Pete Hylton

MEMORY LANE

I noted with interest the excerpt from the article on Formcar and about Bill Duckworth (*Roots*, May 2013). I was not able to go pull the issue and restore my

memory of the article - I recently gave all those to the Reno Automobile Museum.

The common story lists three founders of Formcar: Duckworth and two others. There was a fourth, originally: Bill Baker. Bill Baker worked in Aerospace in Florida and was given an assignment that he could not refuse, so he and his family went to Moab, Utah, where he helped shoot missiles toward White

CLOSED CIRCUIT

Good job on the April issue of *SportsCar*, laying out how to join and participate in the Club. One thing: note the picture on page 50; the caption says: "While all RoadRallies take place on public roads at legal speeds, that doesn't mean you don't need excellent driving skills." The problem is that our intrepid driver in the photo is two wheels on the wrong side of the road at a corner entry, and is probably on his way to an inside, wrong side of the road apex, on a wet road, covered with wet leaves. Judging by the body roll, and the amount of wake air turbulence needed to lift wet leaves off the pavement, he or she is hauling along at a good clip. My guess is the driver is innocent, and the photo was taken on a closed-to-traffic special section.

Ken Gordon



Philip Royle

Sands. I hear they never missed. This was the early to mid 1960s. The real problem was that Bill had to give up his interest in Formcar. Bill was a design engineer.

Moab was rather dreary after Florida - no motorsports as there are in the area now. So, on a vacation, he, his wife, and three sons drove west looking for other employment opportunities. They stopped in Reno on the return, still empty-handed. I was head of the Nevada Sports Touring Association, the precursor to the Reno Region of the SCCA, so they took the opportunity to look into sports car activity and we became instant friends.

I was teaching Mechanical Engineering at University of Nevada at the time and we had just begun a department of Engineering Technology and were looking for faculty, so I sent Bill to fill out an application. We soon had the Bakers as Reno residents.

Bill went on to become Chair of that department. Later, as it grew routine, he started a consulting engineering company and gave up academia. He never lost his interest in sports cars. We and a few others did start the Reno Region and he was RE - either he was first or I was - memory being a bit dim by now.

Bill's activity in SCCA continued; mainly Regional activities. The new and growing region was busy work, putting on events, even Regional races at Stead Air Force Base, now city owned, and the site of the air races. Those were in cooperation with San Francisco Region. We had a great hillclimb on the old Donner Pass Road, which became available when the I-80 bypass of that section opened. That started before we formed Reno Region.

We lost Bill to natural causes just a few years ago.

I have been almost totally inactive for some years, mainly due to getting an airplane for traveling. It is going away now, so back to racing. I have hopes I could have fun again if I restore my TR-3 - or find a Formcar.

Lindley "Lin" Manning



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LATE BREAKING



LAST CHANCE RAFFLE

Have you entered the SCCA Foundation Winner's Choice Raffle yet? This might be your last chance, as the winner will be chosen at the Chicago Region June Sprints on June 15. Find more information at www.sccaraffle.org.



SEEKING WORKERS OF THE YEAR

BFGoodrich Tires, the Official Street Tire of the SCCA, is continuing its support of the Sports Car Club of America BFGoodrich Tires Worker of the Year program with a dream trip to the Mobil 1 12 Hours of Sebring for the third season in a row. The grand prize winner will, once again, be randomly selected from a pool of finalists nominated as Worker of the Year in each of the nine SCCA divisions. A second finalist will win a lifetime membership to the SCCA.

As the Official Street Tire of SCCA, as well as the title sponsor of the Club Racing Super Tour, BFGoodrich Tires is in its fourth year supporting a program that recognizes volunteers in roles such as Emergency Services, Grid and Pit, Timing and Scoring, Registration, Race Administration,

7 One Worker of the Year from each of the nine SCCA divisions, regardless of specialty, will be honored"

Flagging and Communications, Starter, Steward, Scrutineering, and Sound Control since 1985.

Joi Robinson, featured in this month's *Inside Track* column, attended this year's Mobil 1 12 Hours of Sebring after earning the Southern Pacific Division nominee through her work in Grid and Pit.

One Worker of the Year from each of the nine SCCA divisions, regardless of specialty, will be honored. Each of those nine divisional winners will win a set of BFGoodrich Tires for their

passenger car or light truck and a patch, plaque, and jacket to commemorate the achievement. Their names will also be entered into the drawing for the Sebring trip and the lifetime membership.

The Grand Prize, courtesy of BFGoodrich Tires, will include airfare for two, hotel, event credentials, at-track hospitality, rental car, and golf cart at the event.

The winners will be announced at the BFGoodrich Tires Worker of the Year party at Road America during the 50th SCCA National Championship Runoffs.

Worker of the Year candidates will be selected by a vote from that division's Executive Steward and Region Executives. Each Divisional Administrator will nominate an

HELPING HAND

Do you know a worker who goes above and beyond the call of duty? Nominate them for the 2013 BFGoodrich Tires Worker of the Year Award.

KEEPING UP WITH HEITKOTTER

Over the last couple of years we've brought you updates on Solo National Champion Bryan Heitkotter and his journey from autocrosser to gamer to professional racer courtesy of the GT Academy. An article on Polygon.com compiles his journey into one story, with an imbedded video feature containing a few other familiar faces. Search for "Byran Heitkotter" on Polygon's Website.



Courtesy Polygon.com



Ken Brown



Pick Beattie

USRRC GOES TO WASHINGTON

The 19th running of the United States Road Rally Challenge (USRRC) will take place on Oct. 18-20, 2013, and be hosted by the Washington DC Region. This is not the first time Washington DC Region has hosted the event, which is the biggest National points Road Rally of the year - most recently, DC Region hosted the event in 2010. The event headquarters will be located in Fredericksburg, Va. This year's USRRC will kick off on Friday, Oct. 18, with a GTA event. Saturday's competition will be a Course rally, while Sunday will see competitors

tackle a Tour. Rallymasters will be Chris Bean and Dave Head, with Bean taking Friday's duties and Head working Saturday's and Sunday's rallies.

This year's event is being designed for everyone to enjoy. According to the event flyer, "the rallies, and especially the Course rally, will be so designed that no matter your skill level, you will find all the controls and understand how the traps work."

For more information about this year's USRRC, head to Washington DC Region's Website, at www.wdcr-scca.org. More information can also be found on pg. 60 of this issue of *SportsCar*.

ROAD TRIP

Washington DC Region last hosted the USRRC in 2010, treating competitors to a historical tour of the area.

outstanding worker in each of their specialties to be included in the vote. SCCA members can also submit nominations to their Regional Executive, Executive Steward, or Divisional Administrator for consideration by Aug. 9, 2013.

By definition, award nominees should support their specialty, events, region, competitors, fellow workers, and the SCCA; show dedication and support throughout the year; exhibit strong skills, good leadership, and a willingness to go above and beyond what is expected; and provide excellent customer service to everyone that person encounters.

The nomination form is available at www.scca.com/runoffs, by clicking on the "BFGoodrich Tires WOY Nomination Form" on the right.

MOST MEMORABLE RUNOFFS MOMENTS

With the 50th National Championship Runoffs approaching, what sticks in your mind as the most memorable moments in Runoffs history? SCCA will be releasing the top 10 Runoffs moments in the build-up to this year's September event, with the chosen top moment being unveiled during the big event in Elkhart Lake, Wis.

While the SCCA National Staff is combing through the archives, the knowledge of the membership is definitely needed. Do you have a nomination for a top 10 Runoffs moment? If so, send it to media@scca.com by July 1 for consideration.



SportsCar Archive Photos

MEMORIES

The Runoffs has had a number of memorable moments over the last 50 years, like the GT-1 crash at the 1984 Runoffs which took out 18 cars.



F2000 AND F1600 PRO SERIES STREAMED

Keeping up with the SCCA Pro Racing F1600 Formula F, and F2000 Championship Series is easier than ever. This season, both series will be live streaming audio of qualifying sessions and the races at each event. Tune to the audio stream at www.livestream.com/f2000.

MEMBERSHIP DRIVE CONTEST

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

REFERRAL LEADERS FOR APRIL 2013

NAME	REFERRALS	REGION
Warren Leach	22	San Diego
Brian Ghidirelli	20	San Francisco
Gayle JArdine	11	Cal Club
Karen McCoy	11	Oregon
Robert Crawford	9	Washington DC
Brian Mason	8	Kentucky
Simi Ritch	8	Ohio Valley
Alan Coy	7	Cal Club
Colin Fiedler	7	Milwaukee
Corrin Tyson	7	Middle Georgia

There are 1,055 additional Members with at least one referral.

REGION LEADERS

(Category based on 2012 year end membership)

REGION	GROWTH	RETENTION
Jumbo (800+):		
Houston	9.3%	93%
Cal Club	5.6%	91%
Milwaukee	5.3%	95%
Large (401-799):		
Texas	12.3%	97%
Land O' Lakes	9.8%	98%
San Diego	9.6%	91%
Medium (200-400):		
Kansas	61.6%	98%
Lone Star	16.7%	88%
Alabama	11.4%	91%
Small (<200):		
Pan American	37.5%	96%
Allegheny Highlands	26.1%	98%
South Texas Border	20.5%	92%

PROJECT YELLOW LIGHT 2013 WINNERS

As part of Global Youth Traffic Safety Month, the U.S. Department of Transportation, Mazda Motorsports, the Ad Council, and the National Organizations for Youth Safety announced the six high school and college winners of their second annual Project Yellow Light scholarship contest. "One Text or Call Could Wreck It All," was the theme of this year's contest. Entrants were asked to develop and produce a short video that would depict for their peers the dangers of risky mobile behavior on our Nation's roadways. The high school grand prize was awarded to Brittany Devasure, a senior from North Carolina. Rachel Hall, who studies at the Cleveland Institute of Music, was recognized as the college grand prize winner for her video.

According to the National Highway Traffic Safety Administration, in 2011, eleven percent of all drivers 15-19 years old involved in fatal crashes were reported as distracted at the time of the crashes.

All of the winners will receive college scholarships and One-Day Teen Survival Skills Classes at the Skip Barber Racing School, provided by Mazda Motorsports. Additionally, the first-place winning videos will be digitally distributed to air as PSAs by the Ad Council to their network of more than 1,500 TV stations nationwide.

"As racers we know about driver safety and take the subject very seriously," says John Doonan,



STOP THE TEXTS

Brittany Devasure demonstrates the dangers of distracted driving.

Director, Mazda Motorsports, Mazda North American Operations. "With our extensive team of teenage race drivers, and our longstanding partnership with the Skip Barber Racing School, active support of Project Yellow Light was a natural fit for Mazda Motorsports. It was great to have Ben Albano, Kenton Koch, and Elliott Skeer, three of our young racers, participate in the judging process. Everyone at Mazda was impressed with both the quality and quantity of entries this year, and we were happy that our support allowed the Project Yellow Light team to add a category for college students."

Established in 2007, Project Yellow Light is a video contest and scholarship program established by Julie Garner, of The Martin Agency; in memory of her teenage son Hunter Garner who was killed in a car crash. Project Yellow Light was developed to encourage teens to be safe when first taking on the road. To view all of this year's submissions, head to www.youtube.com/stopthetexts.

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:



Goodies Speed Shop is offering Club members a 5-25-percent discount on suspension sets, brake kits, exhaust kits, fittings,

dyno baselines, labor, and race fuel.



Garages123.com is offering SCCA members a 15-percent discount on its various storage solutions.

Receive special discount savings on new vehicles, pre-owned vehicles, parts, service



and collision repair from Hendrick Chevrolet.



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

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



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

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.

THE RECESSION'S OVER.

Let's go racing



MODULAR BILLET SCALE PLATEN for accurate setups – anywhere

- Easy to set up
- Easy to store
- Easy to ship
Can be shipped UPS™ or FedEx™

- CNC-machined T6 aluminum scale pad levelers w. full floor for the best rigidity & the most accurate setups
- Swivel adjusting feet 'pop out' for quick and easy set up & storage

#72860.....**\$2395.00**
Fully adjustable for w/b and track

See our website for a video of this platen being assembled



The Basic platen consists of 4 billet scale pad levelers w. Pop-Out feet, 2 adjustable spanners, 2 ramps, 2 lateral locator bars, & 24 leveling feet. The entire platen sets up in 10 minutes or less. Parts 'clip' together easily.

Platen w. Optional *SideSliders™*
(2 per platen)



Eliminate all camber-induced chassis bind

OPTIONAL:

Rollers allow the pads to float sideways to relieve any chassis bind for more accurate, consistent setups

#72865 w. 2 SideSliders™...\$2695.00
(Complete platen assembly)

Optional Roll-Offs for Turnplates

#72856....\$449.00 pr.



Set caster & camber right on the platen

COMPUTER SCALES®

Cornerweight Scales

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Simple to use!

Get everything you need at the same time

- Displays all 4 corner weights and all partial %, plus a baseline recall

#72593 w. 15" x 15" low profile

LMF™ Satin Finished pads.....**\$1049.00**

Many others inc. *Wireless* from \$949⁰⁰ to \$2995⁰⁰

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Digital Caster / Camber Gauge

CNC machined Billet aluminum for rigidity & accuracy.

Reads to .1°

Just hold it against the rim

#78295 ...**\$279.90**
(for 13" -17" wheels)



Folds up for easy storage

AccuLevel™ Digital readout easily removes from gauge and can be used for other angle measurements



Aluminum Turn Plates

- Can be used w. Roll-off above
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- Free floating in 2 directions eliminates bind, giving you the most accurate setups
- Can be used on top of scale pads

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VIDEO OF THE MONTH

Have you been keeping up with SCCA's GoPro Video of the Month contest? Upload your race videos to YouTube tagged with "SCCAGoPro," then head to SCCA's Facebook page (www.facebook.com/sccaofficial) to see if your video made the cut.

ANNIVERSARIES

SCCA MEMBERS CELEBRATING 25-60 YEARS

60-YEAR MEMBERS

Peter Dechert	6/1/1953	Philadelphia
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55-YEAR MEMBERS

John C Bradshaw	6/1/1958	Northwest
Robert B Davis	6/1/1958	Chicago

50-YEAR MEMBERS

Danny McKeever	6/1/1963	Cal Club
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45-YEAR MEMBERS

Bruce Barletta	6/1/1968	Finger Lakes
Gloria Jean Blaha	6/1/1968	Indianapolis
Jan Coleman-Mitchell	6/1/1968	Atlanta
Al Mattacotti	6/1/1968	Milwaukee
James A Oppermann	6/1/1968	Philadelphia

40-YEAR MEMBERS

Nan Conant	6/1/1973	San Francisco
Carol A Cone	6/1/1973	Atlanta
David W Davies	6/1/1973	Glen
Louis A Devillers	6/1/1973	Glen
Hight Flexman	6/1/1973	Arizona
Richard D Habersin	6/1/1973	Florida
Robert R Hohorst	6/1/1973	Northern New Jersey
Richard D Minnich	6/1/1973	Des Moines Valley
Danny J Salkawski	6/1/1973	Great River
Edward J Sica	6/1/1973	South Jersey
Craig L Straub	6/1/1973	Southern Illinois
Jon B Van de Car	6/1/1973	Mohawk Hudson

35-YEAR MEMBERS

Robert P Berman	6/1/1978	Washington DC
Marc Briley	6/1/1978	Lone Star
Brent Alan Cary	6/1/1978	Indianapolis
Bruce Endicott	6/1/1978	Chicago, Oregon
David P Head	6/1/1978	Northwestern Ohio
Kathleen Jesk	6/1/1978	Chicago
Christopher B Knap	6/1/1978	Cal Club
David E Leonard	6/1/1978	Philadelphia
William A Mazzoni	6/1/1978	Florida
Barry Perkins	6/1/1978	Middle Georgia
Stephen Pope	6/1/1978	New England
Ronald T Tambourine	6/1/1978	Chicago

30-YEAR MEMBERS

Michael Joseph Bernstein	6/28/1983	San Francisco
Carl E Bolch	6/21/1983	Neohio
Loma B Garman	6/7/1983	Snake River
Edward C Heffron	6/7/1983	Central New York
Dan Hendren	6/7/1983	West Texas
James L Jaeger	6/6/1983	Cincinnati
Roger B Kessinger	6/28/1983	Cal Club
Barbara Lundberg	6/14/1983	Oregon
Michael J Padula	6/7/1983	Northern New Jersey
James Pribel	6/14/1983	Chicago
Stacy C Reed	6/10/1983	Washington DC
Sharon Rollow	6/21/1983	Atlanta
Salvatore Sarra	6/7/1983	New York

Irvin B Sherman	6/14/1983	Northern New Jersey
Jerilyn Silver	6/7/1983	Cincinnati
Michael Stern	6/14/1983	Cal Club
Richard D Torpy	6/14/1983	Guam
John Baker Welch	6/6/1983	Chicago
Gary M Whipps	6/22/1983	Arizona

25-YEAR MEMBERS

Barbara Anne Coburn	6/8/1988	Detroit
Richard Coburn	6/8/1988	Detroit
Mark B Albers	6/20/1988	Steel Cities
Keith L Beaver	6/2/1988	Fort Wayne
Becky Brown	6/8/1988	Central Florida
Bruce D Buchanan	6/7/1988	Central Florida
Foster Jay Cooperstein	6/15/1988	New England
Roschelle Crites	6/20/1988	San Diego
Harry Dexter	6/15/1988	Cal Club
Gloria A Dickerson	6/7/1988	Colorado
Mike Doolin	6/13/1988	Utah
Mark H Drastal	6/17/1988	North Carolina
Glen Frick	6/29/1988	Des Moines Valley
Sondra Fuchs	6/8/1988	Central Florida
Joe Hedly Goeke	6/15/1988	Northwest
William D Gould	6/17/1988	Washington DC
Dave Guerrieri	6/29/1988	Mohawk Hudson
Maggie Guerrieri	6/29/1988	Mohawk Hudson
Howard Harton	6/2/1988	San Francisco
Martin Horton	6/13/1988	Cal Club
Jason Jackson	6/9/1988	River Cities
Richard James	6/3/1988	Cal Club
Erik Johansen	6/30/1988	Delta
Beulah Jones	6/21/1988	Oregon
Warren Kawash	6/9/1988	New England
Todd F Keaton	6/30/1988	Arizona
Bob Kennedy	6/16/1988	Kansas
Gail Kennedy	6/16/1988	Kansas
Keith C Lindstrand	6/9/1988	Blackhawk Valley
Lois J Lindstrand	6/9/1988	Blackhawk Valley
William MacDonald	6/16/1988	Continental Divide
John E McCusker	6/27/1988	New York
Linda McCusker	6/27/1988	New York
Stephen T Novatne	6/20/1988	South Jersey
Keith Nunes	6/29/1988	San Francisco
Charles Peterson	6/30/1988	Milwaukee
Gary Phillis	6/30/1988	Colorado
Nancy V Powers	6/21/1988	Cincinnati
Monroe Rackow	6/17/1988	New England
Mike Scanlan	6/22/1988	New York
Dan Schlosser	6/23/1988	Milwaukee
Phil Sherman	6/21/1988	Texas
Paul F Thomas	6/28/1988	Atlanta
Bruce K Wagner	6/27/1988	San Francisco
Adam Walker	6/23/1988	Des Moines Valley
Mark E Walker	6/29/1988	Nebraska
Michelle Walker	6/23/1988	Des Moines Valley
Rod Whitney	6/16/1988	West Texas



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GRC LITES

The SCCA Pro Racing Global Rallycross Championship (GRC) series announced the addition of GRC Lites, a new support class that will join GRC at all U.S. races in 2013. GRC Lites is a "spec" class, utilizing a purpose-built chassis with composite bodies and powered by a modified 2.4-liter Duratech engine. More information can be found at www.global-rallycross.com.



LAT / Steven Lee

A HUMBLE APOLOGY

SportsCar would like to apologize for a giant oversight on the wall calendar that was included with your February 2013 issue of *SportsCar*. We somehow inadvertently left Memorial Day from the calendar. This was a massive accidental oversight on our part. The *SportsCar* staff apologizes profusely for this mistake. Consequently, *SportsCar* has donated flowers to 10 National War Memorials this year via the non-profit Memorial Day Foundation, with 30 percent of the donation going to the Wounded Warrior Project. The donation was made in the name of the SCCA membership.

INSIDERS ON MAVTV

The Racing Insiders is a weekly, 30-minute news show on MAVTV, covering professional and club-level racing in North America. Each show provides conversation on a variety of topics from Grand-Am, ALMS, Pirelli World Challenge, Global RallyCross, Rally America, and more, as well as the SCCA Club Racing community. Go to www.mavtv.com for more information.



HEATING UP

The iconic pony car rivalry has returned to Trans Am.



John Thawley

MUSTANG VS. CAMARO RIVALRY HITS TRANS AM

Ford vs. Chevrolet is one of the true time-tested rivalries in motorsports, constantly vying for bragging rights and trophies alike – key in that rivalry is the clash of two of America's most iconic pony cars, the Ford Mustang and the Chevrolet Camaro.

When the SCCA Pro Racing Trans Am Series introduced the TA2 class in 2011, an opportunity arose for that rivalry to return to the Trans Am paddock. First came the Camaro, logging a dominant year in the 2012 Series. Now, in 2013 the Ford Mustang has already made its presence known with a third-place finish during the season opener at Sebring by Tom West and the No. 56 Limerick Machine Company Ford Mustang.

The Chevrolet Camaro has been powered by the LS3 for a year, but now the Mustang has an engine in its corner that will be capable of running neck and neck with the engines powering their bowtie rival.

The new engine, built by Phil Harper Motorsports, uses an aluminum Dart Block, AFR heads, an Edelbrock manifold, a BLP carburetor, a Crane distributor, and Daily dry sump system. Now, fitted with a restrictor plate, it will deliver identical horsepower and torque as the similarly restricted LS3.

Two-time Trans Am Champ Tony Ave was highly involved with the development of the engine and was quick to point out the parity between the two engines.

"We wanted to make sure that the Mustang had an engine that could compete directly with the Chevrolets," says Ave. "We used an aluminum block to keep the engine weight comparable to the LS3 and did everything we could to make sure we had an engine we were confident in. We will be able to give the Camaros a run for their money."

One of the first recipients of the new engines will be TA2 rookie Dale Madsen and the No. 70 World Information Systems Ford Mustang. Now, with Madsen leading the way, Mustang and Camaro once again slug it out in Trans Am's TA2 class.

MX-5 TOURING CAR

The Mazda MX-5 has joined the SCCA Pro Racing Pirelli World Challenge Touring Car ranks in 2013, where it will race alongside offerings from Honda, Volkswagen, and the 2012 championship-winning Mazdaspeed 3. To help get the roadster up to speed, the SCCA Pro Racing technical team approved an engine change, allowing the MX-5 to upgrade to a larger 2.5-liter Mazda power plant.

Among the first teams to take up the challenge is former World Challenge competitor and SCCA Pro Racing Playboy Mazda MX-5 Cup regular Hale Motorsports. "I started in World Challenge and wanted to get back there," says Randy Hale of Hale Motorsports. "When we ran World Challenge years ago it had a very steep learning curve, with a lot of

factory teams – it was hard to compete as a privateer, single car team. World Challenge has a great program with its TV package and growing car counts, so we made the jump."

The Hale Motorsports team plans to debut a two-car program at Lime Rock Park, where World Challenge and Mazda alumni Charles Espenlaub could join Hale in the second car. "I am excited to bring the Mazda MX-5 back to Touring Car," says Hale. "We hope to have Charles or another Mazda family member join us at Lime Rock."

Plans are in the works to run the remaining Touring Car rounds of the 2013 season, with the potential to further expand the program if things go well. "Depending on how things go," says Hale, "we would like to add a third car."



WORLD CHALLENGER
Hale Motorsports sets its sights on World Challenge Touring Car with the Mazda MX-5.

Courtesy Hale Motorsports

GRC HITS BRAZIL

The SCCA Pro Racing Global Rallycross Challenge 2013 season kicked off with a trip to Foz Do Iguacu, Brazil, in April where it joined the international X Games circuit. A number of guest drivers joined the GRC regulars to fill a 15-car field at the season opener.

A guest driver at the event, NASCAR regular Scott Speed, won his heat race to qualify for the finale and then went on to take the win in his first GRC event. "The week was incredible, from the atmosphere at the X Games to the energy in the paddock," says Speed. "The track was amazing. We found our line we needed to run early, where the grip was good, and most of the good guys knew where to find it."



QUICK START
Scott Speed won in his first GRC start.

Courtesy Jakub OBAN Nikla

"It is great Global Rallycross has such a dynamic and talented field of drivers," says Colin Dyne, Global Rallycross CEO. "With drivers from all different racing backgrounds, it allows for suspense as to which driver will use their particular skill set to outperform other competitors in the field."



POBST POSITION

Randy **Pobst**

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

You punk kids under 40 won't remember that line, from the intro of the old hit TV show ABC's *Wide World of Sports* (see YouTube). "The thrill of victory, the agony of defeat," and then some poor schmuck falls on the ski jump ramp and launches butt first. Yikes, looked like it hurt. Hate to admit this publicly, but that's pretty much how it felt for the K-PAX Volvo team at Long Beach

"By now, the field is streaming past, but I've got maybe 50mph, so I'm easier to miss"

during the SCCA Pro Racing Pirelli World Challenge GT race. Agony.

I gotta say that teammate Alex Figge and I, are pretty much off the hook - or I sure hope so. Of course, we always think so at first, until the engineer brings up some data line on a computer that shows we messed it all up. I just floor it and drop the clutch. Car works? I look like a hero. Car doesn't work? A zero.

We had good speed on the streets here. I was a hero in practice, no sandbags in my car (aside: sometimes World Challenge teams hold back a little to keep from getting restricted by the rules guys), then had the pole in qualifying, too, for a while. Alex went back out in the No. 9 Volvo and put 0.2sec on me, a long time when I knew I'd already had a good lap. I decided to stand on what I had; to not go out and skim the walls trying to beat my K-PAX teammate. It was a Volvo one-two grid, and the Manufacturers Championship is our goal, our mission, our job. Everyone else seemed out of range, and then James Sofronas in the Audi R8 nipped us on the checkered flag lap, taking the pole from Alex by a couple hundredths. Rats!

The Agony of Defeat

With our K-PAX Volvo all-wheel drive, we rule the starts, and we figured we'd still be the first two cars into Turn 1 and the fountain. We lined up, lights come on, foot to the floor. Lights go out, drop clutch. I immediately turn right to be sure

and miss the No. 14 Audi, which had a weak start at St. Pete, and Alex is long gone. Immediately, I feel something is wrong. Shift lights are on, we're banging the limiter, but it's hard to shift - real hard. And I'm not feelin' the accel G forces. Major wheel spin? Nah.

TORQUE AND HORSEPOWER

Torque is what you feel, pushing you back into the seat when you floor it. Horsepower is how long you feel it. Extreme examples: Torque: any diesel. Lots of low-end power, but it falls off rapidly as revs rise. Horsepower: VTEC Honda. Very little low rpm grunt, but as it revs, it keeps on pulling, getting ever better. On track, that surge for the red line is way more satisfying, don't you think?



Revs? Yes. Gs? No. Clutch slip. Argh. That never gets better, only worse.

By now, the field is streaming past, but I've got maybe 50mph, so I'm easier to miss. Bad luck - we broke. Good luck - no one rammed us. I take the runoff area at Turn 1, spouting off to my car chief Will Moody about what the Volvo is doing. Or not doing. The clutch won't fully engage, not even close, but won't completely disengage, either. Been there, done that. The clutch probably blew, and the pieces are jammed between the pressure plate and flywheel; for now.

Ever the optimist, I choose to limp back to the pits, but she'll only make about 30mph and, halfway back, I start getting really worried I'll be in the way of the thundering herd when they come back around. How stupid would that be? Fingers crossed through the last tight section before that super-tight Long Beach hairpin and into pit lane, crawling. Smoke



starts emanating from the hood vents. What's left of the clutch is probably burning by now. I nurse it as far as I can, but the crew has to come push the poor S60 the last 50 yards. It's hot enough now that something is on fire - just a small fire, probably the slave cylinder and fluid. Friction plus slip equals heat. Hot heat.

No miracle cures, which I pretty much realized immediately after committing to pulling back out on track from the runoff area. I'm done, and get out to comfort my K-PAX team and cheer for Alex, who is leading.

BAD LUCK

Round 3 of Pirelli World Challenge GT involved some poor luck for not only the K-PAX team (BELOW), but also Johnny O'Connell's Cadillac (ABOVE).

Again. He's led almost all the laps thus far this season, but his one win came by way of the tech shed, when the Entrust Porsche of Ryan Dalziel (say "D-L") failed with a funky splitter. That Truspeed team has apparently taken their ball and gone home in protest, a shame, because they were a real player in the series, having won it all in 2011 with Pat Long in the 911.

Late in the race, Alex is looking strong, slow-starting Sofronas is not yet back in it, and the O'Connell Cadillac is pressuring from second. It's looking pretty good for K-PAX to score the win when Figge suddenly appears in the Turn 1 brake zone backward! Slewing around, he dings the wall a couple of times before coming to rest in the runoff I'd escaped through earlier. A brake rotor has exploded - always catastrophic at high speed, but something that has never happened to K-PAX before. Like the clutch, more hot heat. But we've never lost one, until now. It's hard to keep these thoroughbreds running, sometimes. The team is crestfallen. So, it's o-for-two today, both due to first-ever failures. Looks like Johnny O will cruise to the win under yellow.

Hold on, he's smoking! That Caddy is not happy. Under yellow? What the heck? Turns out a sizeable chunk of that brake rotor had gone straight through the Caddy's radiator, the protective screening not designed for three-pound iron projectiles at 150mph. Good thing it wasn't the windshield. He's on the last lap, nursing, praying, willing it around, but we can smell the sour stench of burned bearing oil as he goes by. Not a drop of water in the radiator. Even Mobil 1 can only do so much by itself.

Last lap, full course yellow, 45mph, smoke starts really billowing about Turn 7, and the CTS-V breathes its last breath. With just half a lap to go there is more agony of defeat; so close and so not Team Caddy's fault. The Audi R8 of Sofronas inherits the lead and scores its second consecutive win; under the yellow flag! Wow. Gotta finish to win - even a 50-minute World Challenge sprint.

For K-PAX, load 'em up for a long ride back to Denver. Repair, regroup, resurrect the world's fastest Volvo S60s for the F1 Circuit of the Americas in Austin, Texas, a few weeks later. We're gonna pound that track into submission and get "The Thrill of Victory" this time. 🍷





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PACESETTER

ON AND OFF THE TRACK, **AARON BAILEY** IS FOLLOWING HIS DREAMS

There aren't many 26-year olds who can walk with you into a car dealership, point at the front suspension on the latest model and say, "Yep, I did that," or when you comment on how fantastic the handling is reply with "Why thank you." But Aaron Bailey isn't your typical 26-year-old working for a typical auto manufacturer. He's a Vehicle Dynamics Engineer for Tesla Motors.

Bailey's path to Tesla was set in motion at a young age by his father, Dean, who raced in SCCA and nurtured the racing bug in his son with the purchase of a go-kart. While it would be easy to conclude that Bailey's interest in racing led him to an academic career in engineering, there was a slight detour.

"I was convinced that I wanted to go into film or something like that," Bailey recalls. "But, as I started thinking more about it, I realized I wanted to do something with cars or racing, so I pursued that. I wasn't exactly the artsy type, but I was interested in film. As I started to research it, I found that I had more interest in mechanical things than film. I grew up playing with Legos and those types of toys. When I started to realize all the things that engineers do, then I was a lot keener on the idea."

A California resident, Bailey's first choice to pursue his engineering degree was Cal Poly in San Luis Obispo, Calif. There, he spent many hours contributing to the Formula SAE team, where he was team leader and suspension lead, before being attracted to an intriguing project some of his friends were working on.

"My last two years at Cal Poly I got involved with...working on an electric motor project. We designed a carbon fiber electric motor that we wanted to build for go-kart racing. I knew the guys who were working on it and it had to do with composites and I liked carbon fiber and the idea of working with it."

During the group's research and testing of the electric motor, Bailey became more familiar with the work of Tesla, a California auto manufacturer - started in 2003 - making big advancements in electric vehicles. When

he spotted a notice on Cal Poly's job board that the company was looking for junior engineers, Bailey didn't hesitate.

"I sent out my resume because I knew about Tesla and thought it would be a great opportunity. Within two days I had a phone call from a recruiter and three days after the phone call I had the job and I didn't even graduate for another six months."

The fact that Tesla was quick to snatch Bailey up is high praise in and of itself; the young company has been handpicking some of the brightest minds in the business to guide it, including former Apple and Toyota executives. Bailey's bosses came from

ON TRACK

Aaron Bailey races in American Sedan and has proven he has what it takes to run at the front.



Dennis Wood

Lotus and he is proud to be learning from the best, from people who have "been around a lot of important cars."

Tesla is a small, but nimble auto manufacturer. This gives the company an edge compared to the bigger manufacturers when it comes to adjusting the car to what the market demands, but it also benefitted Bailey, as Tesla quickly recognized where his greatest strengths lay. After a short time as a junior engineer planning body welds, Bailey was moved to chassis design, where he designed the car's front knuckle and oversaw the coil and air suspension components. When it was discovered that he had a background in racing, Bailey was again reassigned, this time to the tuning and suspension team.

Bailey's driving and feedback prowess was discovered in a routine



Courtesy Tesla

ROAD WAYS

Aaron Bailey's contributions to the Tesla Model S are felt every time someone starts their new, all electric luxury car.

FAST FACTS

- **SCCA REGION:** San Francisco Region
- **MEMBER SINCE:** 2004
- **FAVORITE AUTHOR/WRITER:** Jules Verne, he had such an amazing outlook on the future
- **LAST BOOK READ:** *The Art of Racing in the Rain*
- **FAVORITE ENTERTAINERS:** All the drivers at any race I am watching!
- **FAVORITE MOVIE:** *Grand Prix, The Goonies, Anchorman*
- **FAVORITE TV SHOW:** *How I Met Your Mother, Castle, Family Guy*
- **FAVORITE FOOD:** Why does there have to be a favorite?
- **FAVORITE NON-SCCA ACTIVITY:** Boating/wakeboarding/skiing
- **FIRST CAR OWNED:** 1989 Chevy Camaro
- **FAVORITE CAR OWNED:** Any one of my three previous Miatas
- **CURRENT DAILY DRIVER:** 1999 Mazda Miata / 2013 Tesla Model S (at work)
- **FAVORITE RACE DRIVER:** Mark Donohue/Joey Hand
- **MOST INFLUENTIAL PERSON IN MY LIFE:** My dad. Without him I would not be where I am today. He has taught me to constantly push myself and the limits of the car, and has made many sacrifices to help me become successful in racing and in life. He spends more time making sure my racecar is ready for the next event than he does working on his own projects!



Courtesy Aaron Bailey

WORDS Erin Cechal
MAIN IMAGE Courtesy Aaron Bailey



“benchmarking” outing, where Tesla engineers test competing vehicles and determine which attributes they would like to apply to Tesla vehicles. The American Sedan driver’s talent in capturing and describing each vehicle’s handling characteristics were honed at the racetrack – however, there are some not so subtle differences in the suspension geometry of Bailey’s Pontiac Firebird versus the Tesla Model S.

“A regular car has the transmission in the front and it goes back to a differential in the back, if it’s a rear-wheel-drive car, which the Tesla is. But, a Tesla has a watermelon-sized electric motor between the two rear wheels with the drive shafts going out, and the whole middle of the car is a flat battery. All the drivetrain is in the back, but we still have very good weight distribution.”

Everything was done in Palo Alto with a team of three people “ AARON BAILEY

Bailey’s bosses at Tesla are accommodating of his racing schedule and are enthusiastic about his results, so it tends not to interfere with his Club Racing schedule, which he hopes will include another trip to the National Championship Runoffs.

“If we have a deadline: we have a deadline. We have a small team responsible for every option that Tesla has and we have two different battery packs that have different weights, we have coil spring and air spring, we have 19-inch and 21-inch wheels, and now we

have a new Performance Plus package, which we just finished tuning. We change all those iterations of the car with our team and we do everything in house... the damper tuning, the spring tuning, the bushing tuning, everything was done in Palo Alto with a team of three people.”

Bailey is the youngest member of his team, but says it hasn’t prevented his co-workers from taking him seriously. His fellow American Sedan racers take him seriously as well; he finished sixth in his Runoffs debut in 2011 and was running fifth in 2012 before brake failure took him out in dramatic fashion on the last lap. He’s hoping to make it all the way to the professional ranks of Grand-Am and, with his setup expertise, focus, and work ethic, that wouldn’t be too – pardon the pun – shocking, would it? 🍷

AWARD WINNER

Aaron Bailey’s contribution to Tesla undoubtedly played a part in the Model S receiving the 2013 *Motor Trend* Car of the Year Award.

INSIDE TRACK

JOI ROBINSON IS SOUTHERN PACIFIC DIVISION'S WORKER OF THE YEAR

When I first spoke with Joi Robinson, she was at Buttonwillow Raceway Park at the April 27-28 U.S. Majors Tour and talking on the radio so she could find someone to cover for her during the interview for this story. She has a lot going on. It was over 90 degrees in Southern California and Joi was on the lookout for flushed drivers. At the grid, her team had two huge coolers with plenty of water as well as towels to dip in ice water to help cool off any drivers who were too intent on their car preparation to pay attention to their electrolyte levels. It happens.

She lives in Long Beach, so she has

It's like putting 10 pounds of stuff in a two-pound bag, but...our team makes it work"
JOI ROBINSON



GRAND PRIZE

Not only was Joi Robinson presented with the Southern Pacific Division BFGoodrich Tires Worker of the Year Award, but she also won the grand prize: a trip to the 12 Hours of Sebring.

long been aware of motorsports, but her love affair with the Club began just six years ago. A co-worker at the software company where she works invited her to check out a race. "I got the bug," she cheerfully admits.

Just one week before her interview for this column she had been working at the Toyota Grand Prix of Long Beach pro racing event, assisting in traffic control around the grid area. One of her and the grid team's tasks was to keep an eye on the crowd that always forms around the ALMS cars and paddock areas, particularly around actor and racer Patrick Dempsey.

"They are so interested in him that they don't necessarily use good sense regarding his celebrity status as the other drivers, cars, and support vehicles wait to go out," she explains.

One of their other tasks is to grid the SCCA Pro Racing Pirelli World Challenge cars before heading to pit lane. The best - and most challenging - part about this group is the grid location. "It's like putting 10

pounds of stuff in a two-pound bag, but somehow our team makes it work!"

Her favorite part of working the grid and pit at Club races is the half hour or so before each session where she gets to hang out with the drivers and their crews. "A lot of them get to the grid early and I get to meet them and learn about their lives. Some of them are tense but many are not - at least, until it gets close to the five-minute board before heading out to the track. Then you can see a physical change in how they hold themselves."


On the grid, she keeps a sharp eye out for what drivers can forget. Sometimes a window net is not in place. Or a HANS Device may be giving someone trouble. She checks to see that doors are fully closed. She once saw a trunk pop open as the car came up to the grid. For open-wheel racers, she checks for arm restraints. Checking for the proper tech stickers is also standard.

Joi says the hardest part of her job is getting up early. "We are usually up at 4:30 a.m. and are at the

track by 7 a.m. for a quick meeting to remind everyone of the grid rules: no children under 16, no pets, and no open-toed shoes."

For Joi, the best part of her job is splitting the field as the cars come out to race. "The first time I did it I had a moment of panic." On occasion, a driver will be checking his dash readings and just miss her. "They come by later and apologize and I playfully slap their hands."

At the awards banquet at the 2012 National Championship Runoffs, a friend had to tell Joi to go up and receive her award. "I couldn't believe they had called my name." There was more to come. With all of the BFGoodrich Tires Workers of the Year on stage, they pulled a name out of a hat to determine the winner of the trip to the 12 Hours of Sebring, and she heard her name again.

"It is just such an honor to be recognized by your peers. But if there were no drivers, we'd have no reason to be here. They're such wonderful people." 

JOI'S WONDERFUL ADVENTURE: 12 HOURS OF SEBRING

Joi Robinson won the BFGoodrich Tires Worker of the Year grand prize: a trip for two to Florida for the 12 Hours of Sebring, including airfare, hotel and a rental car. "We got there on Wednesday and the BFGoodrich Tires folks set us up with a golf cart and we went everywhere. We got a tour of the track. We met so many great people, some of whom we already knew from working the Runoffs six times."

"Probably my favorite time was being able to go down on pit lane before the race started and during the trophy ceremony, while being able to talk with the drivers and crews. It was like a big, wonderful circus."

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KYLE VALLEJOS IS TAKING NOTHING FOR GRANTED

Rio Grande Region is mostly about Solo – and successfully so, with multiple National Champions last year. In this neck of the woods, racetracks are hard to come by, especially if you're up in the northern part of New Mexico where the Four Corners meet. Here, the nearest track for SCCA Club Racing is in Pueblo, Colo. That, however, doesn't mean road racing ambitions are not present, even of the IndyCar variety.

That's because Farmington, a stone's throw from Four Corners, is the home of 20-year-old Kyle Vallejos. For Rio Grande Region's 2012 Solo Rookie of the Year, his season saw five wins in 10 events in his 2001 Mazda Miata, which he runs in C Stock on street tires.

Not much more than a year ago, Kyle didn't even know Solo existed. "I was driving by this place in Farmington and noticed all the cars," he recalls. "I thought it might be a car show at first, so I stopped and asked a man named Paul Dodd what was going on. He said it was autocross and explained to me how it worked. He was about to go out for his run and, to my surprise, he asked if I would like to ride with him in his Porsche Carrera when he went out on his lap. Of course I said yes!

"After that ride, I knew I had to try this for myself. I got the information for the SCCA events for my region and begged my parents to let me use their Honda Civic. After my first event, I was hooked. I went out and bought myself a Mazda Miata and started racing in earnest."

After a weekend SCCA autocross school – his only formal driving



"After my first event, I was hooked. I went out and bought myself a Mazda Miata"

KYLE VALLEJOS

instruction – Kyle was off and running.

In addition to Dodd, one of Kyle's first (and current) mentors is 40-year-old Tom Reynolds from Albuquerque, whom Kyle looks to for advice on everything from driving tips to tire selection.

"Kyle is a fairly soft-spoken young man," says Reynolds. "He didn't bring any cockiness or attitude and it took someone telling me to discover he was just out of high school. Having a teenager in high school at the time myself, I would not have guessed he was quite that young due to his maturity."

One of Kyle's problems is the expense of competing, as his do-everything-but-cook job at a restaurant in Aztec isn't making him wealthy, although he is thrilled to have it. Kyle's family is of modest means, with his father, Victor, an electronics technician and his mother, Stacie, a former dental hygienist who gave that up in order to home school Kyle and his three younger siblings.

Kyle's competition ambitions have been funded mostly out of his own pocket. They started young. "When I was 3 I would watch NASCAR races,"


he says. "When I was about 9 I got into BMX racing for about three years. Then, when I was 16, I finally had the money to buy myself a kart for dirt oval racing and I did that for about three or four races before giving it up."

Unfortunately, there simply weren't enough competitors to make it worth the effort.

While Kyle may live in a rural area, he is not without worldly experience which has contributed to his maturity, this from participating in missions conducted by the local Calvary Chapel. He has been to Juarez, Mexico, twice, and even to Uganda in Africa. "People have no idea how good they have it in the United States," says Kyle.

Kyle's ultimate goal is to be a race driver, no matter the obstacles of geography, experience, and finance standing in his way. For now he will hone his skills in Solo, but the possibility of getting an SCCA Club Racing license is on the radar. There were even thoughts of attending the new Skip Barber IndyCar Academy, but costs have, for now, put that dream on hold. He is nothing if not optimistic about the future, however.

"My parents taught me to work hard and do my best in everything I do and to not take anything for granted," says Kyle.

IndyCar drivers have to come from somewhere. Maybe Farmington, N.M., will produce one. We'll just have to wait and see. 

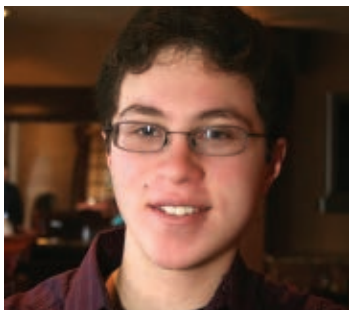
PATIENCE + YOUTHFUL AGGRESSION = SUCCESS

Kyle's maturity shows in his driving. He has the patience to drive clean, accurate lines while still showing his youth in his aggression – which instantly produced quick times.

The other remarkable thing he does is to ask questions – good questions. He learns from the answers and applies them instantly to his own benefit. Kyle has continued to improve and is now beating extremely experienced drivers in a stock car with basic all-season tires.

What I love about our sport is that a young kid is running heads up with a guy like Dominic Cagliostro, a retired PhD from Los Alamos National Laboratory, and they both enjoy each other's company and competition. Also, Kyle seems to have gotten his dad interested, as he has gone from a proud spectator to a participant at times.

Tom Reynolds



Courtesy Toshiba Innman

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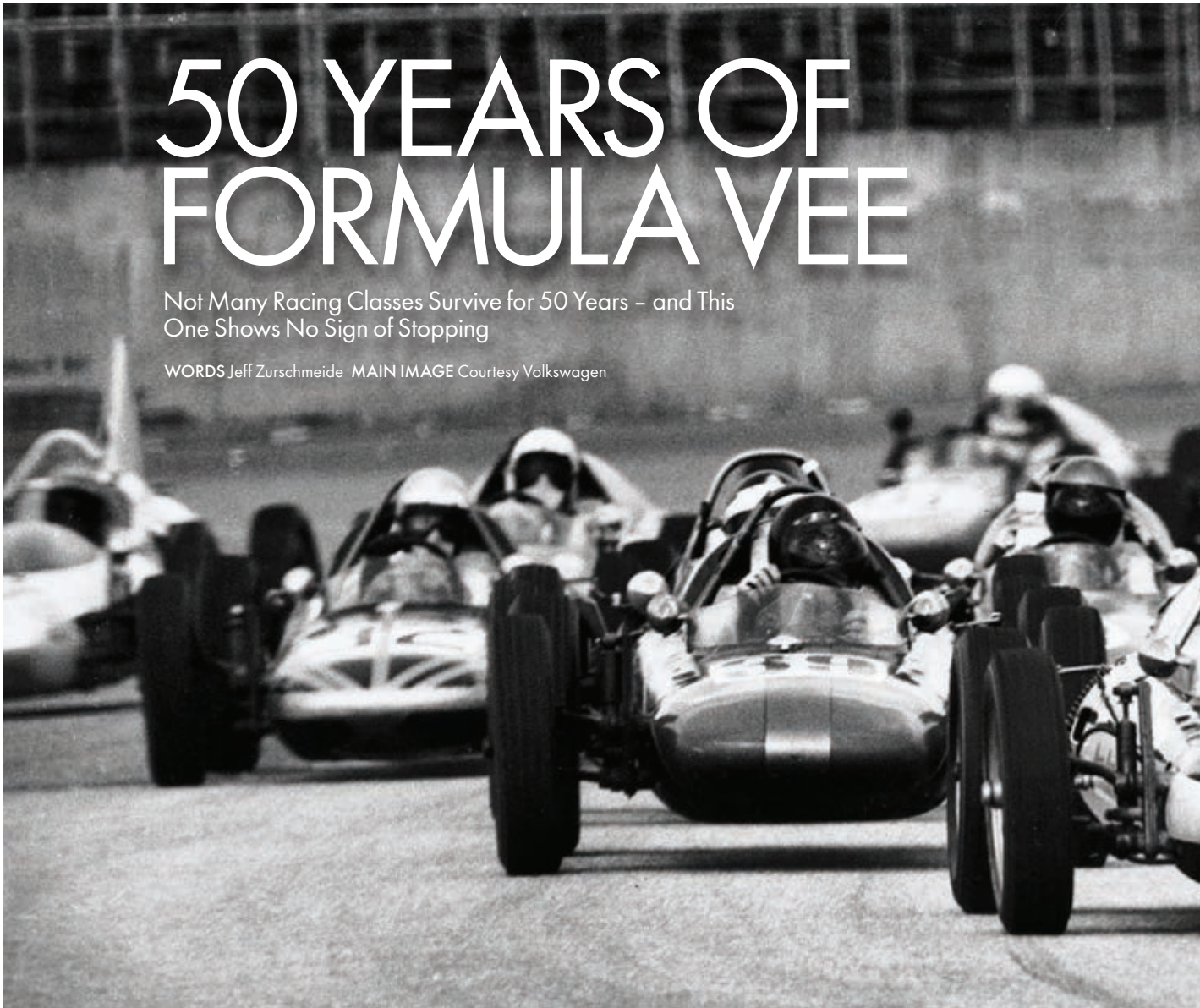
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MOTUL

50 YEARS OF FORMULA VEE

Not Many Racing Classes Survive for 50 Years – and This One Shows No Sign of Stopping

WORDS Jeff Zurschmeide MAIN IMAGE Courtesy Volkswagen



This article would not be possible without the excellent reference works provided by Andy Schupack and SportsCar magazine's archives. The vintage quotes in the story are drawn from those sources. Schupack's 1981 classic Formula Vee/Super Vee, Racing, History, and Chassis/Engine Prep is a book every FV enthusiast should own.

On the surface, Formula Vee is just about the most unlikely class of racing cars you could imagine. In a world of high-tech machinery, the Formula Vee starts with a 40hp, air-cooled, pushrod engine, fed by a single throat carburetor. The

transmission is stock VW as well, with no opportunity to change gearing. The beam axle and trailing arm suspension, together with the steering box, comes from a mid-1960s VW Beetle. Wheels are also stock VW – just 4.5-inches wide. And, heaven help us, these cars use drum brakes at all four corners. So, who would want to race a car based on parts that haven't been sold new in the United States since 1965?

OK, SCCA thrives on that sort of thing, but surely drivers would gravitate toward faster, flashier and more modern equipment over time? Apparently not. Formula Vee is consistently among the most popular

classes in SCCA Club Racing and also in other clubs the world over.

Formula Magazine commented on the design constraints of the Formula Vee in 1977: "Formula Vee is unique. Nowhere else do you have such a poor



LOT / Philip Abbott

CONSTANT TINKERING
You'll often find Formula Vee competitors tinkering for power right until the green flag drops, as is pictured in this scene from the 2003 Runoffs.



BEGINNINGS
Formula Vee's
first race came at
Daytona in 1963.

Courtesy Volkswagen

power-to-weight ratio, or required-by-the-rules weirdo suspension, or the skinniest wheels you ever saw."

What, then, is the appeal that has kept this class going strong for half a century?

"It's value for your dollar," says Brad Stout, five-time Formula Vee National Champion. "They're not high tech in terms of their suspension and their brakes and their engine, but the lap times are kind of in the middle of all the SCCA National classes. Plus, they corner extremely well and the level of competition is excellent. They're affordable to run and within reach for most people to own one and drive."

2012 National Champion Michael Varacins agrees. "The reality is, it's an incredibly competitive class," he says. "If I were just looking to go out and drive around as fast as I could, that would be one thing, but I like racing. And there's always somebody to race with in Formula Vee. It's one of the most competitive classes out there."

BIRTH OF A LEGEND

To fully understand the phenomenon that is Formula Vee, consider the SCCA Club Racing scene in 1963. SCCA itself was barely 20 years old, and the event that would evolve into the National Championship Runoffs had not yet



Mark Webster

been conceived. At the time, production sports cars were the overwhelming majority of entries at SCCA events - most often driven to the track and hopefully driven home again afterward. Formula car racing was a lofty and expensive proposition.

Formula Vee cars were first built in the late 1950s to fit into the catchall Formula Junior class, and the air-cooled machines also found some success in SCCA's F Modified class. By the early 1960s, Formula Junior was struggling with skyrocketing costs - some things never change - so there was an opportunity for a new low-cost series with rules designed to keep the price of competition under control.

The first Formula Vees to bear the name were manufactured by a company called Formcar in Orlando, Fla. The original design was based on a car designed by Italian designer

ROOTS

The Nardi is what Formula Vee was born from. This Nardi ran laps at the Formula Vee 50th birthday celebration at Roebling Road in April 2013.

Formula Vee cars were first built in the late 1950s to fit into the catchall Formula Junior class"

Enrico Nardi, commissioned by VW-powered Formula Junior pioneers Hubert Brundage and Josef Hoppen. Formcar was run by George Smith and Bill Duckworth. Smith was a member of the Board of Governors of SCCA and got the new class approved for competition.

The new racecars found a warm reception among Club racers looking for an affordable open-wheel option. With Formula Vee, a racer could buy a Formcar kit for \$945 and the price of a donor VW, and then build his own racecar. Formcar also sold finished Formula Vee racecars for \$2,495.

The Formula Vee idea caught on



John W. Wirth

FRONT RUNNERS

Michael Varacins is proof that winning a National Championship in Formula Vee is difficult. While Varacins has won at numerous races, including the June Sprints (ABOVE), and has held the pole at the Runoffs five times, he has only finished atop the Runoffs podium twice in 11 attempts.

KIT CAR

The first Formula Vee kit was a Formcar, offered for sale in 1963. The basic kit cost \$975, but did not include suspension, engine, or transmission.

quickly and, shortly after its introduction in 1962, several other builders began offering Formula Vee cars. Among these were Ray Caldwell and Gene Beach, whose names are still familiar to SCCA racers today.

Formula Vee cars still ran in F Modified, finishing 1-2-3 at the preliminary 1962 Southeast Divisional Championship race in Georgia. In the feature race, the same cars lapped the entire field. A *SportsCar* article on the event proclaimed the Formula Vee, “a real ball to drive. I found I could go deeper into the corners than anything on the track, with the possible exception of some of the late Formula Juniors.”

SCCA recognized FV as its own class in 1963, and then as a National racing class in 1964. In that year, Ray Caldwell got his competition license, started the Autodynamics company, and won the Northeast Divisional

Championship and the National Championship in Formula Vee. The feat earned him the SCCA Rookie of the Year Award for 1964.

Formula Vee took off at that time, and some of the biggest names in racing were known to drive Vees. Luminaries such as Phil Hill, Niki Lauda, Emerson Fittipaldi, Jim Downing, Peter Revson, Peter Gregg, Sam Posey, Harry Ingle, Ed Zink, and SCCA’s legendary Jerry Hansen all raced Formula Vee at one time or another.

By 1966, Formula Vee was the most popular class in SCCA Club Racing. Smith and Duckworth had established

“If [Formula Vee] did not exist, many of today’s current race drivers might not have made it”
RAY CALDWELL



SportsCar Archives

the Formula Vee Driver’s Association to control the rules, and new FV chassis had been developed. Smith and Duckworth closed Formcar in 1965 because the original Formula Vee design was so quickly eclipsed as engineers analyzed and improved the concept.

Ray Caldwell was quoted in Andrew Schupack’s classic 1981 book on the Formula Vee class: “Formula Vee gave a lot of people a start in racing inexpensively. If the class did not exist, many of today’s current race drivers might not have made it to the big time.

A NOBLE TRADITION

SCCA’s Chairman of the Board, Lisa Noble, has a long history with Formula Vee. Her late husband Bill Noble earned five National Championships in a Vee, and “Engine by Noble” remains one of the premier FV engine builders in the world.

As you might imagine, she’s an enthusiastic booster of the class: “Formula Vee is my family, and my family’s family. The people who gravitate toward this great class are the friendliest bunch you could ever hope to meet, but don’t let that fool you – the level of competition on track is unrivaled. It doesn’t take a lot of money to race a Vee, but it takes a lot of heart, a competitive spirit, and no small amount of fortitude to race four-wide down into corner one! Our 50th birthday race weekend was exciting and the races hard fought, full of stories and renewed acquaintances – a celebration of all things Formula Vee.”

As a racer, Bill Noble is remembered with respect by his competitors and friends.

“At the Runoffs, if you needed an engine and you wanted the one in his car, he’d take it out and give it to you,” says multi-time FV National Champion Brad Stout. “The first time I won at the Runoffs, Bill came in second, and to have my close friend, engine builder, and competitor come in second with me was a phenomenally memorable occasion.”

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For less than \$1,000, one could buy a Formula Vee kit and with the aid of a wrecked VW and some time in the garage, one could go racing," Caldwell said.

In the 1968 racing season, there were over 2,000 Formula Vees competing in the United States, and Volkswagen put up prize money for Formula Vee at the Runoffs. VW also sponsored races between European and American Formula Vee drivers at the Nürburgring in Germany in that year.

In January 1969, the Hubert Brundage Memorial World Championship of Formula Vee was held as part of Speed Week at Daytona, and paid a \$7,000 winner's purse - an astonishing amount of money at the time. The same year Formula Super Vee was invented, and Formula Vee returned to Club Racing status, where it has thrived ever since.

KEEPING COSTS DOWN AND PARTICIPATION UP

In a Formula-racing world now dominated by computer-controlled, fuel-injected engines and downforce aerodynamics, the Formula Vee is a throwback to a simpler era, where SCCA drivers were their own mechanics and engineers.



Mark Weber

"If a guy wants to tinker and build one, Formula Vee is a class where you can build your own racecar, go out and participate, and have a reasonable expectation of being competitive," Stout says.

In the modern era, Formula Vee remains among the least expensive classes to race in SCCA. Costs are kept under control by avoiding the temptation to allow high-cost changes to creep in. Formula Vee still uses the same 1200cc air-cooled Volkswagen engine that started the class in 1963, and the same underpinnings in the suspension, steering, and brakes.

"Some of the parts are starting to get a little bit hard to find, but we've got a pretty good Ad Hoc committee

"You can take a car that's 10 to 15 years old and still be fairly competitive with it"
MICHAEL VARACINS

and they're not bad at finding solutions to that stuff. When we get to the point where we can't find something, then we find a replacement. There are a lot of 1200 bugs still around, and some in junkyards that are still undiscovered," Varacins says.

"I think the biggest changes happened before my time, when they eliminated the requirement to run the fan shroud around the engine," Stout says. "Another major milestone was the adoption of the zero roll stiffness rear suspension, which moved the cars away from a swaybar-based suspension to a true mono-shock racing suspension."



John Steflik

Along with keeping the class inexpensive, the rules for Formula Vee keep the cars competitive over a span of decades rather than single seasons.

"The good news is that the pace of development in Formula Vee, because of our rules package, is pretty slow," says Varacins. "So you can take a car that's 10 to 15 years old and still be fairly competitive with it. In fact, the car I won the championship with last year, we built that car in 2003, so it was nine years old when it won its second National Championship. It's just a matter of making little changes here and there."

Yet things do change over time, and Formula Vees have never been faster

"Formula Vees have never been faster than they are today. But the slow pace of change keeps the racing close"

than they are today. But the slow pace of change keeps the racing close. In 2012 and 2011, the Runoffs margins of victory for Formula Vee were about a tenth of a second.

"It's kind of a natural progression," Varacins explains. "Every year you can find one little thing that makes the car a little better. If you do that 30 years in a row, then you've migrated from what things started out as."



Gordon L. Jolley

BIG NAME

Bill Noble is one of the most recognizable names in Formula Vee. Beyond being an engine builder for the class, he also won five National Championships, with his first coming in 1982 (ABOVE, LEFT) and his last in 1994 (LEFT).



The 2010 Formula Vee National Championship race featured a photo finish of just 0.017sec at the line, and the top three cars all finished within 0.065sec. The fourth- and fifth-place cars also finished within the same second as the leader.

"We're running a lot more sophisticated data acquisition systems than we were," Varacins says. "Now we've got computers that can tell us everything that's going on with the car. A primary difference is that there's a lot more focus now on aerodynamics than there was 30 years ago. Shocks and tires have improved a lot lately, too. Other than that, it's still the same basic principle."

LOOKING TO THE FUTURE

With 50 years in the rearview mirror, the best years for Formula Vee may still lie ahead.

"It's hard to say what the future holds, but FV is still one of the most popular classes in SCCA, so that bodes well for the future," says Varacins. "In terms of car development, I think it's going to continue down the same path it's been down. We'll probably make small changes here and there, and in another 30 years we'll look back and think the cars we had now are still decent. As long as Formula Vee numbers stay strong on a National scale, I think we'll be in pretty good shape."

Formula Vee drivers point to the consistent rules as a key strength of the class, both for cost control and keeping multiple generations of cars within the competitive window that attracts drivers looking for a competitive class.

"The main thing is that there are literally thousands of cars in garages all over this country and Canada, and I think the SCCA needs to be very careful about making huge changes to the cars that would make everything out there obsolete, or require major updates to those cars to participate in SCCA events," warns Stout.

Varacins is also confident about the future of the class: "It's hard to believe these things have been around for 50 years. I'm only 38, so guys have been racing these things longer than I've been alive, which is a little hard to believe. I'd like to see them make another 50 years. I'd love to see my kids running Formula Vees someday." 📍



Rupert Berrington

CLOSE CALL

Formula Vee has produced a number of epic race finishes, including this one at the 2010 Runoffs, where Rick Shields (right) claimed victory over Roger Siebenaler (left) by 0.017sec.

STOUT WINS THE BRUNDAGE CUP

The Brundage Cup was inaugurated in 1965 in memory of Formula Vee pioneer Hubert Brundage. The trophy race was discontinued after the 1970 running, but then reinstituted in 1983 for the FV 20th anniversary celebration. The event takes place every five years.

Five-time National Champion Brad Stout has not been driving competitively for over three years, but he came out of retirement to race in this year's Brundage Cup, which was held in April at Roebeling Road Raceway in Savannah, Ga.

"I won my 15-lap heat race, and then I won the Brundage Cup for the second time in 10 years," says Stout. "I have to give kudos to all the volunteers and the committee and all the people who put that event together."

Asked if he plans to follow up his Brundage Cup win with another shot at a National Championship at the 50th Runoffs, Stout sounds optimistic.

"I'm thinking very seriously about going to the Runoffs this year. The decision hasn't been made yet, but don't be surprised if you see me there," he says.

TOP FLIGHT

At the 2008 Runoffs, Brad Stout (left) battled Michael Varacins (right) for the FV win. Stout claimed victory by 0.94sec, tying Bill Noble for the most FV National Championships, with five.



STICKY WHEN WET

How Wet Is Too Wet for Dry Competition Tires, and When Are Rains the Ticket? We Make Sense of the Madness

WORDS Jason Isley IMAGES Micah Hay / Tire Rack

There is no worse time for any driver than the moment precipitation rears its ugly head. For a Club racer, it's the uncertainty of whether the tire you chose was the right one for the start, middle, or end of the race. Sure, you could pull in and change tires during the race - and there are some heroic tales of just such attempts at the National Championship Runoffs - but let's face it: If you make a pit stop during a sprint race, your chance of winning is very close to zero. At that point, it's more self-preservation than going for the win.

There are many wet drives that are the stuff of legend. One case is the 2011 Runoffs where Kevin Fandozzi won the Touring 3 Championship. "The track was damp when they started the race," says Tim Gilvin of Hoosier Tires. "Kevin went out on A6s and half the guys went to the grid on wets. The race started and it just rained. The wet tires guys started to reel everybody in, but Kevin hung on and won that race."

That same year, nearly half of the Touring 2 field ended up off the track,

many even sliding off at the reduced pace of a full course caution due to the horribly wet conditions.

Comparatively, Solo competitors have it easy. If they're on the ball, a Soloist can change tires between every run. Easy, in theory - but what are the chances of having the right tires for constantly changing conditions? The second-guessing as you pull to the line and see the raindrops on your windshield can quickly send even the most seasoned competitor into a mental tailspin.



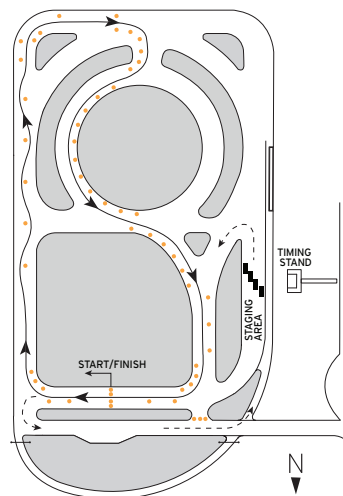
LET IT RAIN
Having the right tires on your car when it rains makes all the difference.

How do you prepare for the wet stuff? The easy answer is: buy rain tires. A number of companies have built competition-specific rain tires. Aimed at the DOT tire crowd, the Hoosier H2O covers nearly every fitment you could possibly need, while the Kumho W710 can still be found in limited sizes. In addition, there are a few R compound tires with a molded tread pattern that could be used as an impromptu wet tire – although they are not really an optimum choice. We have also seen people put a street tire to work as a

rain. For non-DOT tire classes, the choices range from a purpose-built rain to hand-grooved tires.

THE NEXT PROBLEM

Having a set of rain tires available is only part of the battle – how do you know when to use them? To answer that question, we contacted Tire Rack. Tire Rack is more than a tire and accessory retailer and SCCA partner – the company also tests products to ensure they live up to their claims. For that, Tire Rack has a test track at its



PURPOSE BUILT

Tire Rack has a dedicated test track that offers a great combination of sweepers, tight turns, and transitions. The ability for on-demand rain made it the perfect choice for our test.

South Bend, Ind., facility, equipped with a stout sprinkler system, enabling the company to call upon rain any time they want. John Rogers, an accomplished Solo driver, tire tester, and the Product Information Specialist at Tire Rack, filled the seat as test driver in an attempt to answer our question.

The goal of our test was to see at what point dry tires are no longer the optimal choice; so a brand vs. brand comparison was not needed. Consequently, we chose two Hoosier tires and a Continental.

The dry tire of choice was the Hoosier A6. The A6 has been the go-to tire for Solo in classes that require a DOT-approved competition tire. The A6 works equally well on Club Racing cars that can optimize setup for the sticky rubber.

FINDING GRIP

As the rain pours down, look for high spots and dry patches – every track will have them, and it can be a great tool to shave a few tenths from your lap time.

It's an awesome combination of wet handling plus confidence in the tire"
JOHN ROGERS



WET SETUP

Optimizing your car for a wet event requires more than a simple tire change, but chances are great that you won't have time to make all of the needed adjustments. Tim Gilvin of Hoosier Tires gave us a few tips to help get you up to speed.

If you are in a crunch and only have time for a tire change, focus on tire pressures. "Bump the pressure up a few pounds," advises Gilvin. "You want to start with 2psi to 3psi more air than you run in the dry, so the ending pressures are about the same you would normally run as the temperatures equalize."

If you have time, Gilvin suggests softening the car up. Disconnecting swaybars or installing softer springs can help you find traction on the wet track.

When picking rain tires, size matters. "Normally, you want to narrow up just a bit for a rain race," says Gilvin. "If you have a 10-inch-wide dry tire, you will want to look for a 9- or 8-inch wet - that increases your weight per square inch on the ground, and gives you better bite."



WRING IT OUT

When the clouds part and the track starts to dry, you need to stay on your toes. Watch for stray puddles and manage your tires carefully.

For a rain, we chose the Hoosier H2O due to its wide range of available sizes, and a construction that suits everything from Stock class Solo to Production and even GT road race cars. While Hoosier does offer a race-specific rain for many of the non-DOT classes, the H2O has become popular across all classes due to its wet performance.

Finally we wanted to see how a 140+ tread wear street tire would stack up, as many people use street tires in a pinch when rain falls. The Continental ExtremeContact DW has shown to be a strong contender in Tire Rack testing, and even though it's classified as a Max Performance Summer tire, it has also fared very well in wet tests against other street tires.

All three of our choices were in the popular 225/45-17 size, and were mounted on eight-inch-wide wheels before being fitted to Tire Rack's 2012 BMW 328i test car. While this selection was different than the OE fitment on the test car, Rogers assured us it was well within the fitment parameters Tire Rack was comfortable testing.

TESTING BEGINS

Testing was broken into three segments: wet (sprinklers at full blast), damp (five minutes after the sprinklers had been shut off), and drying (10 minutes after the sprinklers had been turned off). Afterward, laps were also turned in full dry conditions. For our testing purposes, two circuits of Tire Rack's test track would constitute one

There's shocking grip and response when the tire is in good contact with the track"

JOHN ROGERS

lap, giving us a lap time in the range of a typical Solo course.

After a brief scrub-in session, each of the tires got a shot at the full wet track. A baseline lap time was performed with the Continental, allowing us to revisit it at the end of the test to confirm the data and ensure consistent track conditions.

As expected, the Continental performed very well in the wet conditions and inspired driver confidence. "Overall, pretty good and equal wet grip in all directions - cornering, braking, and accelerating," says Rogers, noting the tires were

predictable and consistent, offering "good reserve grip with plenty of early warning as the limit is approaching."

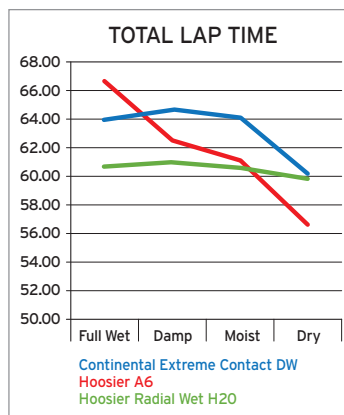
The Continental ExtremeContact DW posted a best wet lap of 63.96sec, with the "control" lap at the end being within acceptable driver noise.

Moving on, Rogers quickly discovered the knife-edge of the Hoosier A6 - a dry weather tire - on a completely wet track. "The Hoosier A6 is pretty good until it's not," says Rogers. "It all goes bad without warning. There's shocking grip and response when the tire is in good contact with the track, but it can instantly turn to zero steering response when encountering more water. It will hydroplane at about 35mph with a 1mm film of water. But if you can keep the A6 on the track until the puddles are gone, it is fast."

The A6 posted a best lap of 66.67sec, showing it was not the best choice for wet conditions.

The Hoosier H2O is a purpose-built, wet-weather tire. According to Gilvin, the H2O has a completely unique construction and compound specifically aimed at wet performance. "On a wet tire, everyone wants to soften up," says Gilvin, "So the H2O does have a softer construction, and it's a way softer compound designed for the wet."

"The Hoosier H2O is amazing," says Rogers of the tire's wet performance. "It's the best of both worlds. The tire manages the water plus offers the grip. It's an awesome combination of wet handling plus confidence in the tire."





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HOOSIER H2O

The Hoosier H2O is a purpose-built, wet competition tire designed from a clean sheet of paper. Its unique design resulted in a tire that can run quick laps in heavy rain or damp conditions. The 225/45-17 H2O we tested is \$277 from Tire Rack.



CONTINENTAL

The Continental ExtremeContact DW is a Max Performance Summer tire – however, it has been a proven wet performer in past Tire Rack test sessions. This Continental has become a popular dual-purpose tire for Solo competitors, seeing street use and wet competition duty. At \$116 for a 225/45-17 from Tire Rack, it's a great value, too.



HOOSIER A6

The Hoosier A6 has been a dominant DOT competition tire in Solo for years, and performs equally well on the racetrack. While not the best choice for wet conditions, the A6 starts to shine as a dry line forms on the track. A 225/45-17 runs \$277 from Tire Rack.



The H2O posted a best lap of 60.73sec – a range Rogers reports is unheard of on Tire Rack's wet test track.

AS IT DRIES

The damp and drying sessions produced confusing data. Both the Continental and H2O failed to drop significant time as the rain subsided – in fact, under damp track conditions, five minutes after our simulated rainfall, both tires went slower than in full wet.

The Continental posted a damp lap of 64.62sec while the H2O slowed to 60.97sec. "Both 'wet' tires ran consistent lap times despite the changing surface," says Rogers. "It's unusual the way both the H2O and Continental slowed slightly in the damp conditions."

The drying session, 10 minutes after simulated rain, also yielded only fractionally better results for the treaded tires. The Continental hung in at a consistent 64.14sec lap time, while the H2O found a small improvement at 60.60sec.

"Drying feels another notch better overall, but with mixed blessings," reports Rogers. "I can use a bit more throttle, and slaloms feel a tiny bit more predictable, but there are the inevitable still-damp areas, so looking and planning ahead becomes more important than on the previous runs where surface conditions were pretty homogenous. I'm surprised the lap times were not appreciably faster than full wet."

While the Continental and H2O struggled to improve as the course dried out, the A6 began to shine. Just five minutes after our showers dissipated, the A6 was able to click off a 62.51sec lap, more than four seconds quicker than its full wet lap, but still off the pace of the other tires.

"This is the beginning of 'wow,'" says Rogers. "There was immediately more grip everywhere than with the sprinklers. The car does what you want. You can trust the back of the car under hard acceleration through transition from the skid pad to the

sweeper, with very little rotation; mostly forward progress."

At the 10-minute mark, the A6 found another chunk of time, dropping to a 61.16sec. "I can attack everywhere," Rogers says. "I hit inside cones in the slalom and in a few corners because car turns immediately – no street tire delay or wet-induced sluggish response. A great indicator of things to come in the dry!"

BONUS ROUND

The final round was a series of dry runs on each tire. As expected, the A6 was well out in front: a 56.67sec lap, a full 10sec quicker than it posted in the wet. The H2O, meanwhile, continued to be the model of consistency, with a 59.83sec lap. Wet or dry, this tire could put down

As expected, the Continental performed very well in the wet conditions and inspired driver confidence

a solid time – roughly one second covered every session for the H2O.

However, the H2O would probably struggle if you asked it to perform in dry conditions for a 40-minute Club race in drying conditions. "The H2O should stay right around 105 to 110 degrees F," says Gilvin. "If it's a damp track, you will be fine – but if it has a dry line, you will want to find a wet patch to cool the tires."

The Continental rounded out the dry runs with a 60.15sec best lap, considerably faster than its wet lap and very close to the H2O dry time.

The test results are pretty clear – to a point: With a three-second gap over the next tire on the wet track, the Hoosier H2O proved a purpose-built rain tire in wet conditions is the right tool for the job. However, if your budget doesn't allow for dedicated competition rain tires, good street tires could be better than running on dry weather tires. But if it's damp or drying – well, then it depends... 🚗


BY THE NUMBERS

TIRE	WET	DAMP	DRYING	DRY
Continental ExtremeContact DW	63.96	64.62	64.14	60.15
Hoosier H2O	60.73	60.97	60.60	59.83
Hoosier A6	66.67	62.51	61.16	56.67



BE ONE WITH IT

Be one with your tires, and the road will be one with you.

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WINGS & THINGS

Jacek Mucha (7)
Claimed the CSR
win both days, while
Garrett Kletjian (01)
took the DSR wins.

WORDS Reece White MAIN IMAGE Ken Brown

VIRGINIA SUPER TOUR

The BFGoodrich Tires Super Tour Returns to the East Coast for Rounds 7 and 8 at VIRginial International Raceway on April 19-21, 2013

Despite the previous evening's foul weather, it was nothing but blue skies at the BFGoodrich Tires SCCA Super Tour at VIRginia Int'l Raceway, which was also Rounds 5 and 6 of the Eastern Conference U.S. Majors Tour. The quickest group of the doubleheader weekend took full advantage of the excellent conditions, opening the weekend with a thrilling race. But while Sadat Yelkin collected the Formula Atlantic win, his victory was anything but easy.

Each time Yelkin's No. 75 Everclear Swift/Toyota began a new lap, Keith Grant's No. 40 Hoosier/Hasselgren/Polestar Swift 014a/Toyota followed less than a half second behind. Fourteen times, Yelkin's machine popped up over the hill and down the front straight, counting off the laps until the checkered flag flew.

In the same race group, Glenn Cooper extended the longest active

"VIR's fast, flowing corners and long straights always produce a good race with cars that draft well"

streak in the Eastern Conference to a perfect five wins on the season. Cooper's No. 43 Ralf Firman Racing/Hoosier Tires RFR Formula 1000 finished with a comfortable margin in front of Alastair McEwan.

VIR's fast, flowing corners and long straights always produce a good race with cars that draft well. The 45 cars that started Saturday's Spec Miata race fit that bill, and lived up to the tradition. The SM lead pack stretched up to nine cars deep through the midpoint of the race, with the No. 67 Auto Tecknick/Not East Street Miata of Andrew Charbonneau, the pole-sitting No. 01

Talley Land Development/U.S. Marines Miata of Cliff Brown, and the No. 33 Ti-Speed Engineering Mazda Miata of Dan Tiley taking their turns at the point.

The lead group slowly shed one car at a time, until Charbonneau and Tiley were joined by Eastern Conference point leader Danny Steyn in his No. 39 ADEPT Studios/Rossini/OPM/Traqmate Miata - who had started the race 16th - for the final two laps. Charbonneau led the trio to begin the final lap, but Steyn drafted down the back straight and into the lead.

Charbonneau and Tiley had one last shot at the lead, coming out of the final corner trying to move around Steyn. Charbonneau pulled even, but Steyn crossed the stripe about one foot in front for a 0.021sec victory.

The big bore group featured two different races with the second-place runner desperately chasing the leader from the green flag. In Touring 1, Jerry Onks' No. 96 Wilwood Brakes/VetteSport/Hoosier Tire Chevrolet Corvette took the lead, turning lap after lap with George Winkler's No. 27 Winkler Automotive Service Center Ford Mustang Boss 302S filling his mirrors.



FMS Enterprises Photography

TAKING A TOUR

Rob hines finished atop the podium both days in his Touring 3 Nissan 350Z.

Onks was able to hold the lead to the finish and the win - which was the opposite of Simon Gregg's GT-1 race. The overall polesitter pulled away at the green flag in the No. 1 Derhaag Motorsports Chevrolet Corvette with Dillon Machavern's No. 29 Heritage Automotive Group/Riggins Engineering Ford Falcon in tow. Gregg, unable to get away, fell victim to Machavern on lap 11.

Instead of trailing by two car lengths, Machavern reversed the position and held that gap instead to the checker.

In Spec Racer Ford, three former National Champions pulled away from the field in a line, content to ride together until the closing laps. The strategy worked, as Franklin Futrelle's No. 17 Meco Inc. of Augusta/Comprent Motorsports/Skip Barber Racing School SRF led Brian Schofield's No. 61 PM Racing SRF and Cliff White's No. 58



Ken Brown

DAY ONE

Danny Steyn (LEFT) took Spec Miata honors on Saturday, resetting the lap record in the process. Sunday, however, was a different story - Steyn's new lap record was reset by Cliff Brown, and Brown also replaced Steyn on the top step of the podium.



Ken Brown

Saturday's race-long battle. Once again, Yelkin started up front, and kept Grant just behind for the race distance. On this day, however, they were behind the No. 01 GDRE/NJMP/Hardshell Motorsports Stohr WF-1 Suzuki of Garrett Kletjian, the overall winner in D Sports Racing.

Like Saturday, the fast, flowing corners and long straights meant that the drafting battle in Spec Miata packed the frontrunners together until

"The fast, flowing corners and long straights meant that the drafting battle in Spec Miata packed the frontrunners together"

DISPLACEMENT

Michael Lavigne (42) won American Sedan on Saturday and reset the lap record on Sunday. Both days, Dillon Machavern (29) lapped all non-GT classes as he took a pair of GT-1 wins.

Thompson White Racing machine away from the field just as soon as the green flag flew. The trio followed each other's tracks, stretching their gap over a six-car battle for fourth brewing behind them.

White, the defending National Champion, was able to move from third to the lead for one lap, but Futrelle was back in front the next time around. Despite the constant challenges, the running order stayed at Futrelle, Schofield, and White to the finish.

Formula cars filled two of the last three groups. Scott Rettich's No. 71 Formula Enterprises Alliance Autosport/PDI Communications Formula Enterprises, Robert Noell's No. 27 Guest Concepts Formula Mazda, and Michael Hummel's No. 41 Formula Continental H2 Companies Van Diemen RFO2/Ford machines ran away with their respective races, but the following group's Formula F and Formula Vee races stayed tight.

Lewis Cooper III won his fourth consecutive Formula F race in the Eastern Conference, swapping the lead twice with Jason Generotti's No. 13 Dangerous Cargo/Florida Fixtures Swift DB-1. Cooper, the polesitter, regained the lead in his No. 0 Polestar/Martini Van Diemen and kept pushing, holding the point as the pair worked through lapped traffic. The class point leader in the Eastern Conference finished with a 1.248sec margin of victory.

The Formula Vee quickly turned into a battle between three cars. Eastern Conference class point leader Stevan Davis in his No. 80 Hoosier/Butler Engines/Roxannes Headers Racer's Wedge led early, but swapped the podium positions with Gary Blanakrik's No. 3 Sewickley Car Store Silver Bullet

and Donnie Isley's No. 30 Agitator by Brookshire 016.

Isley had been relegated to run in third place while Davis and Blanakrik swapped the lead. With one to go, Davis led Blanakrik and Isley across the stripe. Isley took advantage of the draft and the long straights on the final 3.27 mile loop, moving to the front in time to take the checkered flag and the win.

Sunday kicked off with one driver continuing a season-long perfect winning streak. Cooper drove his FB racecar to another dominating win in his class, stretching his Eastern Conference points lead even further. But the Group 1 race was shortened to just 13 of the scheduled 14 laps when it bumped up against the 40-minute time limit following a car that got into the tires and briefly caught fire. The race was halted on lap six so emergency workers could safely and quickly squelch any trouble, but the time clock was still running.

The Formula Atlantic race, running in the same group, was a repeat of

"Sunday kicked off with one driver continuing a season-long perfect winning streak"



F&S Enterprises Photography

the final laps. The initial start was waved off, starting the race under yellow, but on lap two the action began.

By lap 10 of 14, the battle was six cars deep for the lead. Saturday podium finishers Charbonneau, Steyn, and Tiley had all taken their turn at the front of the pack. With two to go, Brown moved to the front of the line, and held the pace across the stripe with one to go. But Alex Bolanos, who had finished eighth on Saturday, moved his No. 57 Autotechnik/Momo Motorsport Miata to the lead on the final lap and led the field out of the final corner. From there, it was a drag race to the checkered flag. Brown, moving up the outside of the track, edged his fender in front of Bolanos to take the win. Charbonneau finished third.

The American Sedan race was nose to tail for most of the race between Daniel Richardson's No. 15 Performance Auto Works/Hayworth Chevrolet Camaro and the No. 42 Auto Re-Nu-It Auto Body/Hoosier Tire Ford Mustang of Michael Lavigne. Lavigne chased Richardson, with the two running just a few car lengths apart for the race. The Mustang kept the Camaro in his sites, but Richardson had enough to rush to the finish for the win.

For the second consecutive day in GT-1, Gregg led the opening laps as he and Machavern pulled away from the field. Just like on Saturday, Machavern stalked the defending SCCA Pro Racing Trans Am champion and pulled off a pass on lap five to move into the lead. Once in front, the 17-year-old kept the pace to the checkered flag and an impressive weekend sweep.

Spec Racer Ford went according to plan for eventual winner Schofield, who

VICTORY LAPS

In Formula Atlantic, Sedat Yelkin won both Saturday and Sunday, despite not setting the fast lap of the race on either day.



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

GOOD WEEKEND

(ABOVE) Greg Ira claimed the EP and overall Group 7 win both days. (RIGHT) The Touring 2 podium was the same on Sunday as it was on Saturday: Matthew Pullano on the top step, David Sanders in second, and Marty Grand with third.

worked his strategy to perfection. Schofield pushed Futrelle ahead of the field, creating a gap over the early stages of the race that left them all alone. With one to go, Schofield made his move, passing Futrelle and claiming his first Eastern Conference Majors win of the season.

The afternoon formula car groups had some clear-cut winners, but a handful of close battles to pair with

them. In Formula Enterprises, Rettich held off Paul Schneider's No. 73 Performance MotorCars of Charlotte machine for a 0.499sec win in a race that was shortened to 11 laps for two separate incidents. A spinning, stalled

"The Formula Vee battle was a four-car fight for the lead for the entirety of the race's shortened 12-lap race"


ESSEnterprises Photography

car caused a black flag on the opening lap, and then a later full course caution further slowed the pace and left it outside the 40-minute time limit.

The Formula Vee battle was a four-car fight for the lead for the entirety of the race's shortened 12-lap race. Eastern Conference FV points leader Davis, Blanarik, Dale Rader's No. 8 Total Automotive/Goodyear/Quicksilver Vortech, and Isley ran nose to tail and side by side across the Virginia hills.

Blanarik led the quartet across the stripe to begin the final lap, but Davis quickly moved to the front. Davis led out of the final corner, but Blanarik took advantage of the draft on the long front straight to pull in front just before the checkered flag.

In the final race group of the weekend, Greg Ira capped the day with a flag-to-flag win in E Production behind the wheel of the No. 2 First Coast Auto Sales Datsun 260Z. 🏁

RESULTS

U.S. MAJORS TOUR/SUPER TOUR/ DOUBLE NATIONAL North Carolina Region | VIRginia Int'l Raceway | April 19-21, 2013

SATURDAY

GT1: (6 starters) 1. Dillon Machavern (Ford) 1:49.963; 2. Simon Gregg (Chevrolet); 3. Tim Lyons (Ford); **GT2:** (7 starters) 1. Trent Hindman (Porsche) 1:55.117; 2. Russ Snow (Chevrolet); 3. Jim Goughary (Nissan); **GTL:** (2 starters) 1. Robert Lentz II (Nissan) 2:11.943;

AS: (8 starters) 1. Michael Lavigne (Ford) 2:07.813; 2. Daniel Richardson (Chevrolet); 3. Brian Cox (Chevrolet); **EP:** (7 starters) 1. Greg Ira (Datsun) 2:07.735; 2. Rick Kavitski (Mazda); 3. Miner Wilcox (Caterham); **FP:** (5 starters) 1. David Bryson (Mazda) 2:12.898; 2. Curt Zitz (Porsche); 3. Sam Moore (Volvo); **HP:** (4 starters) 1. Tim Pitts (Volkswagen) 2:21.451; 2. Michael H. Miller (Austin); 3. Phillip Ellis (Volkswagen);

STU: (4 starters) 1. Michael Flynn (BMW) 2:10.128; 2. Kirk Knestis (Volkswagen); 3. John Lindquist (Pontiac); **STL:** (21 starters) 1. Michael Van Steenburg (Mazda) 2:16.028; 2. Bruce Andersen (Mazda); 3. Danny Steyn (Volvo); **TI:** (6 starters) 1. Jerry Onks (Chevrolet) 2:01.900; 2. George Winkler (Ford); 3. Tim Hund (Dodge); **T2:** (5 starters) 1. Matthew Pullano (Chevrolet) 2:05.025; 2. David Sanders (Chevrolet); 3. Marty Grand (Mitsubishi); **T3:** (3 starters) 1. Rob Hines (Nissan) 2:11.573; 2. Alan Kossof (BMW); 3. Richard Kulach (Nissan); **T4:** (4 starters) 1. Michael Scornavacchi (Ford) 2:17.870; 2. J. Brian Price (Mazda); 3. James Place (Acura); **SM:** (45 starters) 1. Danny Steyn 2:18.164; 2. Andrew von Charbonneau; 3. Dan Tilley;

CSR: (4 starters) 1. Jacek Mucha

(JMS) 1:48.562; 2. Jim Downing (Peach); 3. Bob Wheless (Stohr); **DSR:** (7 starters) 1. Garrett Kletjian (Stohr) 1:48.306; 2. Greg Bell (Stohr); 3. Jim Hallman (Stohr); **S2:** (1 starter) 1. Hawley Chester III (Royale) 2:26.770; **SRF:** (44 starters) 1. Franklin Futrelle 2:15.207; 2. Brian Schofield; 3. Cliff White;

FA: (9 starters) 1. Sadat Yelkin (Swift) 1:48.952; 2. Keith Grant (Swift); 3. Richard Zober (Swift); **FB:** (12 starters) 1. Glenn Cooper (RFR) 1:51.313; 2. Alastair McEwan (Phoenix); 3. Jonathan Scarallo (Philly); **FC:** (2 starters) 1. Michael Hummel (Van Diemen) 1:58.463; 2. Ken Lall (Van Diemen); **FE:** (9 starters) 1. Scott Rettich 1:55.768; 2. Paul Schneider; 3. Justin Huffman; **FF:** (3 starters) 1. Lewis Cooper III (Van Diemen) 2:03.858; 2. Jason Generotti (Swift); 3. Dom Seddio (Swift); **FM:** (5 starters) 1. Robert Noell 1:57.539; 2. Stuart Rettie; 3. Bruce Crockett; **FV:** (9 starters) 1. Donnie Isley (Agitator) 2:19.155; 2. Stevan Davis (Racer's Wedge); 3. Gary Blanarik (Silver Bullet); **F5:** (7 starters) 1. Michael Brent (Invader) 2:04.463; 2. Jack Walbran (Scorpion); 3. Keith Joslyn (QRE).

SUNDAY

GT1: (6 starters) 1. Dillon Machavern (Ford) 1:49.982; 2. Simon Gregg (Chevrolet); 3. David Pintaric (Chevrolet); **GT2:** (6 starters) 1. Trent Hindman (Porsche) 1:55.769; 2. Ron Fariss (Chevrolet); 3. Jim Goughary (Nissan); **GTL:** (3 starters) 1. Robert Lentz (Nissan) 2:12.190; 2. Charles Leonard (Nissan); no other finishers;

AS: (6 starters) 1. Daniel Richardson (Chevrolet) 2:07.011; 2. Michael Lavigne (Ford); 3. Tom Ellis (Ford); **EP:** (6 starters) 1. Greg Ira (Datsun) 2:07.503; 2. Kevin Leigh (BMW); 3. Miner Wilcox (Caterham); **FP:** (4 starters) 1. David Bryson (Mazda) 2:10.629; 2. Ken Kannard (Mazda); 3. Curt Zitz (Porsche); **HP:** (5 starters) 1. Tim Pitts (Volkswagen) 2:21.487; 2. Tom Broring (Triumph); 3. Michael H. Miller (Austin);

STU: (3 starters) 1. Michael Flynn (BMW) 2:10.501; 2. Kirk Knestis (Volkswagen); 3. Tom Lytle (Mazda); **STL:** (10 starters) 1. Michael Van Steenburg (Mazda) 2:16.035; 2. Forrest Landy (Mazda); 3. Bruce Andersen (Mazda); **TI:** (6 starters) 1. Jerry Onks (Chevrolet) 2:01.428; 2. Robert Nimkoff (Aston Martin); 3. Tim Myers (Porsche); **T2:** (5 starters) 1. Matthew Pullano (Chevrolet) 2:04.801; 2. David Sanders (Chevrolet); 3. Marty Grand (Mitsubishi); **T3:** (3 starters) 1. Rob Hines (Nissan) 2:10.719; 2. Alan Kossof (BMW); 3. Richard Kulach (Nissan); **T4:** (4 starters) 1. J. Brian Price (Mazda) 2:17.805; 2. Michael Scornavacchi (Ford); 3. Jim Remy (Pontiac); **SM:** (44 starters) 1. Cliff Brown 2:17.784; 2. Alex Bolanos; 3. Andrew von Charbonneau;

CSR: (4 starters) 1. Jacek Mucha (JMS) 1:49.403; 2. Jim Downing (Peach); 3. Doug Schumacher (Star Mazda); **DSR:** (7 starters) 1. Garrett Kletjian (Stohr) 1:48.922; 2. Greg Bell (Stohr); 3. Jim Hallman (Stohr); **S2:** (1 starter) 1. Hawley Chester III (Royale) 2:23.743; **SRF:** (44 starters) 1. Brian Schofield 2:15.033; 2. Franklin Futrelle; 3. Rob Stewart;

FA: (10 starters) 1. Sadat Yelkin (Swift) 1:48.933; 2. Keith Grant (Swift); 3. Richard Zober (Swift); **FB:** (10 starters) 1. Glenn Cooper (RFR) 1:53.226; 2. Nicolas Ortiz (Firman); 3. Alex Mayer (Elan); **FC:** (2 starters) 1. Ken Lall (Van Diemen) 2:01.800; no other finishers; **FE:** (9 starters) 1. Scott Rettich 1:56.676; 2. Paul Schneider; 3. Justin Huffman; **FF:** (3 starters) 1. Lewis Cooper III (Van Diemen) 2:04.809; 2. Jason Generotti (Swift); 3. Dom Seddio (Swift); **FM:** (5 starters) 1. Robert Noell 1:57.842; 2. Stuart Rettie; 3. Dan McBreen; **FV:** (9 starters) 1. Gary Blanarik (Silver Bullet) 2:18.980; 2. Stevan Davis (Racer's Wedge); 3. Donnie Isley (Agitator); **F5:** (7 starters) 1. Michael Brent (Invader) 2:06.373; 2. Chris Smith (Invader); 3. Jack Walbran (Scorpion).

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SIMPLE, BUT EFFECTIVE

Understanding What Your Oil Goes Through Could Save Your Motor

WORDS Jason Isley

We all know how important motor oil is to the engine in our racecars and tow rigs. Without it, we are likely not getting to our favorite events, and most certainly not competing in them. Using quality oil is the first step in protecting the investment under your hood, but what other steps can you take?

It turns out, getting the most life and best protection from your oil is pretty simple: use a good oil filter. While there are many additives specific to anti-wear and performance formulated into your motor oil, there are equally as many nasty items that can be found floating around inside of your crankcase, and it's the filter's job to catch them.

A good filter will allow you to take advantage of the longer oil drain intervals that many modern oils are capable of. According to Mobil 1 - the official oil of the SCCA - its "oil filters use synthetic fibers, which leave your vehicle with cleaner oil and an engine that performs better and lasts longer."

Hot oil flows from your oil pump and enters the filter's base via the

"Certainly, not all oil filters are created equal, so spending a few extra dollars...could save you big in the long run"

return holes or slots, depending on the design. The oil penetrates the filter media from the outside, working its way past the pleated material, leaving unwanted contaminants behind. The oil then reenters the engine through the center tube.

But what's inside a *good* filter? According to Mobil 1, the magic starts at the base and works its way inside. The oil inside your engine is hot, under pressure, and flowing relatively fast, and the gasket on the base of your filter is the only thing separating you from the sidelines. A good filter will have a gasket that provides a tight and

uniform seal - anything less is a failure waiting to happen.

Many filters will also incorporate a bypass valve. The bypass valve does two things: helps oil flow at cold start up when the oil may be too thick to efficiently pass through the filter media, and acts as a failsafe should the filter be unable to flow enough oil due to particle saturation. A series of springs inside the cap and filter assembly work in conjunction with the bypass valve to make all of this happen.

Next in line is the perforated steel center tube, which supports the filter media and allows the oil to flow back into the motor. The filter media itself

is a combination of synthetic and natural fibers, which are pleated and capped with metal endplates. This design allows the filter to hold enough contaminants to keep your motor safe from debris, while helping extend the life of your oil. A synthetic fiber filter will also typically have less internal resistance than conventional filter media, which aids filter efficiency and flow to critical engine parts.

Ironically, an oil filter is a fairly simple product with a very important job. Certainly, not all oil filters are created equal, so spending a few extra dollars on a good quality filter could save you big in the long run. ●



HOLD IT BACK

At the top of the filter's canister there is a spring that is designed to work in conjunction with an oil bypass valve, should your filter be equipped with one.

KEEP IT CLEAN

There are many feet worth of synthetic filter media folded into pleats and wrapped around the core of the filter. This traps all the nasty particulates that can harm your engine.

AT THE CORE

Engine oil passes through filter media and into the perforated center tube. This tube is the return path for the oil back to the engine.

A STURDY BASE

A gasket could be all that separates you from winning a race and watching from the sidelines. A good filter will have a quality gasket that provides a tight and uniform seal.

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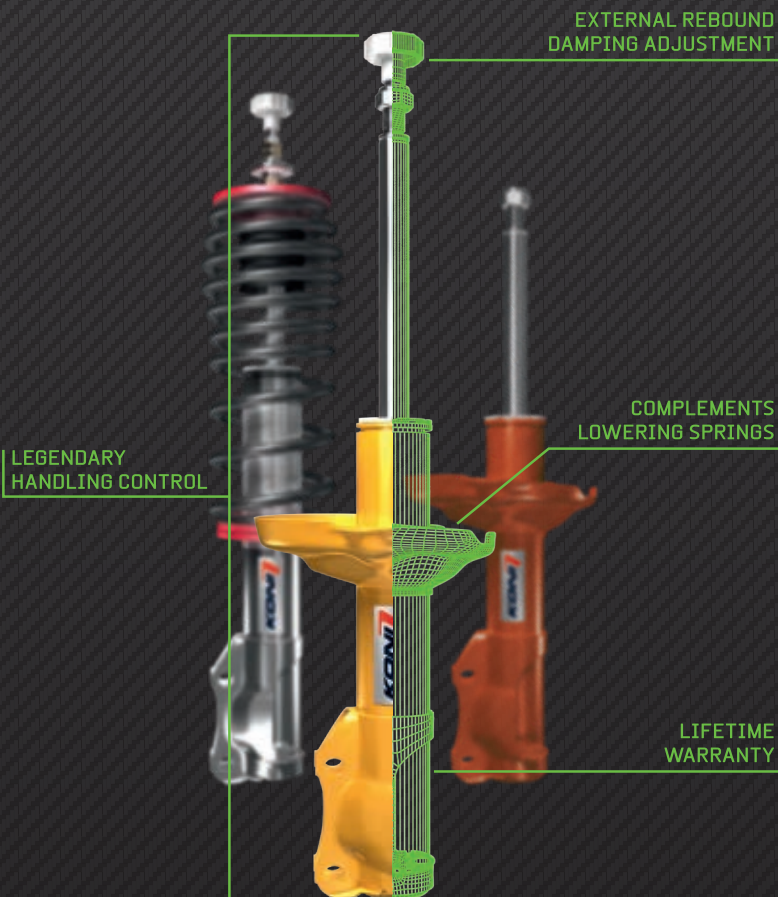
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THE TESTING PROCESS

Every driving suit manufacturer tests its products to ensure maximum protection. Nic Sims from Alpinestars offers a glimpse at a portion of the testing his company's suits go through. "Testing of the products is extremely rigorous to ensure that when exposed to an intense flame for a minimum of 10 seconds, the materials do not catch fire, do not melt or breakdown, no holes appear, and the fibers remain intact," says Sims. "The tests examine the rate of heat transfer through the layer construction. This requires the fabric assembly to be placed above a powerful burner with the flame applied to the outer surface and with a thermocouple placed underneath - the heat coming through the assembly is measured against time. In order to meet minimum requirements, a temperature rise of no more than 24 degrees C should occur in at least the first 11 seconds of the test. These tests ensure that the very specific construction design of the suits and the materials used are effective at protecting a driver."

SUIT UP

How Driving Suits and Underwear Protect Club Racers from Danger **WORDS** Philip Royle

The GCR is quite clear on the matter of non-flammable Club Racing driving suits. GCR 9.3.20.C.1, under "Required Equipment," states: *"Driving suits that effectively cover the body from the neck to the ankles and wrists. One-piece suits are highly recommended. All suits shall bear an SFI 3.2A/1 or higher certification label or FIA 1986 Standard or FIA Standard or 8856-2000 homologation label. Underwear of fire-resistant material shall be used, but is optional with suits carrying an FIA Standard 1986 Standard or FIA Standard 8856-2000 label or SFI 3-2A/5 or higher (e.g., /10, /15, /20) certification label."* Clear enough - but how do these suits actually protect you?

Modern non-flammable driving suits are generally made of the Nomex or CarbonX brands, with some suits utilizing a combination of the two - and there are other brands of flame retardant materials out there, too. The debate rages as to which is superior.

Before we go any further, it should be noted that while this story sometimes specifically talks about Nomex, much of the content also applies to other brands of material - and despite the material type, all materials with SFI or FIA ratings succeed at protecting the driver when fire is present.

Most modern driving suits SCCA Club racers will purchase are of the two- or three-layer variety. These layers work together to offer protection from fire. "Race suits are mainly constructed with three layers to provide a well-finished, durable outer layer, a heat-resistant,

air-trapping mid layer, and a comfort inner lining layer," says Nic Sims from race suit maker Alpinestars.

When a flame is applied directly to a Nomex driving suit for an extended period of time, Sims notes that the layers will begin to show signs of carbonization - this is normal. "First, the outer layer will begin to char, discoloring and turning brown," he says. "If the heat reaches the second layer, the same thing begins to happen. Each layer is designed to provide a barrier as the protection in the layer closest to the source of the heat diminishes, so the suit gives the driver the longest period of protection possible."


This is one area where CarbonX differs from Nomex. CarbonX protects in a similar fashion to Nomex, but does not discolor in fire due to its construction. According to Chapman Innovations, the maker of CarbonX, the manufacturing process dictates a darker type of material, which is why CarbonX suits and underwear are always dark in color. If you find a bright race suit made of CarbonX, you will likely find the outermost layer is Nomex.

Regardless of the material type, a potential weak point of any driving suit is the zipper and thread. "The zipper absorbs heat at a stable rate and does become a heat conductor," says Sims, noting that you should buy a race suit that has a protective layer externally and internally around the zipper to prevent heat from the zipper being transferred to the driver's body.

The thread used on the driving suit is also non-flammable. Sims notes that while Nomex suits will use Nomex

thread, the thread is still probably the most susceptible part of the suit to fire. "As [Nomex thread] is formed with a relatively thin fiber assembly, it does char faster than the main suit fabric," he says. To minimize this danger, manufacturers like Alpinestars double stitch their suits with an external and internal line to keep the thread protected.

If you purchase a suit with an SFI 3.2A/5 rating or higher, or it holds an FIA Standard 1986 Standard or FIA Standard 8856-2000 label, non-flammable underwear designed for racing conditions is optional per the GCR - but it's a good idea to wear it regardless. Sims notes that wearing non-flammable race underwear in conjunction with a three-layer driving suit can increase your protection level by upwards of 25 percent, as well as stop other potential risks. Consider this: "Wearing [standard clothes] under the race suit carries the risk of internal combustion next to the skin; while the race suit does not burn, you can trap the burning and heat buildup against the skin," warns Sims.

Shopping for a driving suit or race underwear? Pg. 54 contains a number of advertisers who can help you with any of your racing suit needs. 



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A driving suit will protect you in the event of a fire. Combining that with non-flamable underwear will increase the protection level even further.



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SERIES REPORTS

Sports Car Club of America 07/2013



John W. Wilmoth

RACING ROOM CLUB RACING

by Jim Wheeler, Chairman, Club Racing Board

FIFTY YEARS AND 0.059 SECONDS

These numbers speak to the beauty of SCCA Club Racing. I just returned from the U.S. Majors Tour at Hallett Motor Racing Circuit where I raced in American Sedan. Mid-South Region's **Dane Smith**, 18-year-old son of long-time GT-1 and AS racer **Tom Smith**, ran his USA Metals Recycling Camaro against my Hoosier/Wilwood/KC Raceware Firebird and three other American Sedans. It's interesting to note that there is a 50-year difference between Smith and myself.

Smith won the pole for the race on Saturday and I won the pole for the race on Sunday. We passed each other several times in both races and had great fun all weekend. His fastest race

lap for the weekend was 1:25.265 and mine was 1:25.324 - the lap record is 1:24.712, set by **Shawn Gray** a couple of years ago.

Jack Martin (Wichita Region), **Kim McDonald** (Nebraska Region), and **Chris Pederson** (Chicago Region) are all firmly between us in age, and not far back in lap times. We all helped each other throughout the weekend, offering spare parts and track tips, and we all raced our brains out. This was not a "track day" event. This was *racing*, and it was good. I expect that I will have my hands full with the kid for the rest of the season and again at the National Championship Runoffs at Road America in September. I can hardly wait for the next time we take the green together.

It is always good to get away from the Club Racing Board conference calls and GCR issues to go out and race. At the track, I usually have at least half a dozen conversations with racers about something in the rules, whether it is about a request that they

YOUNG GUN

Dane Smith might only be 18-years old, but he's proving he can keep pace with those much more experienced in American Sedan.

have sent in or a comment they have about a proposed rule. Consequently, I had several discussions at Hallett.

One of them was with Pan Am Region's **Stan Czacki**, whose T4 Acura was left off of a rules change when the Showroom Stock cars were moved to Touring for the 2013 season. Although I vaguely remembered the list of cars whose track dimensions were now open, I couldn't tell him why his car was not included on that list. One e-mail, on Tuesday, resolved the issue and his car is now included.

Most CRB members have several of these issues come up every time we go to the racetrack. We all try to

DOUBLE CHECK

When SSB and SSC were combined to make T4, there were some oversights, like in the case of the Acura RSX. Checking the preliminary CRB meeting minutes in *Fastrack* can help minimize errors.



Mark Weber

Reports from SCCA's Competition Series

give everyone the right response, but it might take a little patience on your part. We are committed to getting it right for everyone, but we are all racers, and racing is the only reason we are here. So, tell us what your problems are. But, like Czacki did, give us the details in an e-mail after the event and we will look into it for you.

We are finding a number of these minor rule changes that need to be made to tune up Touring and Super Touring rules. Some errors and omissions have slipped through and are being fixed as they come to the attention of the Advisory Committees and the CRB. Please let us know if you see an error in the *Fastrack* preliminary CRB meeting minutes and tech bulletins (usually posted around the 10th of the month at

7 We are finding a number of these minor rule changes that need to be made to tune up Touring"

www.scca.com/clubracing under the "Cars and Rules" link). By pointing out potential oversights, we can fix them before the finalized *Fastrack* hits the Web along with the monthly GCR updates (both of which go live around the 20th of the month).

A MAJORS DEAL

About 15 minutes after we were released from impound on Saturday at Hallett, I received a text message and e-mail from friends congratulating me on the win. With the U.S. Majors Tour's Web coverage, many of my friends were able to watch or listen to the race live. That's pretty cool.

By Wednesday, the result had been included on the National point standings on the SCCA Web page. I received an e-mail with access to the podium photos and the use of those photos to send to my sponsors and to put up on Facebook. I also noticed on the Majors e-mail that if you win a Majors event, you will receive a sign banner with your name and sponsors listed. I will hang that banner at my next U.S. Majors Tour race. These events really are different. ●

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Perry Bennett

The high-performance tire market has grown to the point that there appears to be competitive and eligible tires available for just about any car that's likely to compete in Solo – although a potential downside to an abundance of tire choice is that competitors might be left purchasing and testing multiple sets of tires, and that's not cheap to do.

To help with the transition to the new rule set, for 2014 the entire Stock category will remain as it now is, except for the new category designation of SR (Street-R). In 2015, all the classes except SSR will be

This is where we stand: There is a proposal to restructure Solo's Stock category into something called 'Street'.

LEAVING THE LINE

NATIONAL SOLO

by Paul Brown

THE NEW "STOCK"

The Solo Events Board's revision of the proposed Street category, which is expected to replace what is now called Stock by 2014, appeared in the May issue of *Fastrack*. As this is arguably the biggest change to the Solo Rules in many years, a brief overview might be in order. But given the lead times for the magazine, yet another (or maybe final) revision may be released before this issue of *SportsCar* reaches your hands, so you are encouraged to check the latest edition of *Fastrack*.

In basic terms, this is where we stand: There is a proposal to restructure Solo's Stock category into something called "Street." This proposal takes a dramatic new direction with car prep, thus the change from Stock to Street – although hopefully it will be a more accurate term than it is for Street Prepared and Street Modified, where nationally competitive vehicles don't really have a whole lot of "Street" left in them.

The latest Street category proposal includes additional allowances to the current Stock rules. Some of those changes are new, while quite a few are

migrating down from the Street Touring category. One example of the latter is a proposal to allow some disabling of traction control systems on cars where the manufacturer doesn't provide that functionality. Another is an allowance for camber adjustment, which has implications to performance as well as tire life, although that allowance is proposed only for strut-type suspensions. The Street proposal also requires a full-length exhaust to be used, where the current Stock rules just require the exhaust to exit past the driver – that does encourage a more "street" configuration.

Other rules have to do with features that aren't found on most cars eligible for the category, such as allowing a foldable windshield to be folded or removed. Another example is the allowance for replacing a steering wheel; that was already limited to cars without airbags, and there just aren't a lot of cars running in Stock these days that don't have at least one airbag.

Another new allowance is to allow wheel diameter changes of plus or minus one inch from the original wheels. This will help give car owners a bit of flexibility as far as a choice of tires.

However, the major change between Stock and the proposed Street is Street will not permit the use of DOT-legal competition tires. To stop the use of DOT competition tires, there will be a minimum tread wear rating set at 140 for the 2014 season, moving to 200 for 2015.

TWO CLASSES

The latest Stock category re-org proposal in *Fastrack* indicates that Super Stock will undergo a name change, but the rules will remain unchanged from SS at least through 2015. However, all other Stock classes will change.

eliminated. SSR will remain as a class as long as its numbers remain strong.

What remains to be published is a new version of Appendix A for the Street category. Whatever happens with the new Appendix A, all listings will be considered new listings for 2014, which allows changing those listings at any time during the year. ●

FINDING FASTRACK

We highly encourage you to read the new Street category proposal in full, which can be found at www.scca.com/fastrack – download the May edition. When looking through the proposal, keep in mind that this is a proposal, and the Solo Events Board is looking for input from the membership. If you have comments or suggestions about the proposal as it appears in *Fastrack*, contact the Solo Events Board by heading to www.sebscca.com and filling out the letter of submission form.





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READY, AIM...
In 2010, when Washington DC Region last hosted the USRRRC, competitors were treated to a number of battlefields.

Rick Beattie

ON RALLYING

ROADRALLY

by Rick Beattie

COMING ATTRACTION

On Oct. 18-20, 2013, Washington DC Region will present the 19th annual United States RoadRally Challenge. Chairman **Steve Gaddy** has committed the region to providing a USRRRC for the entire RoadRally community.

The region's press release emphasizes that point. "These events will embrace the concept that the USRRRC is for everyone, whether currently running or having run your last rally 30 years ago. What this means is that the rallies, and especially the Course rally, will be so designed that no matter your skill level, you will find all the controls and understand how the traps work."

DC Region recently hosted the 2010 USRRRC. Supporting Gaddy in the sequel are **Chris Bean** who will assume rallymaster duties for the Friday GTA event, and **Dave Head** who will handle the Saturday Course rally and Sunday Tour event.

Unlike the 2010 weekend, which was headquartered in Maryland, this

"No matter your skill level, you will find all the controls and understand how the traps work"

year's edition will begin in Fredericksburg, Va.

Bean's GTA will be map-based and will use the lightly traveled back roads west of Fredericksburg. The rally borrows many concepts from the original USRRRC event, but the committee thinks it will be a "better fit for the overall three-day weekend."

The event will begin in the late

STATE BOUNDARIES

The expectation is that U.S. state boundaries are in the middle of a river. However, like Kentucky claiming the entire Ohio River for its territory, Maryland claims the entire Potomac. A pier from Colonial Point on the Virginia side of the Potomac permits residents to enjoy gaming in Maryland without crossing a bridge.

morning to give an opportunity for local and regional competitors to arrive that day.

Competitors will be required to plot and follow a course using county maps. Scoring will be based on map concepts.

The rally's six-hour run time will permit crews to unwind that evening and get ready for the other two events.

Head was rallymaster for the 2004 Virginia Reel Course rally and Saturday will showcase the USRRRC version of that DC Region classic. The committee commented that contestants should "expect it to be challenging but not enigmatic."

The rally will run on "perfect time." Each leg will begin with a time-of-day restart to which contestants add their out time. Many of those restarts will be near gas stations and convenience stores for "contestant comfort," and extra time will be built into the restart times for crews to take advantage of the breaks.

The rally will use compass headings (North, South, East and West) so contestants will need to have that device or a GPS unit. The committee claims that "this allows for more elegant and less complicated instructions, and a better overall contestant experience," and they promise that "when used, direction will be easy to determine (no 'close calls')."

Planning is underway to end the USRRC with gaming at The Riverboat on the Potomac

The rally is planned for less than the typical 200 miles "to avoid fatigue as a performance factor as some longer rallies do."

Planning is under way to end the USRRC with gaming at The Riverboat on the Potomac in Colonial Beach, Va.

Contestants should be able to take advantage of the poker tournaments at 6:30 p.m. and 9 p.m. There is also a free comedy program at 9 p.m.

Sunday will have Head repeating as rallymaster for the Magical History Tour beginning and ending in Fredericksburg.

The event is planned as a "zero-hero" rally with "no additional challenges beyond simply computing the leg time and coming into the checkpoint exactly



Dave Head

on time." It is a low-pressure event to emphasize history, travel, and sightseeing.

Stops are scheduled at a 200-year-old house and at the site where Stonewall Jackson died.

A Fredericksburg awards banquet will conclude the three-day event.

With the extensive committee experience, this is one sequel that all contestants can expect to be better than the original. "Two thumbs up" for DC Region again hosting a likely RoadRally classic. 🍷

STONEWALL JACKSON

During the American Civil War, at the Battle of Chancellorsville, Thomas Jonathan "Stonewall" Jackson was shot by his own men on the night of May 2, 1863, as he was returning to the Confederate lines. He was taken to Chandler's Plantation near Guinea Station. Jackson died there eight days later.

TRADITION

Washington DC Region has a history of hosting great events. Here, Chuck Larouere and Rick Beattie compete in the 2004 Virginia Reel.

WINNING WAYS

Jeanne English and Dave Kolb took Limited Class honors at the 2010 Washington DC Region USRRC.

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Dave Head



Mark Weber

Skeer finished fourth in the 2012 championship, as a rookie, and plans to use his newly gained experience to his advantage this season.

"Going into last year, I had never been to any of these tracks before the race weekend," Skeer says. "At least now I know the tracks and feel more comfortable in the series. So I think I can use that, to just be a little more comfortable in the races, because I know what could possibly happen, the scenarios; and possibly race smarter, which should pay dividends come the end of the race and the end of the championship."

Working from last year's mental notebook, Skeer has also gained a greater understanding of what it

Racing is a team sport, and having the right people around you makes the job...easier"
ELLIOTT SKEER

PRO FILE

SCCA PRO RACING

by Chris Berg

ELLIOTT SKEER LOOKS TO FORGE HIS OWN PATH IN MX-5 CUP

Elliott Skeer is looking to put his own stamp on the Playboy Mazda MX-5 Cup Championship in 2013. The 18-year-old Vista, Calif., driver is hoping his sophomore season will mirror the success of his former C.J. Wilson Racing, Mazda MX-5 Cup teammate, Stevan McAleer, from last year.

McAleer, of Scotland, took home the series championship in 2012, scoring eight podiums, including three wins. Using the finishing positions of the Scot as a measuring stick, Skeer is off to a better start in 2013.

Skeer drove his No. 17 Pelican Replacement Windows/ZoomZoomNation.com/AlpineStars MX-5 to a fourth-place finish in the opening round of the championship at Sebring, and followed that up with a win in Round 2 one day later, earning an average finishing position of 2.5. Last year at this time,

McAleer's average finishing position was 4.0, following a win and seventh-place finish in rounds one and two, respectively. Skeer hopes to use lessons learned from his former teammate to score some quality finishes.

"[McAleer] helped me in many ways, from setting up late-race passes to throwing down the best lap possible in qualifying," Skeer says. "It is definitely something that will help out this season. During a race, I will have one or two 'What would Stevan do?' moments and think about how he would approach a certain situation. He has really helped me in improving both my speed and my race craft."


CLOSE QUARTERS

Entering his second year of MX-5 Cup competition, Elliott Skeer is more comfortable with how close the racing is, and plans to use that to his advantage.

takes to put a Mazda MX-5 Cup car at the limit and at the front of the pack.

"In these things you are on the edge the entire time," says Skeer. "Getting used to that, and then the race craft with the ABS is a totally different braking zone. Passing somebody, you can - literally - just out-brake them. You go into a braking zone and you can just say 'I'm going to out-brake you.' The dicing is a little different, and, of course, the competition level is [strong] here. You're always in a battle, and the people you are battling are always strong and will rarely make a mistake."

There are also behind-the-scenes adjustments that young drivers, especially, must overcome in order to be successful. "Through karting and Spec Miata, I raced on very small and low-key teams," Skeer explains. "Usually three to four drivers; and we were never the top team. So stepping into an environment where everything is at the professional standard has been a great experience. It was a real culture shock at first, but is now a great tool to become a better driver. Racing is a team sport, and having the right people around you makes the job just that much easier."

For more information on the Playboy Mazda MX-5 Cup go to www.mx-5cup.com. 

Skeer drove...to a fourth-place finish in the opening round of the championship at Sebring"



Mark Weber

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Hemi Dampers
918432 6.1L / 392 6.7"

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918438 6.1L / 392 5.5" (13% UD)
918435 5.7L 6.7"
918436 5.7L 7" (10% OD)
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2011 Pirelli World Challenge Champion

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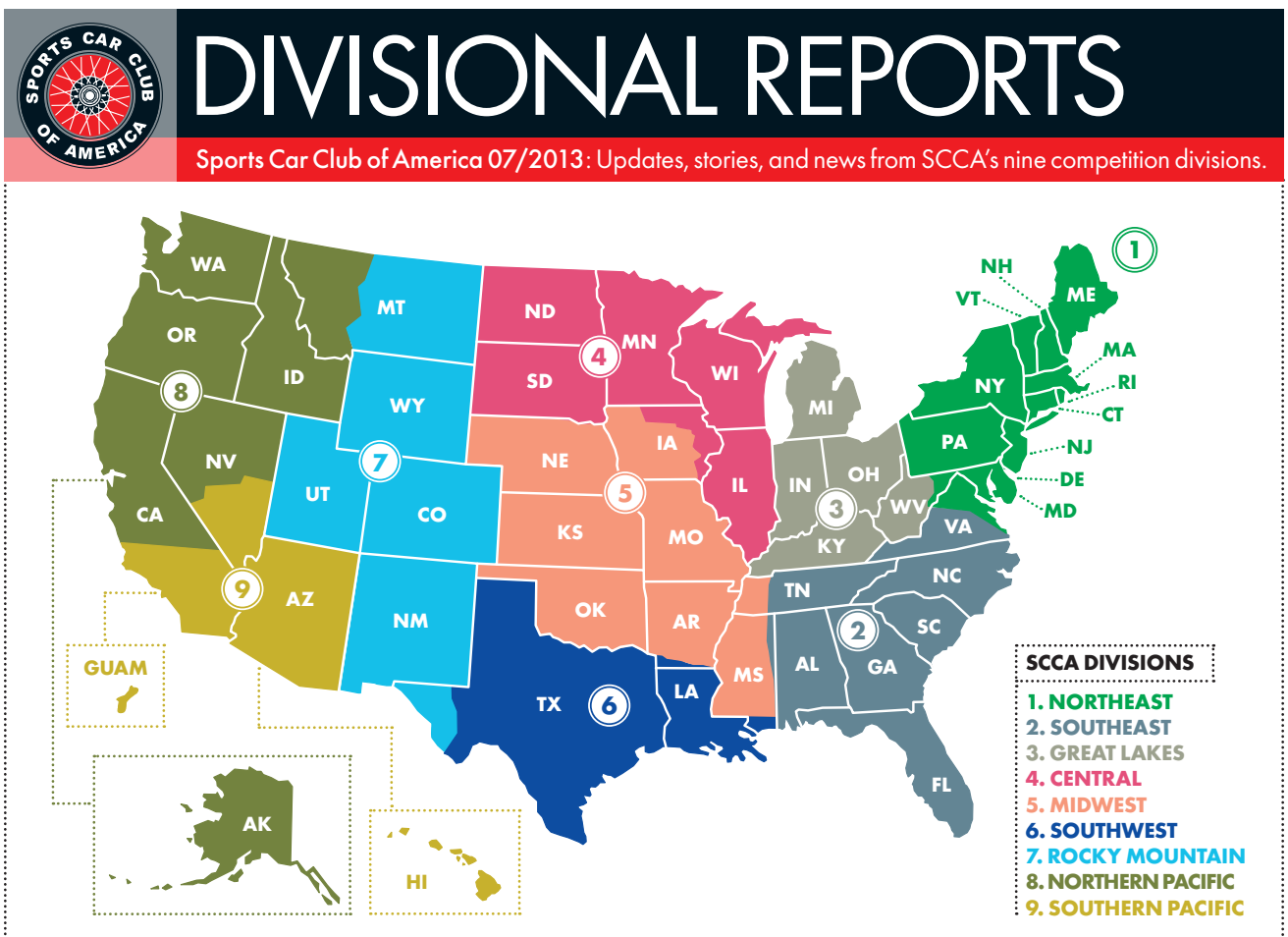
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 **NEDIV NEWS**
NORTHEAST
DIVISION
BY JEFF JACOBS

MORE THAN RACING

The midpoint of the racing season is an opportunity to reflect on the progress we're making on our personal, regional, and divisional goals for the year. There can be no question that the Northeast Division has already accomplished a lot this year. So far we've seen the introduction of a great new road course at Pocono in May and the division hosted two successful Club Racing U.S. Majors Tours, with a third on the way in July at Watkins Glen. On the Solo side, the April Northern New Jersey Region Tire Rack ProSolo National Series was a big hit; and that was followed by Philly Region's Tire Rack Solo

Championship Tour in Dover. In June, Washington DC Region hosted a Tire Rack ProSolo at FedEx Field. Many of our NEDiv drivers at these events took home trophies.

But perhaps our greatest accomplishment so far this year is reflected in the following e-mail I received from the parent of a teen driver who completed an SCCA Foundation-sponsored Tire Rack Street Survival school in our division:

"OK folks, it's official. The Street Survival program is the best! My son, Marcus, participated in the program staffed by Philly SCCA Club members last spring. Today it paid huge dividends. Marcus was driving home from trombone lessons with a fellow classmate in the front passenger seat. On a local two-lane road, he noticed that the minivan in front of him was turning left and slowed to give it room. As the van turned, it was broadsided by

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.

a small Pontiac traveling at a high rate of speed from the oncoming lane. The car veered directly toward Marcus, on a head-on collision path with his car.

"Marcus calmly performed a lane change, which he practiced as part of the Street Survival program. Marcus was driving the same car today that he drove in the Street Survival program. He avoided a head-on collision, drove through the debris in the oncoming lane and traveled to a safe location to ensure that his tires were OK. Marcus then returned to the scene of the accident to provide his contact information to the police as a witness, not as part of the collision.

"Another Street Survival success story! Thank you to all the SCCA volunteers who make this program possible."

I submit that if we've accomplished nothing else so far this



Rich Dunbar

year, our Division can be proud to know that we helped save at least two teen lives. Those two lives are worth more than the hundreds of trophies we've handed out at events. Undoubtedly, we will never hear about the many more examples of averted tragedies as a result of Street Survival schools our volunteers have hosted this year. The real tragedy will be if we fail as a Division to make the effort to give back to our communities by doing the same for as many teen drivers as possible before the end of the year.

Finger Lakes, Mohawk, and Philly Regions have hosted Street Survival schools in the past, or have programs scheduled this year. Many of you have participated in Street Survivals hosted by our BMWCCA friends in New York, Connecticut, New Hampshire, and Maryland. Don't miss an opportunity to give back to our communities in this important way, because we all know NEDiv is about more than just the racing.

CONTACT

Jeff Jacobs

(267) 251-5736

cablelawyer@aol.com

.....



REVVIN' IN SEDIV
SOUTHEAST
DIVISION
BY SUSAN H. YOUNG

VEES GATHER AT ROEBLING TO CELEBRATE

Thank a Vee if you enjoy watching or racing formula cars - they are a great-granddaddy to many of our

modern formula cars. Formula Vee turns 50 this year, and there was a celebration at Roebbling Road in Savannah, Ga., on April 5-7 to mark the occasion. The location was fitting, as well, because these formula cars had their start in the southeast. For the celebration and the Brundage Cup, more than 100 Vees showed up to the track, towed in from as far as Michigan and California. One driver even flew in from Finland to compete.

A number of notable facts were brought up as a result of the gathering, including the fact that Vees are popular from Australia to South Africa. Vee drivers enjoy challenging tracks with elevation changes and tight turns all over the world. The drivers of these racecars will tell you that they teach you to race, they teach you to think, and they teach you to compete close to other drivers.

"Drive it hard until the car gives up, then you'll know what it can do," says **Steve Knapp**, one of the event's keynote speakers. Steve and his dad both raced Vees, with Steve progressing to IndyCar.

FOR FUN AND SAFETY

Braving a chilly April morning, 35 teen drivers, their parents, and 30 volunteer instructors and workers took part in a Tire Rack Street Survival in Philadelphia, Pa.

BIRTHDAY CELEBRATION

Driver's prepare to race their classic Formula Vees during the 50th birthday celebration of the class at Roebbling Road in April.



Susan Young

Steve also told us that he broke his neck, healed up, and kept on racing - so perhaps the drivers are as durable as the cars. Putting an exclamation point on Steve's statement came on Sunday morning at Roebbling, when one of the Vee's spindles broke, sending the right front wheel over the fence and into a trailer. The car ran off course and into the soft dirt, there were no injuries, and the car lived to race again.

"Vees are a great family tradition," says **Jaime Noble**, daughter of **Lisa Noble**, who is Chairman of the SCCA Board of Directors. "At this birthday race, I've enjoyed seeing people I have not seen in 15 years. And now my son, James, can meet them. It's a Vee family tradition around the paddock. And I've been to all the Runoffs except one, since I was little," She adds.

"I don't get to work on the cars any more - I live too far from the track," Jamie continues. "But I really enjoy coming to the races, bringing my son, and staying connected with everyone."

For those who don't know, if you want to win a National Championship, you need a Noble engine in your Formula Vee.

When Lisa spoke at the birthday banquet, she thanked the workers and sponsors for helping make the event possible. "SCCA is one big family, and I'm proud to be part of it as Chairman," she says. "Let me know what I can do to help you."

Charlie Robinson hadn't raced a car in 20 years, "But for this [50th birthday event], I just had to come back," he says. **Jeff Marlowe** drove down from Murphy, N.C., to help his old friend with the No. 8 Vee. "I wouldn't miss it for the world," Jeff smiles. "This is so much fun being back at Roebbling and seeing all my old friends."

On the back of Charlie's car is a sticker reading "When Pigs Fly." He says that the Vees are nicknamed pigs because of their rounded shape and, of course, they fly around the track. A funny Vee tradition continued when a mysterious piñata appeared on someone's Vee during the birthday event.

Happy birthday, Formula Vee.

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NORTH COAST NEWS
GREAT LAKES
DIVISION
BY NANCY SCHILLACE

SPRING INTO ACTION

In our neck of the woods, April means the racing season is still two months away - but some members got their car fix anyway. Western Ohio Region member **Becky Suhr** provided some great photos of an SCCA booth at the Dayton Auto Racing Fans (DARF) Toys for Kids show and Hotrod Fest. The DARF event invited the region to exhibit cars for a public that was tired of snow and ready for fun. In the Dayton, Ohio, area, both events had racecars from the Western Ohio Region as part of an attempt to get the SCCA name into the public eye and try to generate new membership. At the event, **Jim Suhr** provided his No. 96 Spec Miata for the display, which was accompanied by a laptop showing racing videos.

Jerry Stem, Western Ohio Region's Assistant RE and newly elected Membership Chairman, coordinated efforts for the two shows that included three distinct vehicles - Solo, RallyCross, and Club Racing. Stem included his own car for RallyCross for each show, and four other members not only volunteered their vehicles to show, but also helped manage a booth to hand out flyers, *SportsCar* magazines, and answer questions about the Club. Stem, Jim and Becky Suhr, **Chad Glaser** and numerous other Club members volunteered to ensure there was always someone around the booth in order to answer questions.

"This was also a perfect opportunity to promote two upcoming [Tire Rack] Street Survival programs and get the word out," says Stem. "Becky [Suhr] made sure there were flyers and information available to anyone who showed an interest. Last year we had our first Street Survival event, and we plan to keep this wonderful program going even stronger this year."

Not only are the shows a recruiting opportunity, but a chance to reminisce. Stem had the chance to visit with **Pete Remner**, who was the first person he met when he started



Becky Suhr

to RallyCross - Remner has driven his Mazda RX-7 all over the country to compete. By the smiles on their faces, they looked to enjoy working the crowds sharing their motorsports enthusiasm.

Meanwhile, on the other side of Ohio, April was experiencing a busy schedule. The month kicked off with Safety Day at Nelson Ledges Road Course on April 13. Despite the wintry weather, volunteers and drivers braved the elements to practice and hone their safety skills. That same day, Ohio Valley Region's Solo community held a drivers school with 148 people in attendance. A big thank you goes to **Mike Eckert**, the 2013 Novice Coordinator, for the planning and course layout for the logistics of the day.

NEW ARRIVALS

Congratulations go to Neohio Region's **John** and **Lisa Hinkle** for the birth of their son, **Ryan**, on March 12. He was a healthy 7lbs 4oz and 20 inches long, so he's got a way to go until he grows into his first driver's suit. No doubt his big sister, **Anna**, is a huge help for his Mom. Lisa stated they're exhausted but thrilled with the new arrival.

Another addition to our race family came on Feb. 7 in the form of twins. **Graham** and **Gabriel Collins** were welcomed by parents **Sara** and **Kevin Collins** and Lake Erie Communications flagger grandpa **Ken Kotyk**. Although both boys weighed less than 4lbs each, they're healthy and growing fast.

Also, adding some pink to all this blue, tire specialist **Terry Gilvin** proudly welcomed his second granddaughter, **Austyn Elizabeth**

SPREAD THE WORD

(Left to right) Jim Suhr, Jerry Stem, and Chad Glaser manned Western Ohio Region's SCCA booth at the Dayton Auto Racing Fans Toys for Kids show and Hotrod Fest in April.

Squire, on April 2. Big sister **Alayna** is getting the hang of the new kid on the block.

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The Central Topic
CENTRAL DIVISION
BY ERIC BERTRAND

MILWAUKEE REGION'S ROLE IN SOLO'S STREET TIRE EVOLUTION

If everything goes the way recent issues of *Fastrack news* indicate, 2014 will see SCCA's Solo Stock class begin the process of changing to a street tire only class, moving from the mere DOT legal requirement to limitations based on tread wear ratings and original molded tread depth. This change has been brought about by popular Regional street tire classes that have represented a haven for newcomers to run their daily drivers and summer sports cars on the tires they drove to the event.

Though Milwaukee Region has run street tire classes for over 17 years, the last four years have seen a handful of region members lead the effort to create National level street tire competition. In 2009, Milwaukee hosted the first National Street Tire Challenge; the event was created by a small group of Milwaukee Region members. The Challenge was a chance for street tire competitors to compete on a National level, and for the inaugural event, competitors came from as far away as New York and Florida to go against some of the best street tire drivers in the country.

The inaugural event drew 104 competitors overall. Milwaukee hosted another National Street Tire Challenge in 2010, drawing 121 competitors. In 2011, the National Street Tire Challenge grew to a four-event program, expanding to host events in Mineral Wells, Texas, Washington D.C., Atlanta, Ga., and Milwaukee. The 2011 events once again proved a success.

Though three events were planned for 2012, the program was canceled due to lack of sponsorship.

Though the National Street Tire

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Challenge was gone, the event had a lasting effect. After the success of the Challenge and an influx of letters from street tire competitors who wanted to compete Nationally, the Solo Events Board created Road Tire, a class for cars prepped to Stock class rules but with 140 tread wear tires.

The role of that small group of Milwaukee Region members who created and ran the National Street Tire Challenge in affecting the change cannot be overlooked, as they brought street tire competition to the National spotlight. Many of those members made their first trip to the Tire Rack Solo National Championships in 2012 after the creation of the Road Tire classes.

Lance Keeley was among the group of founders of the National Street Tire Challenge. He has been competing in Milwaukee's street tire classes for more than a decade and won the Road Tire Rear Wheel Drive class at the 2012 National Championships. Consequently, he has a number of thoughts about the latest street tire proposals in *Fastrack*.

"I like where they are going with the class but I am confused by the current language about camber allowances," says Keeley. "I've never been opposed to R compound tires, I just dislike the fact that the current top R compound tires only last for half a season, whereas if I run street tires I can get a whole season and Nationals out of one set."

While the future of street tires in National Solo competition is looking bright, Milwaukee Region still has plans to offer its popular street tire classes - much like the region has done for nearly two decades.

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GATEWAY TO MIDIV
MIDWEST DIVISION
BY EILEEN WATERS

DETERMINATION FULFILLS DREAMS

There are many routes to success, but for St. Louis Region's **Danny Guiles**, it was determination. A resident of Salem, Mo., (known as the home of the Rally in the 100 Acre

Wood), Guiles wanted to go Club Racing. He attended a Club Racing informational meeting in December that was meant to introduce prospective racers to the ins and outs of going wheel-to-wheel racing. As an unemployed railroad conductor with obviously limited finances, he needed a car. Looking to help were fellow St. Lewis Region members **Steve Burkett** and **Fred Hunter**. Over the winter, Burkett and Hunter had built a car for the specific purpose of helping someone get their start in racing. Burkett built the roll cage and Hunter took care of the rest.

Guiles scraped together the entry fee for the Drivers School at Gateway Motorsports Park, and even saved money by sleeping in his truck rather than getting a hotel room. His determination to fulfill his dream and his demonstrated skills on the track earned him the Chris Flier Award as the outstanding student of the school. Following the school, he found a hotel, missed his first race because he overslept, and took time at the Sunday worker lunch to thank Hunter. He also pointed out, "Of all the groups I've ever worked with, the SCCA is the nicest and most helpful group I've met."

In addition to Guiles, there were 13 other graduates of this Club Racing Drivers School, and we'd like to welcome everyone!

ANOTHER WAY TO RACE

Determined to make Club Racing more accessible, the National Board of Directors has created the Club Race Experience, test driving their idea at the MiDiv Drivers School hosted by St. Louis Region.

According to St. Louis RE **Peter Zekert**, "A [Club Racing Experience] allows a highly supervised race

group the chance to do qualifying sessions and a standard race without a competition license, without a medical, and without all of the requirements of a normal race group, *but* with the safety of no aggressive driving. Realizing that it takes a lot of time, effort, and money to get to the racetrack the first time, we'd like customers to experience Club Racing. We know they will be back."

Zekert went on to add, "[The Club Racing Experience] is designed for novice racers with low- to mid-level powered production-based cars. A Spec Miata, a GT-Lite Datsun, or an ITA Honda are good examples. Rules of the road allow passing, but with the responsibility of clearing both cars with a very safe pass with lots of room. The Club Racing Experience racers are gridded and given a standard two-by-two rolling start."

When asked how the pilot program went Zekert said, "The Club Racing Experience members loved the experience. We had no issues - other than two pylons retired from racing - and the region learned how to give customers one more good product."

Zekert has also been determined to get the students at Ranken Technical College involved with the SCCA. In addition to automotive, HVAC, and other technical programs offered at the St. Louis campus, the college has a High Performance Racing Technology program. Zekert stopped by one of the college's car club meetings to introduce them to all that the SCCA offers and gave them each a copy of the April issue of *SportsCar* to help them begin their SCCA experience and follow their dreams.

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SOWDIV SUNSET
SOUTHWEST
DIVISION
BY SYDNEY DAVIS

CRUSHING CONES ACROSS THE DIVISION

The 2013 Solo season is already heating up, and it's not quite summer. Thanks to some help from Solo

NEW MEMBERS?

St. Louis Region RE Peter Zekert handed out April issues of *SportsCar* to members of the Ranken Technical College car club, with the hopes of them getting involved with the SCCA.



Peter Zekert

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Correspondent, **Zack Barnes**, here's a recap of the past two big events here in the Southwest Division.

SUNBELT SOLO CHAMPIONSHIP TOUR

The Tire Rack Solo Championship Tour made a stop at the Texas A&M Riverside Campus near College Station on March 23-24. Houston Region's **Todd Farris** and the Texas A&M Sports Car Club collaborated to organize and run the event.

Competitors were challenged by a pair of courses, laid out by Lone Star Region's **Vivek Goel**, which combined flowing transitions and changing radius sweepers. Like with most events in Texas, the threat of weather was always there, but luckily there was no rain - just wind.

The weekend's most talked about win ended up being **David Hedderick's** performance in **Jan Rowe's** Mini. The Houston Region member's nearly 5sec win in STF was enough for him to clear **Joe Austin** as well as the rest of the field on the unofficial PAX or Racer's Theoretical Performance index.

"STR was also a hot topic," Barnes says, "though the margin was considerably closer when **Jason Minehart** put his 2007 MX-5 in front of **Andy Hollis** on Sunday by a mere 0.095sec."

Shod with full racing slicks, the Prepared competitors were ready to take on the acres of concrete, but it would be reigning Champ **Drew VanderPloeg** who proved to be the fastest door slammer, winning DP.

"Bringing the excitement to the category was **Scott Fraser**, who would borrow **Erik Strelnieks's** FP Boxster and, in one of those rare occasions, beat the doctor by the slimmest margin of the event: 0.002sec," says Barnes. "Event Chair **Todd Farris** borrowed **Tony Espinosa's** recently rebuilt Mustang to jump past **Kurt Janish** in his Pontiac Trans Am during the ground-pounding mechanical mayhem that is CP competition."

More information, including results, from the Tire Rack College Station Championship Tour can be found at www.scca.com/solo and clicking the "Championship Tour" link.

TIRE RACK SCCA PROSOLO

The Tire Rack SCCA ProSolo National Series made a stop in



Rupert Berrington

Mineral Wells on April 12-14. Over 150 competitors made it out to the Texas Region-hosted event, organized by **Brad** and **Donna Maxcy**. The Mineral Wells Chamber of Commerce provided food and encouraged the "chamber of commerce weather," with sunny skies, beautiful mid 70-degree F weather, and literally dozens of acres of aged asphalt.

"A drag race start led into a series of fast, flowing offsets and sweepers, that came to a screeching halt as everyone had to get on the brakes for a tight slalom prior to the finish in the mirror-image courses designed by **Jarrett Jan** of the Texas Region," Barnes says. "While not everyone's favorite style of course, everyone had to drive them in order to make it into the Super Challenge."

The Ladies Challenge qualifiers were: **Rachel Saunders**, **Beth McClure-Strelnieks**, **Meredith Brown**, and **Kim Whitener**.

Toward the end, **Rachel Saunders** and **Kim Whitener** were left battling for third, with Whitener claiming position. Meanwhile, **Meredith Brown** defeated **Beth McClure-Strelnieks** for the Ladies Challenge Win.

The 32 Super Challenge qualifiers were: **Robert Irish**, **Jon Pomrenke**, **David Whitener**, **Andrew Hahn**, **John Hale**, **Drew VanderPloeg**, **Matt Lucas**, **Mark Wortham**, **Jeremy Foley**, **Luke Oxner**, **Chris Ramey**, **Michael Parker**, **Troy Acosta**, **David Sponberg**, **Mark Sipe**, **Stan Whitney**, **Tom Reynolds**, **Kerry Emmert**, **Brad McCann**, **Francisco Reynosos**, **Barry Booker**, **James Feinberg**, **Brian Burdette**, **Kevin Youngers**, **Kinch Reindl**, **David Barklety**, **Stephen Murphy**, **Erik Strelnieks**, **Jason Minehart**, **David Hedderick**, **Lane Borg**, and **Paul Brown**.

HELP WANTED
Colorado Region is in need of volunteers - most notably, experienced starters who know the ins and outs of controlling races from the starter's stand.

Round by round, the fields were cut in half, either by competitors red lighting at the tree or by finishing second in the head-to-head competition.

In the final four, it was Whitener surrendering to Reindl, with Sipe's run of luck where his competitors kept triggering the red light finally running out against Wortham. The final battle saw Sipe claiming third over Whitener. Wortham had to sit on the starting line for a couple of seconds as Reindl got a sizeable lead in the final. Ultimately, Wortham was able to run him down for the Super Challenge win.

More information and results from Mineral Wells round of the Tire Rack ProSolo Series can be found at www.scca.com/solo and clicking the "ProSolo" link on the left.

"Drivers are reminded, encouraged, begged, and blackmailed to remember that the Tire Rack Match Tour is coming to Mineral Wells on June 14-16," Barnes says. "Texas Region is again excited to host this new type of Solo competition that promises to combine the excitement of a ProSolo with the longer courses of a Solo Championship Tour. More information can be found at www.scca.com/solo and clicking the "Match Tour" link.

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PONY EXPRESS
ROCKY MOUNTAIN
DIVISION

BY DAVID MURAMOTO

STORMY FAREWELL

As the winter of 2012-'13 closes, almost weekly storm fronts continue to delay a yearning springtime throughout much of RMDiv. As April came to a close, an icy grip still held sway on the northernmost areas of RMDiv. Regions such as Yellowstone Region - which is based out of Billings, Mont., but also serves eastern Montana and northern parts of Wyoming - were bearing the brunt of the weather. Still, Yellowstone Region plans to run a 10-race Solo



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championship in 2013, with the opening round at the Rimrock Auto Group Truck Center on May 12.

Yellowstone's Regional Executive **Chris Brewer** is probably tweaking his STX Mini Cooper S as you read this, but he also has other things on his mind. He reports that one of the region's key individuals is leaving the Yellowstone Region family.

"Our Chief of Timing, **Doug Hills**, is being transferred to Texas at the end of May," says Brewer. "While we all wish Doug the best of luck with his future endeavors, he will be hugely missed, not only for his commanding presence, but [also] his countless contributions to the region. Whether participating or not, Doug was at every event, rain or shine. Since he has family in Montana, we hopefully will see him again soon - but for now, happy trails, Doug!"

Brewer notes that **Dean Johnson** has agreed to assume the position of Chief of Timing, "But he has some big shoes to fill," notes Brewer.

No telling what Hills plans are once his relocation is complete, but Southwest Division might as well roll out the red carpet for such a talented individual.

HELP WANTED

It's no secret that SCCA Club Racing is in a state of flux this season, as National racing begins its swan song and the U.S. Majors Tour takes over for 2014. But before that happens, there seems to be a lot of holes to fill for the current season. Race specialties such as Timing and Scoring, Flagging and Communication, and Registration have often been strained to the limit in the past. Now, add Starters to the list of specialties putting out the "help wanted" sign.

According to the former Colorado Region Chief of Starters, **Shellee Peterson**, the group that starts many of the RMDiv championship races has been affected by myriad factors. For herself, Peterson's changing job responsibilities make it impossible for her to attend many races. Other starters have experienced career swaps, moves, or other life changes that make being a volunteer official slide down the list of priorities. The situation has become dire enough that Peterson says Colorado Region is considering bringing in nationally

licensed starters from other regions to work RMDiv races this summer.

To their credit, the RMDiv regions with current wheel-to-wheel racing programs - Colorado, Continental Divide, and Utah Regions - have done their best to recruit and retain new officials in all specialties. New incentive programs have offered considerably more than the dash plaques of the past.

If you have any friends who might enjoy unleashing flashy racecars with thousands of horsepower (that last part might be just a bit of an exaggeration) with split-second timing, please bring them out to an event this year. Who knows, it could be your friend, coworker or neighbor giving you the green flag!

2013 RULES CHANGES

The 2013 RMDiv Regional Championship series rules have been finalized. The three racing regions have elected to adopt a rule set almost identical to the 2012 version. The only significant change is to section 4.2 which now reads: "Minimum Number of Events, Drivers must start at least five (5) of the series races in their respective class. Drivers must start races at a minimum of two racing venues that are located within the boundaries of two regions." With only four Regionals or Regionals (eight total races) currently scheduled during 2013, contenders will count their best six finishes toward their title.

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BLOWING SMOKE
**NORTHERN
PACIFIC DIVISION**
BY **SHERRI
MASTERTON**

CHECKERED FLAG: RON HOUSEHOLDER

Long-time member **Ron Householder** received his checkered flag on Feb. 23, 2013, after nearly a year of struggling with Lou Gehrig's disease (ALS). Ron was born in Detroit, Mich., on April 17, 1938, eventually settling in Oregon in his early youth. He graduated from Oregon State University with a Mechanical Engineering degree. Ron was a gifted engineer in both automobile dynamics and at his job. When handed outlines for Oregon's Emission controls, he put in place a recognized and efficient program. He retired from DEQ as 1st Director of Automotive Emissions.

Married in 1958, he and his wife, **Claudine Householder**, had a love of racing. He was a member of Oregon Region since 1969, as well as a member of the Cascade Sports Car Club (Conference), and one of the oldest members of Sports Car Club of British Columbia (SCCBC). Ron and Claudine were a tight couple and made a great team. He raced his Formula Atlantic on the West Coast and in Canada. He was a regular participant at the Portland Rose Cup races beginning in the early 1960s. Claudine was an excellent record keeper and organizer. She kept the racing records and planned his pit strategies. Together, with the help of **Collin Jackson**, Ron won a championship.

CHECKERED FLAG

Joining the SCCA in 1969, Oregon Region member Ron Householder raced many cars over many years. On Feb. 23, 2013, Ron passed away. He will be missed.



Collin Jackson's collection

"Ron lived to race and raced to live," says Jackson. "He was a huge figure in my life as I crewed for him for many years. He paid for my college. He encouraged me in my racing and he was always there for me even though he lived in Portland." Collin was the son that Ron and Claudine never had, and Ron recognized the talent for engineering and driving.

Ron owned many cars, including a Lotus 21, Brabham 29, (which he converted to a 29/35 for lower profile tires), Brabham BT40, March 77B (which he set his best time at Westwood in, at a 1:01.1 and could be the fastest non pro Atlantic time), Ralt RT4, and Swift DB4.

Bill Hill, longtime SCCA driver, remembers the first time he competed against Ron in a Formula C race in the fall of 1968 at Seattle International Raceway - it was in the rain. "When I passed him going into [Turn] 9, unaware of the big water puddle on the exit, I did a 360 right in front of Ron and saw him laughing at me," says Hill. "I ended up spinning into the pits [before there were walls], behind Ron's wife, and back out onto the track. Three laps later, I passed Ron as he spun in the rain with slicks."

Ron was a strong advocate of bicycle riding. He normally rode to work and took tours. When traveling for his job in Emissions Control for Oregon to Washington DC, he would go to a local bicycle shop and buy a used bike to use while there, then sell it back to them when he left.

Claudine had circulatory problems causing several medical issues, eventually flying her checkered flag about three years ago from a heart attack. Then Ron was diagnosed with ALS. Communication became more difficult as his speech deteriorated, but his caretaker was a great translator as people visited.

Ron had a special insight into racing. He always had a stream of people in and out of his paddock sharing stories, gathering information, bench racing, passing time, or collecting Claudine's famous cookies. Ron was always willing to visit.

He has touched many lives in many ways in our racing family and will be missed. A celebration of life was held March 23, 2013. If you



Andrea Furedy

didn't make that, please raise a glass in his honor, or attended one more race. Race in peace, Ron.

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 **SKID MARKS**
SOUTHERN PACIFIC
DIVISION
BY JASON ISLEY

SOLO TIME

Just as quickly as a run zips by, the Tire Rack Solo Championship Tour and ProSolo National Series came and left SPDiv. Things started off with the Championship Tour at Qualcomm Stadium in San Diego March 29-31. For this year's installment, **Jonathan Lugod** treated participants to a challenging pair of courses.

The West Coast has had a solid turnout in the Street Touring R class since its inception, and was near the top of the charts in San Diego with 21 Open class drivers. **Max Hayter** led the way early thanks to the strength of his first run, but the field was stacked tightly behind him. On day two, Hayter would once again sit on his first run, but this time he watched as a number of drivers surpassed his time, ultimately relegating him to fourth place.

Course designer Lugod also sat on his first Sunday run, but that was quick enough for second in class.

The big surprise came via Arizona Region, as **Brian Peters** put the wrong car in first place - a Nissan 350Z sat atop the results. Peters utilized his final run to take the win; a clear upset to a class filled with

GOING PRO
Jonathan Lugod proved he had what it takes to win at last year's Solo Nationals. With a Super Challenge win at El Toro, it seems he may have his sights now set on an overall win at the ProSolo Finale.

Honda and Mazda roadsters.

The supplemental Road Tire RWD class had a massive 28 drivers in Open - or perhaps this class could be better known as C Stock "Lite" as the entire eight trophy positions were locked up by CS cars on 140 tread wear street tires. **Michael Heinitz** took the top spot in his Mazda MX-5.

Close competition was the name of the game in E Street Prepared, with **Britt Dollmeyer** taking the win by a scant 0.008sec over **Brad Owen**.

Street Modified Ladies featured a great battle between the always quick **Christine Grice** and **Mindi Cross**, both piloting Mitsubishi Evos. Grice had the lead after day one, but could not hold off the charging Cross, who would go on to win by just over 0.3sec.

A week later the competition moved up the coast to Irvine, Calif., for Round 1 of the ProSolo National Series - this event featured more than 220 entrants. The Brian Peters-designed courses were among some of the longest ever seen at a ProSolo, with even the fastest classes taking more than 45 seconds to complete a circuit.

After dispensing with the STR field, Lugod advanced round after round to take the Super Challenge win. **Jonathan Clements**, Race Tire Index 1 winner, took second in the challenge. Meanwhile, **Morgan Trotter** took third after winning the Street Touring C class.

In the Ladies Challenge, **Nicole Nagler** came out on top, also winning the Ladies Class 3. Ladies Class 2 winner, **Meredith Brown**, drove her Corvette to second in the challenge, with Ladies Class 1 winner **Katy Nicholls** finishing third overall.

Stanley Kowalsk had his name drawn from a hat in the Lincoln Driver Center, landing him in the Bonus Challenge, which he would go on to win over the seven other participants.

As always, both events did not disappoint. From the welcome parties to the courses, these are two of the best events of the year. 🍷

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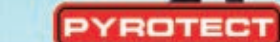
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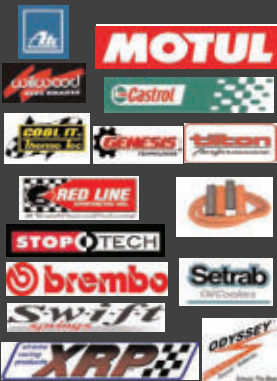


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RADICAL PRO-CSR FOR SALE > SCCA CSR Winner and Radical Invitational Winner, 5 Track Records. The Best of the Best, 18 videos on YouTube. \$58,000 or Offer. Contact Dyno Don for full Spec Sheets at dynodon1@yahoo.com or (818) 731-1397. [24802-07]



PRO MAZDA > Car just completed a full race prep service by Havoc Motorsport 2013 SCCA certification - many new parts and spares - excellent condition. \$55,000. Contact Les Nalevac at (708) 341-8833 or nolakeview01@aol.com. [24815-07]



LOLA 89/90 SPORTS 2000 > Winning, fast S2. Super-stiff tub, extra roll-cage bracing, nose box. Updated front and rear suspension with Penske shocks. Blueprinted Hewland, strong Elite Ford. 1st place 2011 June Sprints, 2nd 2011 SCCA Runoffs. Asking \$45,000. Consider nice street trades. Contact Alan Andrea (847) 431-5611 or aracer@msn.com [24822-08]

22 OPEN WHEEL | SPORTS RACERS ▼



FORMCAR > Highest quality reconstruction, accepted for COTA vintage race in October, fresh Noble engine, spacious interior, new tires, Monoposto compliant, many pictures. Email fffstorer@bartnet.net.\$16,000. [24832-07]

23 PRODUCTION BASED | GT ▼



1997 MUSTANG (SN95) > A Sedan National car. Fully updated to match all 2013 rules improvements. Two time runoffs champion (By Andy McDermid). National Podium car. Complete with Felice engine - \$19,000. Without Engine - \$8,000 or make an offer. Email weldengineering@cs.com or call (508) 842-2224. [24795-08]



2010 VW GTI > professionally built cage, car has very low hours, white car with wrap so if you don't like the graphics you can peel it right off, no dents or scratches. Car is suitable for World Challenge, Grand Am or club racing. 35K invested asking \$26,000. Call (703) 517-0058 or email bobaudet@cox.net. [24808-07]



2003 CORVETTE Z0-6 ST0/T-1 > The best of everything: Hutter Racing Engines 570 HP LS3 w/A.R.E. Stage 4 drysump. Rockland Tranzilla 6-speed and 373 rear. Brembo Racing calipers and rotors. Penske remote-reservoir shocks. Carbon-fiber nose, splitter, rear-wing, drive-shaft, and clutch. 2 sets CCWs. Phoenix full cage. \$47,500. (901) 465-0795. [24806-08]

23 PRODUCTION BASED | GT ▼



2005 NISSAN 350Z GT-3 OR GT-2 > Built by Ken Murillo on a Neely/Murillo chassis. This car has 2 Runoffs wins, 4 polls in GT-3, 1 poll in GT-2. This is a very fun car to drive in GT-3 or GT-2. It is ready to race. Hewland trans newly rebuilt, Speedway Mini Stock newly rebuilt. Two KA24 engines, 2 sets of rims, new cool suit not installed. 32 gallons of Sunoco 116 unopened. 10 sets of new break pads. Contact: John (530) 412-0649 jblacksrf17@hotmail.com. \$59,000 OBO. [24831-08]



SCCA T2 MUSTANG > newly upgraded to 2011 5.0 liter drive train. Roll cage built by fall-line racing. Raced one national weekend since completion. Complete package, beautiful race car. Spares and tires come with car. Delivery and track support available. \$25,000. More pictures available upon request. Contact: Alex Krugman at (561) 706-3967. [24820-09]



CATERHAM EP > 2011 SCCA GLD Championship winning car, new China built, Arch Motors chassis with SVT drive train and Penske suspension. Contact Bob for details: (216) 276-2652, doernbergr@aol.com. [24809-07]



PONTIAC FIERO > One of four built by Huffaker Spice running gear, tube frame, fiberglass panels, now with NASCAR Chevy 354 cu/in V-8 with 650HP. Recent restoration and engine rebuild. Won 17 GTU IMSA races with Bob Earl and Terry Visger w/4cyl Pontiac, ran GTO IMSA with Dominic Dobson w/6cyl Buick. Over 25 overall wins running SP in SF region w/ Buick/Chevy. Price \$95,000, lots of spares, call (831) 484-0994 or email terry.mchenry@comcast.net. [24824-08]

23 PRODUCTION BASED | GT ▼



2001 GT-1 CAMARO > Updated by CRP, 18 degree 310 by CRD, (1 weekend) fresh Jerico, Franklin Quick Change, Penske adjustable shocks, Brembo's. updated, professionally maintained. Price: \$33,000 OBO. Contact: Jim King (704) 968-2320 or jfk3@carolina.rr.com [24817-09]



ITS DATSUN 280Z > \$3,000, space body, trans engine, race ready. Available enclosed trailer for \$4,000. 2,000 GMAC 3/4 ton \$10,000. Low miles. Retiring from racing. Contact Louis Devillers at (607) 737-4066. [24833-09]



GT-1/TRANS-AM CORVETTE > Built & maintained with the very best of everything! Detailed build sheet includes Derhaag carbon fiber body, Jerico 5-speed & SBC engine. Limited use during 2003-2007 seasons in regional races around Denver. Refreshed motor in 2007. RACE READY! Many spare parts included in price! Motivated Seller! Owner can no longer race due to medical reasons. Own this race ready Corvette for less than 50% of new! Over 60 pics available! Owner will consider selling engine and car separately. Price: \$89,990/OBO. Contact: Todd (303) 781-1000 [24834-08]

26 TOW VEHICLES | TRAILERS ▼



TANDEM AXLE FORMULA CAR TRAILER > Enclosed bed 14'L x 6'7"W x 49"H. 1,100 lbs. drop axles. New superwinch, powder ramps and tires. \$2,500. Call Norman (443) 604-5598. [24796-07]

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PRO RACING



WORLD CHALLENGE

world-challenge.com

Mar 22-24 St. Petersburg, Fla.

(GT, GTS double)

Alex Figge (GT); Jack Baldwin (GTS)

James Sofronas (GT); Jack Baldwin (GTS)

Apr 19-21 Long Beach, Calif. (GT, GTS)

James Sofronas (GT);

Lawson Aschenbach (GTS)

May 17-19 Circuit of the Americas,

Texas (GT, GTS double) (TC, TCB double)

May 31-Jun 2 Detroit Belle Isle, Mich.

(GT, GTS double)

Jul 4-6 Lime Rock, Conn.

(GT, GTS double) (TC, TCB double)

Jul 12-14 Streets of Toronto, Can.

(GT, GTS) (TC, TCB double)

Aug 4-6 Mid-Ohio Sports Car Course,

Ohio (GT, GTS) (TC, TCB double)

Aug 24-26 Sonoma Raceway, Calif.

(GT, GTS) (TC, TCB double)

Oct 4-6 Houston Grand Prix, Texas

(GT, GTS) (TC, TCB double)



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 VIRginia Int'l Raceway, Va.

Nov 3 Road Atlanta, Ga.

Nov. 17 Daytona Int'l Raceway, Fla.



PLAYBOY MAZDA MX-5 CUP

mx-5cup.com

Mar 13-15 Sebring Int'l Rcw, Fla (dbl)

Christian Szymczak; Elliott Skeer

May 9-11 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.



MX-5 CUP

Mazda's MX-5 Cup races to
Mid-Ohio on June 14-16.

Dennis Wood



F2000 CHAMPIONSHIP

f2000championshipseries.com

Apr 11-14 VIRginia Int'l Raceway, Va.

Tim Minor; Tim Monor

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)



F2000 CHAMPIONSHIP
Open wheel pro racing hits
The Glen on June 27-29.

Dennis Valet



F1600 CHAMPIONSHIP

f1600championshipseries.com

Apr 11-14 VIRginia Int'l Raceway, Va.

Adrian Starrantino; Adrian Starrantino

May 9-11 Road Atlanta, Ga.

May 24-25 Lime Rock, Conn.

Jul 26-28 Mid-Ohio, Ohio

Aug 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 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

Jersey Racing Board

(609) 926-4842

NNJR, Tri Region (860) 678-8356

South Jersey (609) 926-4842

Steel Cities (412) 831-0361

Tri-Region (609) 352-1757

SOUTHEAST sedivacing.org

Aug 30-Sep 1* Barber Motorsport

Park/Alabama, Atlanta

Atlanta/Alabama (770) 472-0460

GREAT LAKES greatlakes-scca.org

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

Neohio (216) 390-2856

Ohio Valley (614) 735-7561

South Bend/Detroit

(586) 725-3057

CENTRAL cendiv-scca.org

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

Chicago (847) 729-2211

Land O' Lakes (507) 451-1841

Milwaukee (262) 957-0041

MIDWEST midiv.org

Jun 1-2* Heartland Park Topeka/

Kansas, Kansas City

Jun 29-30* Mid America Motorplex/

Nebraska

Aug 3-4* Majors - Gateway

Motorsports Park/St. Louis

Des Moines Valley (316) 775-7627

Kansas, Kan City (816) 795-8520

Mid South (901) 377-2849

Nebraska (402) 592-7918

NeOkla, Okla, Wichita

(918) 744-6392

St. Louis (314) 6571

ROCKY MOUNTAIN coloradoscca.org

Jul 6-7* Majors - High Plains

Raceway/Colorado

Aug 10-11* Miller Mtrspts Park/Utah

Aug 31-Sep 1* High Plains Rcw/Utah

Utah (801) 835-9036

NORTHERN PACIFIC norpacscca.org

Jun 14-16 Portland Int'l Rcw/Oregon

Jul 5-7* Majors & Super Tour -

Portland Int'l Rcw/Oregon

Jul 5-7* Sonoma Raceway/

San Francisco

Oregon (503) 224-9469

San Francisco (530) 934-4455

SOUTHERN PACIFIC scca-sopac.org

Jun 8-9* Auto Club Speedway/Cal Club

Aug 31-Sep 1* Buttonwillow/Cal Club

Cal Club (661) 304-9382

SCCA NATIONAL CHAMPIONSHIP RUNOFFS

Sep 16-22 Road America, Elkhart
Lake, Wis.

REGIONAL

NORTHEAST nediv.com

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* 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 20-21 Lime Rock/New York

Sep 28-29* Nelson Ledges/Mahoning

Valley

Oct 5-6 Summit Point/Washington DC

Oct 5-6* Watkins Glen/Glen

Oct 18-20 NJMP/Jersey Racing Board

Finger Lakes (315) 597-9637

Glen (607) 425-4339

Jersey Racing Board

(609) 926-4842

Mahoning Valley (330) 418-3328

New England (508) 561-2188

New York (518) 789-3762

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 sedivacing.org

Jun 1-2 Sebring/Central Florida

Jun 8-9* Homestead/Florida

Jul 6-7* Roebeling 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* Roebeling 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



Dennis Wood

JUNE SPRINTS

Road America plays host to the Chicago Region June Sprints and U.S. Majors Tour on June 14-16.

GREAT LAKES greatlakes-scca.org

Jun 14-16 R T Mid-Ohio/Ohio Valley
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

CENTRAL cendiv-scca.org

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 Vily (815) 790-2209
Chicago (847) 729-2211
Land O' Lakes (507) 451-1841
Milwaukee (262) 957-0041

MIDWEST midiv.org

Jun 1-2* Heartland Park Topeka/
Kansas, Kansas City
Jun 29-30* Mid America Motorplex/
Nebraska
Oct 19-20* Gateway Motorsports
Park/St. Louis
Kansas, Kan City (816) 795-8520
Nebraska (402) 592-7918
St. Louis (314) 6571

All dates/events subject to change

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

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

FOR CHANGES

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

SOUTHWEST sowdivscca.org

Nov 2-3* Texas World Speedway/
Texas
Dec 7-8* MSR Houston/Houston
ROCKY MOUNTAIN coloradoscca.org
Aug 10-11* Miller Mtrsprts Park/Utah
Aug 31-Sep 1* High Plains Rcwly/Utah
Oct 12-13* Pueblo Mtrsprts Park/
Utah
Utah (801) 835-9036

NORTHERN PACIFIC norpacscca.org

Jun 7-9* Mazda Raceway Laguna
Seca/San Francisco
Jun 14-16*v Portland Int'l Rcwly/
Oregon
Jul 5-7 R Portland Int'l Rcwly/Oregon
Jul 27-28* the Ridge Motorsports
Park/Northwest
Sep 21-22* Thunderhill/San Francisco
Sep 28-29 (triple) Portland Int'l
Rcwly/Oregon
Oct 18-20*# Thunder Hill/San
Francisco
Northwest (360) 479-6082
Oregon (503) 224-9469
Reno (775) 267-4845
San Francisco (530) 934-4455

SOUTHERN PACIFIC scca-sopac.org

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

Oct 4 Watkins Glen/Glen
Glen (607) 425-4339

SOUTHEAST sedivrracing.org

Jul 20-21 Sebring/Central Florida
Central Florida (407) 568-6902

SOUTHWEST sowdivscca.org

Aug 17-18 CT/PDX MSR Houston/
Houston

NORTHERN PACIFIC norpacscca.org

Jun 29-30 Reno-Fernley Rcwly/Reno
Reno (775) 267-4845

SCCA ACCREDITED SCHOOLS

REGIONAL AND NATIONAL

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

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(800) 842-7223 bondurant.com

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

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(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

allenberggracingschools.com

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(281) 369-0677 msrhouston.com

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

Spring Mountain Advanced Driving School
(888) VET-4FUN

springmountainmotorsports.com

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

FAAST Performance Driving School
EAST: (877) 266-4429,
WEST: (719) 761-1372 faast.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

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(800) 453-5506

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

TIME TRIALS

NORTHEAST nediv.com

Jun 23-24 HC Reading, Pa./Blue
Mountain

Jun 29 CT/PDX Summit Point/
Washington DC

Aug 3-4 HC Flintstone, MD/
Steel Cities

Aug 17-18 HC Reading, Pa./Blue
Mountain

Aug 31-Sep 1 TT Summit Point/Steel
Cities

Sep 14 CT/PDX Summit Point/
Washington DC

Sep 21-22 PDX Summit Pnt/Wash. DC

Sep 28-29 PDX Nelson Ledges/
Mahoning Valley

Blue Mtn (May) (610) 463-7846
Blue Mountain (610) 944-8376

Mahoning Valley (330) 418-3328
Steel Cities (CT) (412) 831-0361

Steel Cities (HC) (301) 729-2407
Steel Cities (TT) (412) 771-2277

Washington DC (301) 572-7444



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Main (785) 357-SCCA (7222)

Pro Racing (785) 357-7223

Club Racing (785) 232-7229

Solo (785) 232-7656

Rally (785) 357-7259

Licensing (800) 770-2055 or

(785) 357-7222, x357

Club Racing Technical Assistance

(785) 379-8324

SCCA Enterprises (303) 693-2111

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FAX: (785) 232-7228; scca.com

Pro Racing info/results: sccapro.com

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Colorado Springs, CO 80919

(719) 632-8000; bkephart@scca.com

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1048 Millet Rd., Honeoye Falls, NY

(585) 624-9289 (h); jwalsh@scca.com

Area 11: **Michael Lewis**

18781 Heritage Drive, Poyay, CA 92064

(760) 291-1261; mlewiss@scca.com

Area 12: **Philip Creighton**

3109 Trotter Parkway, Alpharetta,

GA 30004

(678) 366-2100; pcreighton@scca.com

Area 13: **Todd Butler**

P.O. Box 607, Yamhill, OR 97148

(503) 754-0988; tbutler@scca.com



ROSE CUP

On June 14-16, Portland Int'l Raceway, home of the Rose Cup, hosts the event once more.

Wayne Flynn

SOUTHEAST sedivrracing.org

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

CENTRAL cendiv-scca.org

Jun 19 PDX Milwaukee Mile/
 Milwaukee
Jul 7 Dakota County Tech College/
 Land O' Lakes
Jul 17 PDX Milwaukee Mile/
 Milwaukee
Jul 20 Autobahn Country Club/
 Chicago
Aug 16 CT Blackhawk Farms/
 Chicago
Aug 31 Autobahn Country Clb/
 Chicago
Oct 5 Dakota County Tech/
 Land O' Lakes
Oct 12 Blackhawk Farms Rcw/
 Chicago
Aug 18 PDX Road America/
 Milwaukee
Chicago (847) 729-2211
Land O' Lakes (612) 618-4929
Milwaukee (414) 467-3908

SOUTHWEST sowdivscca.org

Aug 17-18 CT/PDX MSR Houston/
 Houston
Dec 7-8 PDX MSR Houston/Houston

ROCKY MOUNTAIN coloradoscca.org

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

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

Apr 6-7 El Toro Airfield, Irvine, Calif.
Jonathan Lugod; Nicole Nagler
Apr 13-14 Mineral Wells Airport,
 Mineral Wells, Texas
Mark Wortham; Meredith Brown
Apr 20-21 New Meadowlands, East
 Rutherford, N.J.
Nick Barbato; Leair Cramer
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

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

Jun 1-2 Grissom Aeroplex, Peru, Ind.
Jun 15-16 Minerals Wells Airport,
 Mineral Wells, Texas
Jun 22-23 Pikes Peak Int'l Raceway,
 Fountain, Colo.
Jul 13-14 Miller Park, Milwaukee, Wis.
Oct. TBD Devens Airfield, Ayer, Mass

REGIONAL

Date Track/Region
*Phone numbers are for Region
 registrars*

NORTHEAST nediv.com

Jun 1 New Meadowlands Stadium/
 Northern New Jersey
Jun 2 Moore Airfield/New England
Jun 15-16 Jennerstown Speedway/
 Allegheny Highlands
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 Furniture Stadium/
 Washington DC
Jun 29-30 Warminster Community
 Park/Philadelphia
Jun 30 FedEx Field/Washington DC
Jun 30 PittRace/Steel Cities
Jul 13-14 Wyotech/Allegheny
 Highlands
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/
 Philadelphia
Jul 28 FedEx Field/Washington DC
Aug 3-4 PittRace/Steel Cities
Aug 4 FedEx Field/Washington DC
Aug 10-11 Jennerstown Speedway/
 Allegheny Highlands
Aug 11 Bader Field/South Jersey
Aug 17 Moore Airfield/New England
Aug 24 Wells Fargo Center/
 Philadelphia
Sep 14-15 Wyotech/Allegheny
 Highlands
Sep 15 Bader Field/South Jersey
Sep 15 Moore Airfield/New England
Sep 22 FedEx Field/Washington DC
Sep 29 PittRace/Steel Cities
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 Wyotech/Allegheny
 Highlands
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 Jennerstown Speedway/
 Allegheny Highlands
Oct 27 Bader Field/South Jersey
Oct 27 Warminster Community Park/
 Philadelphia
Nov 17 Bader Field/South Jersey
Allegheny Highlands
 (814) 943-4345
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

SOUTHEAST sedivrracing.org

Jun 1 Oak Mountain Amphitheater/
 Alabama
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 Oak 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/
 Tennessee
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



Rupert Berrington

GREAT LAKES greatlakes-scca.org

Jun 1 Papa Johns Stadium/Kentucky
Jun 6 Mid-American Air Center/
 Southern Indiana
Jun 6 Carbon Motors/Indianapolis
Jun 16 Wilsboro Arprt/Columbus Club
Jun 23 Tire Rack Test Track/
 South Bend
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 Wilsboro Arprt/Columbus Club
Aug 9-11 Grissom Aeroplex/South
 Bend
Aug 11 Papa Johns Stadium/Kentucky
Aug 18 Mid-American Air Center/
 Southern Indiana
Aug 25 UPS Grade Lane/Kentucky
Aug 25 Wilsboro 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

Jun 2 Oskaloosa Airport/Iowa
Jun 23 Hawkeye Technical/Iowa
Jul 24 Hawkeye Technical/Iowa
Jul 28 Mt. Joy/Iowa
Aug 25 Oskaloosa Airport/Iowa
Sep 15 Hawkeye Technical/Iowa
Oct 6 Marshalltown Go Kart Track/
 Iowa
Oct 27 Hawkeye Technical/Iowa
 Iowa (925) 953-3310

MIDWEST midiv.org

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/
 Wichita
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

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
Houston (281) 782-7512
Red River (318) 245-8007
South Texas Brdr (361) 980-8000
Texas (214) 697-5771

ROCKY MOUNTAIN coloradoscca.org

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 28 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

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
[montanastreetssurvival@
 gmail.com](mailto:montanastreetssurvival@gmail.com)
Montana (406) 788-8808
San Francisco www.sfrscca.org
SF, Sacramento (916) 687-1146

SOUTHERN PACIFIC scca-sopac.org

Jun 23 Marana Regional Airport/
 Arizona Border
Jul 14 Aloha Stadium/Hawaii
Jul 28 Marana Regional Airport/
 Arizona Border
Jan 28 Aloha Stadium/Hawaii
Aug 11 Aloha Stadium/Hawaii
Aug 25 Marana Regional Airport/
 Arizona Border
Aug 25 Aloha Stadium/Hawaii
Sep 22 Marana Regional Airport/
 Arizona Border
Oct 26-27 Marana Regional Airport/
 Arizona Border
Nov 24 Marana Regional Airport/
 Arizona Border
Dec 15 Marana Regional Airport/
 Arizona Border
Arizona Border random1@cox.net
Hawaii-Aloha (808) 349-8813

ROAD RALLY

NATIONAL

Oct 18 USRR-C/GTA/Washington DC
Oct 19 USRR-Course/Washington DC
Oct 20 USRR-Tour/Washington DC

REGIONAL

Date Rally Name/Region
CENTRAL cendiv-scca.org
Dec 7 Yucatan Winter Safari/
 Land O' Lakes
Land O' Lakes (952) 381-2759

SOUTHERN PACIFIC scca-sopac.org

Jun 7 First Friday Niter/Cal Club
Jun 15 No My Fault Tour/Cal Club
Jul 5 First Friday Niter/Cal Club
Aug 2 First Friday Niter/Cal Club
Sep 6 First Friday Niter/Cal Club
Oct 4 First Friday Niter/Cal Club
Oct 1 First Friday Niter/Cal Club
Dec 6 First Friday Niter/Cal Club
Cal Club (310) 372-7168



Rupert Berrington

RALLYCROSS

NATIONAL CHAMPIONSHIP

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

REGIONAL

Date Track/Region
SOUTHWEST sowdivscca.org
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

PIRELLI

WTC

World Challenge



2013 Schedule

Streets of St. Petersburg

March 22 - 24

TV: April 7 - 12:30pm

GT/GTS

Grand Prix of Long Beach

April 19 - 21

TV: May 5 - 2pm

GT/GTS

Circuit of the Americas

May 17 - 19

TV: June 16 - 5pm

GT/GTS/TC/TCB

Streets of Toronto

July 12 - 14

TV: August 17 - 1pm

GT/GTS/TC/TCB

Mid-Ohio Sports Car Course

August 2 - 4

TV: August 17 - 1pm

GT/GTS/TC/TCB

Sonoma Grand Prix

August 23 - 25

TV: September 1 - 1pm

GT/GTS/TC/TCB

www.world-challenge.com





Americas

5pm

nd Prix

25

8 - 3:30pm

Streets of Detroit Belle Isle

May 31 - June 2

TV: June 16 - 5pm

GT/GTS

Houston Grand Prix

October 4 - 6

TV: October 20 - 4pm

GT/GTS/TC/TCB

Lime Rock Park

July 4 - 6

TV: July 20 - 4pm

GT/GTS/TC/TCB

Watch it on



All Times Eastern. Subject to Change

www.world-challenge.tv.com



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ROOTS

A JOURNEY INTO SPORTSCAR'S BACK PAGES



10 YEARS AGO...

JULY 2003

- It was announced that, after 20 years, the Pro Spec Racer Series would be coming to an end.
- Members who got involved with the Club via the partnership the SCCA had with Subaru were highlighted.



20 YEARS AGO...

JULY 1993

- An agreement between Ford, Roush Racing, SCCA Enterprises, and SCCA was announced, ensuring engine availability for the Spec Racer Ford through at least 2003.
- SCCA Pro racer Jack Baldwin was handed the "key to the city" by the Mayor of Marietta, Ga.



30 YEARS AGO...

JULY 1983

- The topic of Solo-specific licensed tech inspectors was discussed, as the SEB had just approved the position, calling it "a necessity."
- An entry form for the SCCA National Convention cruise to Nassau was printed. Single occupancy cost: \$275.



40 YEARS AGO...

JULY 1973

- Volkswagen advertised its Beetle for sale, stating that even though "the Super Beetle will never feel like a Super Vee," they're of the same heritage. "VW's heritage is distinctly a racing one" the ad stated.
- VW also announced its new, "fun" car: the VW Thing! Cost? \$3,000.



50 YEARS AGO...

JULY 1963

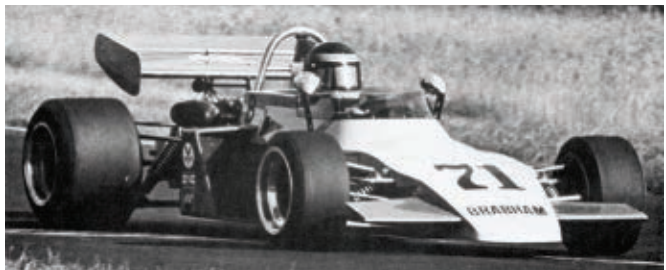
- A random quote appeared on pg. 19. It read: "I like being a racing driver because it gives me the opportunity to display the highly intellectual quality of having an utter disregard for money. - Bill Wade"
- The Curta Calculator was advertised for sale for just \$125.



SportsCar Archives/John Belle

ONLY A FEW

Not many U.S. drivers managed to compete on the international rally scene. The July 2003 issue of *SportsCar* featured one driver who did: Ramana Lagemann. The story told the tale of Lagemann's journey to New Zealand in a Group N car.



SportsCar Archives

TO B OR NOT TO B

While this month's cover feature celebrates the success of Formula Vee, a feature in the 1973 issue lamented the failure of Formula B. "A box office failure maybe, but an artistic success of the first dimension," the feature said.



SportsCar Archives/John Hearst

SPONSORSHIP WOES

The story *More Space for Sponsors* tackled a topic foreign to today's racers: The amount of space on a racecar the rules allowed for sponsorship. In 1963, each racer had 60 square inches on either side of their car to work with.

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