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

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BFGoodrich Tires Super Tour action from Mid-Ohio on May 31-June 2 saw a highflying Eric Heinrich claim STU glory. Kenneth Hawking captured the action.





motorsports fame revealed





TOP GEAR Don't worry - we don't know what this is either





CONTACT PATCH

PHILIP ROYLE

EDITOR, SPORTSCAR MAGAZINE

Not so Top Secret Secrets

id you find the April 2013 issue of SportsCar too basic? If you've been a Club member for any amount of time, you already know what type of competition interests you; and you've been competing for a while. Depending on how long you've been at it, you might have even tasted victory once or twice. But, if you're like the majority of us, there's usually someone ahead of you on the results sheet - and it's always the same person. If only you knew their secret.

Mot a single one of these hot shoes said winning would be easy. It takes dedication, determination, and time"

While the April issue might not have been for you, this one has your name all over it. Pg. 31 kicks off what we've dubbed our "Top Secret" section. This issue contains a number of winning tips from incredibly successful members of our Club in Solo, Club Racing, RallyCross, and RoadRally. We asked these members to reveal some of the secrets that have made them so competitive within the SCCA - and they did it! Come to find out, sometimes all you need to do is ask.

While our "Top Secret" section will front-running contender, don't expect Several of the experts, who were nice

competition - and you need to do it as often as you can.

SportsCar's Associate Editor Jason Isley is a prime example of this fact. From 2005-'08, Jason was the B Stock Solo National Champion. To stay on top, he traveled to Solo events across America during the season, and in the months coming up to the Tire Rack Solo National Championships, he'd hit as many Solo events as humanly possible - sometimes competing at two events in the same day, in two different cities. In recent years, he has started Club Racing more, competing at Solo events just a handful of times a year. The result? He's still capable at dodging cones with the best of them, but his lack of constant practice rears its head when going up against someone who lives and breathes the sport.

That's not to say you need to be as hardcore as the experts who contributed to this issue. Rather, their insights will let you know what you're facing. Not a single one of these hot shoes said winning was easy. It takes dedication, determination, and time; lots of time.

The articles in this issue do not contain every secret in the world. There are more secrets to be had luckily, they're easy to uncover. The next event you attend, ask the person beating you for his or her secret. Chances are excellent that they'll tell you - and chances are equally as good that they'll continue to beat you. But follow their advice, put in the time, and be determined, and you'll undoubtedly start to notice your name climbing



SWEET VICTORY

Dreaming of winning is the first step to success. The second step, according to our experts, involves a ton of dedication and commitment.

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VANTAGE POINT

JEFF **DAHNERT**

PRESIDENT AND CEO OF SCCA INC.

Our Greatest Strength

ave you ever had one of those moments that comes out of nowhere and catches you off guard? I'm sure we've all had that happen to us. Recently, I was having dinner with a friend of mine who is on a two-year assignment overseas. He was home for a visit, and we were discussing our lives and jobs. He happens to be a private pilot and was telling me about the association he belongs to for pilots. There were a lot of similarities to the SCCA, but some differences as well. As we were discussing things, he asked me, "What is the biggest challenge you have at SCCA?" This is not a new question, as I've had this asked of me before. But, usually, the wording is more along the line of: What are the challenges that SCCA is facing? He wanted to know the number one challenge.

As I tried to think about what I would consider our biggest challenge, I struggled a bit. We've made a lot of progress and have a lot of positive changes going on in the Club right now. There are always things to work on, but

The region typically has the best knowledge of local conditions and how to deliver our products"

most are just process improvements and the like. What would I consider our biggest challenge?

A number of things came to mind, but upon a closer look they were all really more of a symptom than an underlying issue. Increasing membership and participation are always on the "to do" list, but why is that? What is the underlying challenge that SCCA faces in the current environment in which we exist? So, after a bit of thought, I told him that I felt that the biggest challenge the SCCA has is,

ironically, also its biggest strength. Upon reflection, I think you'll agree.

Our biggest challenge and our biggest strength is our structure. We are 115 independent regions that are associated by a common interest. The products that we as the SCCA offer our members and competitors, are delivered to the market by these regions. There are a select few events each year that are delivered by the National Office, but the experience that most of our members have is dictated by the regions hosting the events in which our members participate. While most of the regions do a very good job of delivering a positive experience, that experience that product - and its impact can vary greatly from region to region.

While the region typically has the best knowledge of local conditions and how to deliver our products within that geographic area, there are times when 115 independent viewpoints can get in the way of an overarching, cohesive approach. When McDonald's launches a new product, the parent company dictates to its franchisees what it will be and how it will be delivered. The key word there is "dictate."

We at the SCCA cannot, nor do we want to, dictate to the regions. It is our desire to work with the regions to identify their needs and to let them know the direction in which we feel we need to move the Club and its products.

Therein lies the challenge. Not all regions want or need the same things. The variations in strengths and needs from region to region are many.

We are currently working on a number of changes throughout the organization, and I've commented on them over the past months. Change in an organization like ours takes some time, but it needs to happen. Next year will be the 70th anniversary of the SCCA. Not many organizations last that long - in fact, there are very few. But in order to last another 70 years, we cannot rely on the approaches that were used 30, 50, or 70 years ago. The SCCA is a wonderful organization filled with wonderful and talented people. Let's use those talents, and the local knowledge, to forge a solid future for the Club that draws on those 115 independent regions and makes what can be a challenge, our greatest strength.

THE SAME GOAL

While the goal is the same, individual regions can customize events to fit the needs of the region, competitors, and location. Impound in Club Racing is a prime example of this.









INSIDE THE BOARD

Lisa **Noble**

CHAIRMAN, SCCA BOARD OF DIRECTORS

Your Challenge

he Sports Car Club of America is the link that brings our members together. I want to focus on the elements of shared community, friendship, and common interests our social elements. They are the glue that makes us a Club, not a random group that happens to be in the same place doing like activities.

For almost 70 years, our structure of Regional events and monthly meetings have been where most of us looked for our community within the Club. That "local" model cannot go away, but it is evolving and will look very different from what we traditionally know.

Now, a good bit of our communication and much of our visibility happens through Websites, e-mail, many e-based media such as Facebook, Twitter, and in what sometimes feels like an unending number of forums. Great! Let's embrace it! This allows us to connect in broader ways and across geographic borders. We are no longer limited to the communities

Here's your challenge: Strengthen your own network in the Club and help build the Club as a whole"

that we see face to face. We have the best of both: the wonderful in-person opportunities from our local Regions and a seemingly limitless world of social networking.

The friendships that we develop at events are invaluable. Fellow competitors in the same class line up in post-run impound at National Solo events. It's a great opportunity to brag, mumble excuses, or give the adrenaline a chance to run on a little longer. Ditto the impound at a Club

race, the U.S. Majors Tour's post-race podium ceremonies, or Saturday night's usual party and bench racing gathering. RoadRallyists have long understood the value of the post rally meet, usually at a watering hole where adventures of the day can be relived.

These sometimes become lifelong friendships. Even our more casual acquaintances can surprisingly surface as connections either personally or in business as well as in the Club. The bond of commonality is there. Did your car break down in east nowhere? Jim, who drives a Spec Racer Ford, lives there - give him a call. Post a photo of the newest baby on Facebook, and don't be surprised at how many SCCA members find her adorable and predict her as a National Champion in 15 years. We are, indeed, a community of friends who share a love of the sport.

Here's your challenge: Strengthen your own network in the Club and help build the Club as a whole by participating for an afternoon or a weekend wearing a different SCCA hat. Reach out past your specific interest. Drive a RoadRally, get your car dirty at a RallyCross, enter a Solo event, volunteer to work a day at a Club race, or step up to help your region put on one of the fine events that we are famous for (remember, we are the best).

Connect the dots of what your Club is and the opportunities available to you. It will broaden your personal experience and increase your fun and enjoyment in the SCCA. We can be better and stronger by embracing a more global connection in addition to the traditional. Together, those elements will combine to keep us a strong Club and the best amateur motorsports organization in the country!

SOMETHING **DIFFERENT**

Try a different type of competition this year. If you haven't tried RallyCross before, why not do it this year?



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OF COURSE

I see the RoadRally gurus have continued the process of artificially promoting the course event at the USRRC [On Rallying, July 2013]. Historically, the Course event is scheduled on the middle day of the three-day event. Thus, those who have no interest [in the Course rally] run it as they have nothing else to do - or, much to the glee of the organizers, volunteer as checkpoint crews.

I have maintained for many years that the Course rally should be scheduled on the first day, therefore allowing those (most of us) who have no interest in the Course rally to stay home for an additional day while avoiding the extra hotel and per diem expenses. Alas, in my mind, if they did this (and, as memory serves me they did try this once, but it was unknown to me at that time) there would be very few participants - ensuring the slow death it deserves, and an overall increase in the number of participants who can come for only two days, not the mandatory three, as it is now set up.

My rally driver since 1961 at the University of Kentucky (in my new 1962 MGA, as I could not find a navigator) and I would like to get back into active SCCA rallying. Last spring we did the Scottish Malts Rally, in Scotland. I came back with 10 bottles of scotch, free - unfortunately, all airline miniatures. I have a 1959 Studebaker Lark parked near Newberry, U.K., for the European rallies. Now retired, as I am, my driver was employed at GE and sat across the table from Jack Welsh while I was flying supersonic jets for the Air Force and jumbo jets for the airlines. We will not compete in the Course rallies as we are too stupid, but smart enough to know it.

There is a large rally group throughout the world, but only in the USA do you find this mind-games event someone attached to our historic sport.



I have TSD rallied on every continent, and on three separate occasions rallied over 20,000 miles within 12 months. I would like to do the USRRC, but until they schedule the mind games on the first day, you will not see us there.

Bill Secrest



STAND TALL

My mind just exploded. Finally getting through my backlog of SportsCars, I found the June issue Built to Order story about ordering custom brake pads. After years of autocrossing on inexpensive replacement pads because I drive an oddball, non-competitive commuter car with no aftermarket products available, you just solved my biggest problem. Don't expect to see me winning a National Championship any time soon, but at least I can now stop hanging my head in shame because I run Pep Boys pads.

Jim Adams

DRAMA TIME

The drama around the Stock class Solo reorganization is awesome. I've been waiting for something like this for years. In my opinion, the Solo community needed a little bit of shaking. Regardless of whether you think Stock should stay the

way it is or move to treaded street tires, you have to love seeing people passionately arguing their opinions about a sport they love. Should the current proposal pass, we'll then have a few months of forum discussions about which cars are the overdogs - that will prove entertaining, too, I do wish, however, that the original proposal had been more thoroughly thought through before being released for member input. While I like the drama; that was a little too much.

Jeff Wilson

BAD LUCK

While it's unfortunate, as a low-bucks Club racer, it was refreshing to read about Randy Pobst's woes at the Grand Prix of Long Beach [Pobst Position, July 2013]. While I'd like to think I'm good at racecar upkeep, rarely having to work on my car during a race weekend, I've fallen victim to a number of failed wear items over the years, like a clutch. I've also run out of brake pads mid race, and - like all too many - forgotten to latch my hood, only to discover the error when the green flag flies. While I wish Randy Pobst and his K-PAX team no ill luck, I do enjoy reading that professional racing teams face the same struggles as the little guy. Rob Stewart

THANKS (SARCASTIC)

Knowing that it's going to rain at this year's Tire Rack Solo National Championships - because it always rains at the Solo Nationals - I was excited to see your story on wet-weather tire testing [Sticky When Wet, July 2013]. Unfortunately, what I learned is that I need to buy a set of wet weather R compounds, as my street tires aren't cutting it. Thanks a lot. John Lewis



Micah Hay / Ti

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

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52 IN 52

Multi-time National Championship Runoffs Champ and professional racer Scott Tucker is helping Kansas police officer Bob Schluben in his efforts to run in 52 marathons in 52 weeks for charity. For more information, visit www.bobschluben.com/donate.html.



When SCCA launched the U.S. Majors Tour in September 2012, one of the primary goals was to cluster competition among the best racers in the SafeRacer National Series. Through the first eight Majors races of 2013, that target has been reached, with car counts up nearly 19 percent from 2012.

Comparing the 2013 Majors Tour races to the equivalent National races a season ago, four of the early season races - Auto Club Speedway, Road Atlanta, VIRginia International Raceway, and Summit Point - increased attendance more than 20 percent. The early May race at Summit Point led the way with an increase of 28.24 percent average attendance

per day, well above the 18.96-percent jump across the board.

Those numbers ignore the March debut at Circuit of the Americas, which hosted a season-high 936 entries during both days of the doubleheader.

"This is a transition year for the U.S. Majors Tour and the entire Club Racing program, but we have been very pleased with the increased car counts thus far," SCCA President and CEO Jeff Dahnert says. "All of the events so far have seen an increase from 2012, with all but one increasing more than 16 percent.

"With any new program, there will be some trepidation, and we appreciate the trust instilled in us by

MORE RACING

Compared to similar National events in 2012, the 2013 Majors races are seeing an increase in participation.

U.S. MAJORS TOUR

our regions and their partnership in these events," Dahnert continues. "As we work through the remainder of this season and look to 2014, we are excited to focus on enhancing the experience for our participants and growing the Conference Championships to new levels."

The data includes the opening eight events on the 19-event schedule. Each of the remaining events, with the exception of the WeatherTech June Sprints at Road America, is a doubleheader. The June Sprints offers a bonus race for half of the run groups during the weekend.

The U.S. Majors Tour is divided into four geographic conferences to give

CLIMBING THE PEAK

SCCA competitors once again took on the Pikes Peak International Hill Climb in June.

Among the entries for the 91st running were Club racers Sage Marie and Roy Richards,
Soloist Jeremy Foley, SCCA Pro Racing World Challenge competitor David Donner,
(RIGHT) and veteran of SCCA ProRally and past Pikes Peak winner Jeff Zwart.







WIN A CORVETTE

Hawk Performance, the official brake products of the SCCA, has announced its *Hand Me the Keys Sweepstakes*, where one lucky winner will drive away in a custom 2013
Chevrolet Corvette. The Hawk Performance online and social media sweepstakes features a customized Corvette, complete with the Hawk Performance Peregrine Wheel, Performance Brake System, and dozens of upgrades that

Hawk Performance has partnered with notable automotive product leaders including Bilstein, Denso,

makes it truly one of a kind.

Eibach, Falken, K&N, Magnaflow, Mothers, Optima Battery, Royal Purple, and Superchips to complete the customized Corvette. "Our racing heritage and partner relationships allow us to create a truly custom package from the ground

Sales and Marketing Director Andrew Hisey.

Five finalist names will be drawn in late September and provided an all-expensespaid trip to Las Vegas to attend the SEMA Show. At SEMA, one of the five finalists will be handed the keys to the Corvette. To enter, go to hawkperformance.com/handmethekeys or facebook.com/hawkperformance.

This is a transition year for the U.S. Majors Tour and the entire Club Racing program"
JEFF DAHNERT

SCCA Club Racers a championship experience without cross-country travel. Each of the four Conferences - Eastern, Northern, Mid-States, and Western - will crown a champion in all 28 Runoffs-eligible classes. The U.S. Majors Tour is the top level of SCCA's strong amateur racing program. More information on the SCCA U.S. Majors Tour is available at www.sccamajors.com.

GOPRO RELEASES RUNOFFS VIDEO

up," says Hawk Performance

The team at GoPro, the official camera of the SCCA, assembled a video capturing some of the action from the 2012 National Championship Runoffs. The video follows four drivers, Danny Steyn (Spec Miata), Don Knowles (Touring 2), Patrick Gallagher (Formula Enterprises), and Dean Oppermann (Formula Enterprises), as they take on the best in their respective classes.

Additional footage shows the excitement surrounding the event both on and off the track. The video can be viewed on the GoProVideo YouTube page at

youtube.com/gopro. As of this writing, the video, which

had been posted just 20 days prior, already exceeded 40,000 views.

GoPro is also partnering with SCCA for the monthly SCCA GoPro Video of the Month contest. Post competition video from your weekend battles on YouTube, tag it with "SCCAGoPro" and check out www.facebook.com/sccaofficial to find out if your video made the final cut. Winners will receive a GoPro Hero3.







RINDT, NOT TULLIUS

In the June issue of SportsCar we stated that Bob Tullius was "the winner of the very first Trans Am race." The fact is, while Tullius took the win in the "Over" class at the inaugural race on March 25, 1966, F1 driver Jochen Rindt (LEFT) crossed the finish line first in his "Under" Alfa-Romeo GTA racecar.

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 MAY 2013

NAME	REFERRALS	REGION
Warren Leach	28	San Diego
Brian Ghidinelli	22	San Francisco
Gayle Jardine	16	Cal Club
Karen McCoy	12	Oregon
Robert Crawford	11	Washington DC
Michael Adams	10	Tennessee
Simi Ritch	10	Ohio Valley
Carol Deborde	9	Reno
Colin Fiedler	9	Milwaukee
Chris Harp	9	Eastern Tennessee

There are 1,334 additional members with at least one referral.

REGION LEADERS

(Category based on 2012 year end membership)

(Category based on 2012 year end membership)		
REGION NAME	GROWTH	RETENTION
Jumbo (800+):		
Houston Region	8.8%	91%
Detroit Region	6.8%	93%
Cal Club	5.8%	88%
Large (401-799):		
Land O' Lakes	15.7%	98%
Texas	13.2%	94%
Kansas City	10.9%	95%
Medium (200-400):		
Kansas	67.2%	98%
Lone Star	19.4%	89%
Reno	19.4%	96%
Small (<200):		
Pan American	42.9%	98%
Montana	36.4%	88%
Middle Georgia	24.2%	90%



STANDD FOR A GOOD CAUSE

If you've been fortunate enough to visit the paddock of the Pirelli World Challenge at any of its stops this year, you may have seen a booth adjacent to the GMG Racing compound for an organization called STANDD. STANDD, an acronym for Stop Texting And Driving Distracted, aims to educate the public about the dangers of driving while distracted. First becoming involved in motorsports with Duncan Ende during his American Le Mans Series campaign in 2011, Ende and STANDD continued their partnership when Ende joined GMG Racing for this year's World Challenge season.

The STANDD booth does two things: educates the public about the dangers of distracted driving, and encourages those spectators to sign the STANDD pledge form, making a personal commitment to safe driving.

New for this year, STANDD has released an app for Android phones, reducing the risk of distracted driving by automatically sending a text message response if the phone is in a car that is in motion. An app for the iPhone may be out by the time you read this.

"We have really enjoyed being a part of Duncan's racing program, and being a part of World Challenge this year has been incredible for STANDD," says Diveeta Thompson, who founded STANDD in response to the death of her son, Rodney, in an auto accident in 2008. "At Long Beach, we had the highest amount of sign-ups for an event we've ever had."

To learn more about STANDD and to download the STANDD app, visit www.standd.org or search for STANDD in the Google Play store.

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:



Fairfield Inn & Suites Millville/

Vineland is offering a 30-percent discount off regular rates to SCCA members.



Members can receive up to 10 percent off

Alamo's already great rental rates.



Porterfield Enterprises is offering a 15-percent discount on Porterfield and Hawk Performance brake pads, and a 10-percent discount on Performance Friction and Raybestos brake pads.



Lincoln Electric is offering a 20- to 30-percent discount on a variety of welding machines and plasma cutters.

Motel 6 is offering a 10-percent discount on all stays



discount on all stays at any Motel 6 property.

S&W Race Cars offering a one-time use 10 percent



discount on any S&W Race Cars
& Components order

& Components order.

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.



RACE PROVEN. STREET LEGAL™









WET SPRING NATIONALS

The May 24-27 Spring Nationals Solo faced challenging weather conditions at the Lincoln Airpark. The event kicked off with Tire Rack ProSolo competition, followed by a Solo Championship Tour. More than 300 competitors faced off against the challenging courses – and Mother Nature.

ANNIVERSARIES

SCCA MEMBERS CELEBRATING 25-60 YEARS

	SCCA	MEMBERS CELEBRA	ΑT
60-YEAR MEMBERS	• • • • • • • • • • • • • • • • • • • •		:
Leslie M Gaylord	7/1/1953	Colorado	
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55-YEAR MEMBERS	7/4/4050	Hereken	
Frank R Bruscato A David Russell	7/1/1958	Houston	
Russ Smith	7/1/1958	New England	
Russ Smith	7/1/1958	Buccaneer	
50-YEAR MEMBERS			
Wm. Lee Hidy	7/1/1963	Central New York	
Bill Martin	7/1/1963	Central Florida	
David Perlman	7/1/1963	New York	
James C Poor	7/1/1963	New England	
Randall E Schiller	7/1/1963	New England	
45-YEAR MEMBERS			
Silas H Allen	7/1/1968	New England	
Miles C Collier	7/1/1968	Florida	
Fred T McAninch	7/1/1968	Ohio Valley	
Jeanne Ross	7/1/1968	San Francisco	
Robert Spreen	7/1/1968	Northern New Jersey	
E (Stumpy) Thompson	7/1/1968	Texas	
John J Williamson	7/1/1968	Northern New Jersey Texas Cal Club Southern Indiana Central Florida Blackhawk Valley Chicago San Francisco Cal Club New York Land O'Lakes Finger Lakes New England Fort Wayne Northwestern Ohio Dixie Neohio New England Chicago Rio Grande Detroit Kansas City Texas Texas New England	
40-YEAR MEMBERS			
James W Butler MD MPH	7/19/1973	Southern Indiana	
Gary Dassinger	7/1/1973	Central Florida	
Joseph L Helser	7/1/1973	Blackhawk Valley	
David Kircher	7/1/1973	Chicago	
Karen O Lamm	7/1/1973	San Francisco	
Alan Voorhees	7/1/1973	Cal Club	
Alan Yankielun	7/1/1973	New York	
Stephen A Zoelle	7/1/1973	Land O'Lakes	
35-YEAR MEMBERS			
Dean Croucher	7/1/1978	Finger Lakes	
Robert M Hagerman	7/1/1978	New England	
William Gordon Hunt	7/1/1978	Fort Wayne	
Roger E Johnson	7/1/1978	Northwestern Ohio	
Harold D Knobel	7/1/1978	Dixie	
Duke Kowalski	7/1/1978	Neohio	
Harry S Mann	7/1/1978	New England	
William A Nelson Jr	7/1/1978	Chicago	
David Platts	7/1/1978	Rio Grande	
Terry D Richards	7/1/1978	Detroit	
Karin Kay Roberts	7/1/1978	Kansas City	
Steve Salmons	7/1/1978	Texas	
Bennie Salmons Wade Scannell	7/1/1978 7/1/1978	Texas	
wade Scannell Thomas C Start	7/1/1978	New England Western Michigan	
Sandy Stevens	7/1/1978	New England	
James (Twig) Terwilliger		Washington DC	
	., ,, ,, ,, ,,	asimigton De	
30-YEAR MEMBERS	7/26/4000	0	
Steve Archer	7/26/1983	Oregon	
Vincent Auletta	7/27/1983	Washington DC	
Charlie Auvermann	7/29/1983	Atlanta	
Richard P Barger Jerrold Briscoe	7/13/1983	Cincinnati Hawaii	
Charles T Crouch	7/26/1983 7/14/1983	Northwestern Ohio	
Peter Thomas Fehn	7/13/1983	Texas	
O Wavne Funk	7/21/1983	Central Florida	

Thomas C Start	7/1/1978	Western Michigan
Sandy Stevens	7/1/1978	New England
James (Twig) Terwilliger	7/1/1978	Washington DC
30-YEAR MEMBERS		
Steve Archer	7/26/1983	Oregon
Vincent Auletta	7/27/1983	Washington DC
Charlie Auvermann	7/29/1983	Atlanta
Richard P Barger	7/13/1983	Cincinnati
Jerrold Briscoe	7/26/1983	Hawaii
Charles T Crouch	7/14/1983	Northwestern Ohio
Peter Thomas Fehn	7/13/1983	Texas
O Wayne Funk	7/21/1983	Central Florida
Gregory A. L. Gauper	7/21/1983	Milwaukee
Patrick Gilbert	7/13/1983	Columbus Sports Car Cl
Mark Giusti	7/26/1983	Philadelphia
Robert S Hagestad	7/19/1983	Cal Club

۰			
	Frank R Hanrahan	7/26/1983	Cal Club
	Alex Y Heckert	7/13/1983	New England
	Theodore V Juern	7/22/1983	Chicago
	Nancy Kapsten	7/13/1983	New England
	Drew Kelley	7/13/1983	San Diego
	Richard E Kristoff	7/13/1983	Detroit
	Donald W Lyddon MD	7/13/1983	Blackhawk Valley
	Frederick W Mahler	7/29/1983	New England
	Nancy K Mandeville	7/22/1983	Central Carolinas
	Roger T Mandeville	7/22/1983	Central Carolinas
	David E Mathias	7/13/1983	Ohio Valley
	Thomas F McCabe	7/22/1983	New England
	Richard Meyers	7/13/1983	Detroit
	Candace Osborne	7/13/1983	Washington DC
	Wilfredo U Perez Jr	7/13/1983	Detroit
	Bill Pratt	7/22/1983	West Texas
	Mick Robinson	7/26/1983	Central Florida
	Harvey Simon	7/22/1983	Ohio Valley
	David M Small DMD	7/8/1983	Ozark Mountain
	Steve Smay	7/19/1983	Nebraska
	Margie Swanson	7/26/1983	Big Island of Hawaii
	Bob Tunnell	7/19/1983	Colorado

2

25-YEAR MEMBERS		
Glenda Jackson	7/29/1988	Oregon
Toby T Baly	7/8/1988	San Francisco
R Miles Bell	7/5/1988	Middle Georgia
Linda P Cancellieri	7/29/1988	Continental Divide
Patrick R Demorais	7/27/1988	San Francisco
Gerry Diaz	7/8/1988	Ohio Valley
Steven Clarke Dunsworth	7/27/1988	Land O'Lakes
David E. Eckman	7/18/1988	Western New York
Glenn Edgecomb	7/28/1988	Houston
Rick Eskola	7/22/1988	Milwaukee
John A Gerben	7/27/1988	Washington DC
Glenn M Gold	7/13/1988	Philadelphia
Joe Hodges	7/18/1988	Oklahoma
E Milner Irvin	7/13/1988	Central Florida
Nelson D Kase	7/22/1988	Blue Mountain
Matthew Leskovec	7/21/1988	Mahoning Valley
Shane Lewis	7/8/1988	Florida
Jonathan L Long	7/8/1988	San Francisco
Larry R Long	7/22/1988	Central Pennsylvania
Joseph J Lorusso II	7/27/1988	New England
John Walker Martin	7/15/1988	Nebraska
Kenneth Allan Mitchell	7/8/1988	San Francisco
Laura Molleker	7/15/1988	Northwest
James E Nelson	7/15/1988	Colorado
Linsey M Orr	7/26/1988	Cal Club
Barbara Pickrell	7/22/1988	Salina
Bud Reichard	7/8/1988	Northwest
Craig Richter	7/18/1988	Ohio Valley
Constance B Rinne	7/27/1988	San Francisco
Nicole Ruman Skinner	7/29/1988	Washington DC
John Kuyk Shepherd III	7/26/1988	Central Carolinas
Mark Story Simpson	7/18/1988	Fort Wayne
Thomas D Stangler	7/8/1988	Old Dominion
Terry Stinnett	7/13/1988	San Francisco
Retha Ann Tirpack	7/29/1988	Western Ohio
Frank M Vilardi	7/13/1988	Central Florida
Timothy J White	7/14/1988	Detroit
Daniel N Wilke	7/29/1988	Chicago
Stanly C Yates	7/18/1988	Ohio Valley



HOLBROOK RAISING **FUNDS FOR** CHARITY

SCCA Pro Racing Pirelli World Challenge competitor and team co-owner Shea Holbrook is helping fund research for Duchenne muscular dystrophy, and is doing so by combining her work with Parent Project Muscular Dystrophy, the largest nonprofit organization in the United States focused entirely on Duchenne muscular dystrophy, and racing.

"We want to make an impact in the Duchenne community, and by inviting families out to the races we can show our support for them and create a unique experience for them to enjoy," says Holbrook. Duchenne affects two of Holbrook's cousins, Matthew (1989-'08) and Jordan.

In conjunction with Bell Racing Helmets and Kocher's Custom Paint, Holbrook has designed a helmet to reflect a passion for aiding in the initiative to end Duchenne. The helmet will be raffled off to raise funds for the cause.

Holbrook plans to sell raffle tickets throughout the 2013 World Challenge racing season, with the winning raffle ticket being drawn during the championship race weekend with World Challenge at the Houston Grand Prix on Oct. 5, 2013.

For more information and to purchase raffle tickets, go to www.shearacing.com and click the "Win Shea's Helmet!" link

WORKER OF THE YEAR

Time is running out to nominate your favorite worker for the BFGoodrich Tires Worker of the Year award, as nominations must be made by Aug. 9, 2013. Visit www.scca.com/runoffs to download the nomination form, or contact your Regional Executive, Executive Steward, or Divisional Administrator. The winners will be announced at the Worker of the Year party at the National Championship Runoffs.



GRC FINALIZES DATES

The SCCA Pro Racing Global Rallycross (GRC) series has finalized its 2013 schedule, which totals nine rounds spread over three continents, and includes a makeup date for the rained out Barcelona round. The series is made up of four X Games events and five GRC events that will culminate in the crowning of both a drivers and manufacturers champion. The remaining dates include:

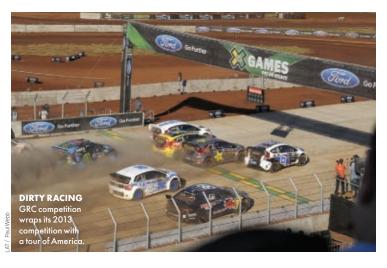
July 20 Bristol Motor Speedway, Bristol Tenn.

Aug. 4 X Games at Irwindale Speedway, Irwindale, Calif.

Aug. 10 Atlanta Motor Speedway, Atlanta, Ga.

Sept. 22 Charlotte Motor Speedway, Charlotte, N.C.

Nov. 7 Las Vegas, Nev.



RACING SCHOOL FOR KIDS

The Manatee School for the Arts, a Public Charter Middle and High School located in Palmetto, Fla., has created the Physics of Motorsports class under the direction of Principal and past SCCA Club racer Dr. Bill Jones and course instructor Frederick Hillier.

The class, which meets the requirements of a high school physics class set by the State of Florida, allows students to race karts for class credit. The class focuses on items

EDUCATIONAL Motorsports is

making its way into high school with hands-on experience.

such as: race and test vehicle operation and safety, rules of the track, measuring sound, sound meters, decibels, noise reduction, collision forces, peak force, energy barrier design, and using tools such as force sensors, dynamometers, flow benches, computer data acquisition.

In addition, a kart program is also offered as a physical education class in individual sports, and the school fields the MSA Racing Team, a club program that allows students to fill and learn the various positions within a racing team.

Entering its third year, the program is looking to expand. "We have several goals," says Dr. Jones. "Develop a Science of Motorsports curriculum that goes from sixth through 12th grades that will encourage and prepare students for careers in science, technology, engineering, etc.; create a model that can be implemented at schools throughout the nation; [and] create a genderneutral, varsity kart racing series that flows from an academic base."

The school utilizes 10 Hondapowered ROC karts and two Rotax Senior racing karts for the program, and approximately every two weeks the students test and race at nearby Andersen RacePark. For more information about the program, visit www.msfta.org.



POBST POSITION

Randy Pobst

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

The Brake Zone Does Not End with the Brakes

While I do not consider myself a good coach, people frequently tell me that I was a big help. "What?" I say. "But I didn't really do anything." I think it is so ingrained in my being that it happens without conscious thought. Maybe I've become like a driving missionary, spreading my idea of the gospel to everyone I can reach. A speed evangelist. It's an on-track religion, and we're trying to get to our idea of

The wall is rushing up on you: guardrail, grass, and gravel. Dollar signs galore. It's easiest to just whoa it down"

heaven: first place (cue the angels singing).

Here's something that occurred to me while not coaching very well with TPC Racing at Mazda Raceway Laguna Seca earlier this year in Porsche GT3 Cup (well, they won anyway): The brake zone does not end with the brakes. Your Brembos and Cobalts are not the only things that slow you down; and no, I don't mean your dang transmission. Gears are for increasing speed, only. Downshifts should be so smooth that your tires don't even feel them. Yes, there is engine decel, but it is merely a necessary evil, and not effective compared to rotors and even drums.

Say you are good, but a pro can still get in and put a second on you, I'd look at this "brake zone does not end with the brakes" concept first. This is the secret to speed in the best of the best. We all know about the concept of the friction circle, right? It is a drawing of the forces your tires generate around a racetrack. Very simply put, your car speeds up, slows

down, and goes side to side. The idea is to use all the friction your tires have, all the time, in one of those directions (hint: or some combination).

The easiest is accelerating, foot to

the floor. I rate braking as next: straight ahead, jam 'em on, especially with ABS. Cornering hard is number three on this list, but most of us SCCA folks can get to the limit



NO BRAKES IN THE PITS

If you're sitting still, and your brakes are hot, keep your foot off the brake pedal! It warps your rotors and heats your caliper brake fluid, possibly to the point of boiling. It causes that one spot on your rotor to remain hot, while the rest cools. Boiled fluid will mean no brakes when you leave the pits. Same with your tow vehicle after a hard stop scooch it forward at the light, or go to neutral.



around a long sweeper with a little practice. It gets tricky when we start to stir these things together. Powering out of a turn, we increase acceleration and decrease cornering. Too much horsepower and we drift, smoking the tires. I just love that, don't you? Too much traction and we push, understeering right off the asphalt; and we hate that. But, it's beginning to get harder to use all of our tire grip properly.

What's left? Slowing into a bend while adding cornering. This is the toughest of all. It's scary, for one. The wall is rushing up on you: guardrail, grass, and gravel. Dollar signs galore. It's easiest to just whoa it down and then start the cornering part. Well, yes, no crashes allowed in this column, folks, it is good to be a little cautious, but go too far and you give up speed which is a crime.

The "friction" we illustrate in the friction circle is that of tire against pavement. Friction causes drag.

Drag slows a car down. Turning causes drag. Thus, turning slows a car down. By this deduction we see that your brake pedal is not the only thing that can slow your racer - so can your steering wheel. Are you with me, Grasshoppah? Read this three times, please. Release your brakes before you are done slowing down.

As you turn more and more, your tires load up and slide. Let this sliding be the completion of your deceleration. Get it? This is driving art. Finesse. It is also part of what is meant by the truism "be smooth." All cars are different, so the timing will vary a little, but this technique is used by all the top racers: the winners. I believe some don't even realize it, they just do it. If you brake to your minimum speed and then immediately begin to accelerate, you will only be fast in a few increasing radius, early-apex turns. Everywhere else, you will be wasting friction, and

NOT DONE YET

If you think all of your braking is finished once you're off the brakes and in the turn, you might find you're not getting the most out of your racecar.



if you ever let a tad of friction go unused, you leave the door open for your competitors to bump you down the time sheet.

We're digging really deep here, so you rookies can forgive yourselves if you don't quite get it, but consider yourself primed. Experienced drivers who want to be even better, please stav with me.

The next phase of making this work involves releasing the brake slowly. It should take a whole second, maybe two when there is a lot of direction change, like a 180: Turn 3 at Daytona, for instance, or entering the Carousel at Road America, or Turn 2 at Thunderhill. As we enter a corner, we slow dramatically at first, then less and less as we begin to turn, and then in many corners, continue to slow after releasing the brake, leaning on the tires. This fills the friction circle. It is sometimes referred to colloquially as rolling speed into a corner, or carrying speed. You must do this to be fast (unless you cheat. But don't do that, because it will cause you to suck.) In a few "oversteery" cars, you need to even add a little power to transfer weight back for stability, all the while still slowing down.

In practice at the Circuit of the Americas round of the SCCA Pro Racing Pirelli World Challenge race in May, I caught a very cool car that runs in the back of our field, and I saw why. He was amazing on the brakes. Too amazingly late, that is. Brake too late, too hard, and too straight and you'll apex at the turn-in point, because that is where acceleration must begin, due to the fact that the car has *no* speed. You will over slow.

Slow. What an ugly word. Yet, use it carefully and it leads to fast.

Slow only belongs just before the apex, not at the turn-in point. So we have just discovered another way to say this. If you don't release your brakes and lean on your tires as you enter a turn, you will over slow. Make your tires the end of your brake zone. This allows you to enter faster, because the slowing down zone is now longer. It also makes your car turn better, because you transfer weight to the front longer, while those tires are working to steer the car.

Isn't it beautiful?







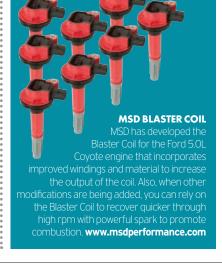
TOP GEAR

ESSENTIAL TOOLS, ACCESSORIES, AND GEAR FOR RACERS

KW VARIANT 3

KW Suspensions introduces its Variant 3 coilovers for the 2013 Ford Focus ST. The Variant 3 allows users to lower their vehicle 25-40mm on the front axle and 20-35mm on the rear axle, yet retain enough travel to handle maximum dynamic loads during driving. Adjustable rebound and compression damping allows a truly individual performance driving secup. \$2,569.99

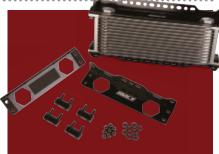






HVT RIDE HEIGHT ADJUSTERS

HVT announces its hydraulic lower spring perch that can raise and lower any corner of a vehicle independently up to 15mm with the turn of a knob. The Mechanical Incremental Ride Height Adjusters (MIRA) helps in fine-tuning the handling of a chassis, and can be easily adapted to any coilover shock. \$349 each www.hvtauto.com



EARL'S OIL COOLER MOUNTS

These stylish oil cooler clamps are the newest addition to the Earl's line, fitting all Earl's oil cooler heights. This anodized aluminum mounting system is made with E-coated steel hardware and rubber isolators to rigidly mount Earl's coolers. The rubber isolators keep vibration from reaching the cooler for longer life. www.holley.com

LINGENFELTER CORVETTE FUEL PUMP

Lingenfelter Performance Engineering now offers a direct replacement Corvette C5 fuel pump for high-performance applications. Designed to fit 1997 through early 2003 C5 Corvettes without vehicle modification, the intake fuel pump is rated at 225 liters/hour at 60psi of fuel pressure – adequate for up to 700hp in regular applications. www.lingenfelter.com



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

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ee our website for a video this platen being assembled



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SHIFTIN' GEARS

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The SCCA Foundation would like to thank the following people who have donated to the Foundation. The Foundation will thank more donors in future issues of *SportsCar*

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INSIDE TRACK

ED SHULER IS ROCKY MOUNTAIN DIVISION'S F&C WORKER OF THE YEAR

Ed Shuler lives just outside of Denver these days, in Aurora, Colo., but he grew up in Georgia and Florida. As a young man, his best friend got him interested in sports car racing. In the 1970s, they went to the 24 Hours of Daytona and later to the 12 Hours of Sebring, "That was when Steve McQueen was running," says Shuler. "My buddy next suggested we check out the [National Championship] Runoffs at Atlanta and I thought that was really cool." They nearly froze as they camped for three days, but the racing more than made up for things. "It was the first time I ever set eyes on a Formula Ford [now Formula F] and they about filled the track with them."

He got a job with Honeywell as a process control technician and moved to

Go out and put out fires and do whatever was necessary. It's an adrenaline rush"

ED SHULER

Houston where he autocrossed his Alfa and worked corners at Texas World Speedway. When the job took him to north of Chicago he worked corners at Blackhawk Farms, Road America and, after a very long drive, Brainerd. He says the best thing about being a corner worker was being "part of the show."

"There were lots of spectators back then," he says. "There was a special camaraderie among the workers and you got to touch cars. Go out and put out fires and do whatever was necessary. It is an adrenaline rush, no question."

He recalls, like it was yesterday, an incident at Road America where a big GT-1 car lost a wheel and his crew went to the rescue.

"I enjoyed the hell out of it. When you ask me about the hard part, I don't think there was any. I loved it all."

But family life and commitments intervened for a time as they often do, but in 2009 he rejoined the Club, Colorado Region, after his youngest was



DEDICATION

Ed Shuler has been around racing since the 1970s, soon finding his way to the National Championship Runoffs. Now, Shuler is a dedicated Flagging and Communications worker, winning the Rocky Mountain Division BFGoodrich Tires Worker of the Year Award at the 2012 Runoffs.

through college. He was working corners again "with the long-term goal of getting in a racecar some time before I die."

He is often the Flag Chief these days, and if that's not enough he raised his hand when they were looking for a Course Marshall at High Plains Raceway. "It is physically quite demanding. You set out all the fire extinguishers, water coolers, and other necessary gear. It takes about four hours to set everything up and an equal amount of time to tear it all down."

Ed has worked the last three Runoffs, first as a corner worker and the last two as Assistant Flag Chief. He was sitting with his wife when he heard his name called as BFGoodrich Tires Worker of the Year for Rocky Mountain Division at the 2012 Runoffs. "I was in total shock; I did not see it coming. I don't do the work for the recognition, but it is nice to know that someone is paying attention. I'm going to keep doing it until I can't do it anymore. These are great people."

SPORTS CAR LUST HAS AN INFINITE LATENCY PERIOD

Way back in the day, Ed Shuler's buddy had a different kind of car, an Austin Healy 3000. After Shuler caught the bug he got himself an MG Midget for his daily driver. Later that morphed into an Alfa Romeo Spyder 2000, like the one in The Graduate, but with the cut off tail. Now, after 40 years of working in the wings at tracks across the country, he is seriously contemplating going on stage and taking a turn behind the wheel. "It is going to have to be something inexpensive. I'm looking at it hard and considering a Formula Vee or a Club Ford." He has his eye on a friend's FV Mysterian and is shopping for an engine builder - a sure sign of a lifestyle change.







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FIRSTGEAR



ROBBY FOLEY IS ON CAREER THREE, AND HE'S ONLY 17

At six-feet, four-inches and 255lbs, Robby Foley, just 17 this past July and still growing, has the look of an NFL linebacker. Indeed, football had become his primary sports activity until fate took a painful turn, and a devastating injury put paid to that future. Undaunted - and without an ounce of self pity - this native of northern New Jersey has turned his energy and considerable athletic skills back to his first love, motor racing. His future now couldn't be any brighter - and not nearly as dangerous to his health.

"I've been around the SCCA since I was born," says Robby. "My dad, Rob, was a National autocrosser for more than 25 years before recently moving to Club Racing as his primary focus, so I've been going to SCCA events from a few months old on. I got my start in competitive motorsports at age 8 in karts, running in Solo in the FJB class with a 1994 Margay kart powered by a Briggs Raptor engine. I was doing really well until I grew a lot, ending up probably 80 to a 100lbs heavier than the competition. When I was 12, I moved to FJA by putting a Briggs World Formula engine in the Margay chassis. With more power and a higher minimum weight, I was again winning nearly every National event."

In 2008, Robby competed in the first Tire Rack Solo National Championships that allowed Junior Karts, finishing second in the Tire Rack ProSolo Finale after leading the first day, and third in the Solo championship - the highest finishing Briggs in the field. In 2009 he had another growth spurt, climbing past six feet. "Really hurt my power-to-weight ratio," says Robby. It showed, as at Nationals he finished just one up from dead last. The kart was sold and Robby began concentrating full time on playing





When I was able to walk again, I went to a Skip Barber three-day school in April of 2011"

ROBBY FOLEY

baseball and football. But in September 2010, at the start of football season, everything changed.

"I had a horrific injury to my left leg," says Robby in a matter of fact tone, "tearing the ACL, LCL, and PCL in my knee, as well as breaking both the tibia and fibula in my leg and breaking my ankle. Worst of all, I stretched my peroneal nerve, causing palsy and complete foot drop. This obviously put an end to my baseball and football careers, so when I was able to walk again, I went to a Skip Barber three-day school in April of 2011 at [Mazda Raceway] Laguna Seca to make the transition from karts to cars. In July of that year, I went for my SCCA novice permit at age 15. This was through the non-traditional licensing path facilitated for me by Area 1 Director Dick Patullo. I was the first to go through this route in the Northeast and the youngest to ever complete this process."

Robby then drove in six SCCA Regional races using his dad's ITB Honda, and qualified for his SCCA National license in March 2012. After competing in the ITB car in select races last season, this past winter he ran a Skip Barber race series in the Mazda MX-5, finishing third in the

championship and earning Rookie of the Year honors. For 2013, he is running in the Skip Barber class of the Playboy MX-5 Cup, as well as select SCCA ITB races. Robby is understandably proud of what he has accomplished at such a young age and at warp speed. "This makes me the first kid in the country," he says, "to go from the SCCA Solo Junior Driver program to get a National license in SCCA Club Racing and then go on to obtain an SCCA Pro license and compete in an SCCA Pro series."

Robby will be a senior in high school this fall and college is very much on the agenda. "I plan to go to school to get a degree in mechanical engineering, at a university with strong motorsports ties," says Robby, Right now Clemson, Virginia Tech, and Purdue are the leading candidates, all with FSAE programs. "Because I have gotten such a fast start in racing, I believe through hard work and determination that I can turn racing into a profession at some point," he says. "I am willing to give up everything to make that happen. Ever since I was a little kid watching the 24 hours of Le Mans, I've always dreamed of representing America in that race. Regardless, I plan to earn a B.S. in mechanical engineering, and if driving doesn't work out, I want to work in the motorsports industry.

Robby Foley knows his linebacker physique will probably keep him from ever piloting an IndyCar, but clearly, football's loss is motorsport's gain.

Output

Description:

DOUBLE CHEESE-BURGERS

"I have known Robby's dad, Rob, since before Robby was born," says Dave Newman. "We have autocrossed at a lot of the same events since the very early '90s. When Robby was about 4 or 5 his mom, Cathy, would bring him out to some local events. He was the shyest kid I had ever met. I would say hello and he would look at the ground and say nothing. Boy how things have changed! He has turned into a fun, outspoken young man with a great personality. Of course, hanging out with his dad's friends he had to have a sense of humor and some thick skin.

"I saw him race Skip Barber at Road Atlanta where he made a last lap move to go from fourth to second at the checker. I think he has a bright future in motorsports and in anything else he wants to do, as long as his mom says it's OK!"





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THE SECRET OF MY SUCCESS

Some of SCCA's Hottest Shoes in Solo, Club Racing, RoadRally, and RallyCross Reveal their Secrets to Speed and Success

What's the secret to winning? The beauty of being a member of the SCCA is that you're already connected with thousands of truly fast, amazingly talented competitors who have figured out the tricks to making victory a normal occurrence rather than a lucky break - all you need to do is ask them for their secret.

But it's not always as easy as walking up to your competitor and inquiring as to why they're so much faster than you. There are, admittedly, obstacles. First, there's pride, mixed with a little bit of shyness. It takes a lot of guts to walk up to the person who just wiped the floor with you and say, "I want to beat you. Tell me how to do that." Second, there's time. As luck always has it, the person you want to talk to is invariably not around when you're

looking for them. Or if they are, they're preparing for the previously mentioned floor wiping session, with you as their target. And, finally, deep in the back of your mind, you wonder why they should tell you their secrets.

So you slog it out, attempting to grasp victory on your own - and, for the most part, it has worked. You've had some success but, for whatever reason, you still find luck to be a highly ranking reason for your success. This has to change.

We feel your pain (and, luckily, we have no pride), so we found the people who have been beating you (or would beat you, should they compete at an event near you), and asked for their secrets to success. Contained in the next 15 pages are tips from some of SCCA's top competitors, presented in their own words...



There is almost not a day that goes by where I don't hear questions like: what are the best tires, or what are the best shocks, or what is the best alignment? Or someone tells me they read on the Internet that this is the perfect thing. As if it's that simple. The answer is there isn't one – you have to try them all and figure out what combination works best for you. There is not a shortcut to the top. It takes hard work; work behind the wheel and in the garage.

MAKE IT EASY

There are people out there who take car prep to the absolute limit. I am not

talking about the rules; rather, I'm speaking about setting a car up to run on the ragged edge. I'm not one of those guys who wants a theoretically 100-percent perfect car; I'd rather have a car at 98 percent and have it where I can drive the hell out of it.

In a perfect world, you would want a car that is set up to the theoretical limit, but with only three runs, chances are the "perfect" setup you brought on this day is not remotely perfect for this course and this surface. There are so many variables due to the nature of Solo – always a different course, varying surfaces, and only three runs to maximize it – you can't waste time

There is not a shortcut to the top. It takes hard work; work behind the wheel and in the garage"

chasing the car between runs. Make sure that you've got a car you can drive quickly and comfortably, and you will be faster.

I am not a tinkerer; I don't run different setups for the Tire Rack Solo National Championship verses local events. Having the same setup all the time means I can expect consistent performance from my car. I don't like





a car that is edgy. If anything my car is a little tight - tighter than most people would like, but it's not tight for me because I am so aggressive with the throttle. For me, it's all about getting power down, and I never blow a corner, so I want to be able to dog it down the slalom.

WHAT IS IT TELLING YOU?

Most people don't pay enough attention to what the car is telling them - they just go out there and drive completely over their head. The car is understeering and they're not paying attention to it understeering. If anything feels odd during a run, I look

at myself first. Did I screw something up? I'm very hard on myself that way. If I don't think I was the problem then I'll go look at the car, check the alignment, and check the tires - I try and pay attention to the little things. The car could have an issue. We don't always run on pool-table-smooth lots, so the alignment can change or a tire could cord prematurely, but oftentimes the car is just trying to tell you to take it easy and back off a bit.

THE ROAD LESS TRAVELED

You've got to pay attention to what is going on and where you are, especially in relation to what the

SUPER COMPETITION

With an already impressive driving resume behind him Sam Strano takes on arguably one of the most talent filled and difficult classes to win in Solo, Super Stock. Facing top notch competition will improve your skills faster and drive you further.



ABOUT THE AUTHOR

Sam Strano "burst" on to the Solo scene in 1994, the very next year attending the Tire Rack Solo National Championships - where he finished a less than stellar 51st in C Stock. After skipping the 1996 Solo Nationals, Strano returned in 1997 and was on pace to be a trophy contender (something he has done every year since) picking up a seventh place trophy in F Stock. The big turn in his career came in 2002 when he claimed his first Solo National Championship in E Street Prepared; this marked his first of seven Solo titles. Strano also owns a Tire Rack ProSolo Overall title and six class championships. In 2008, Strano was named Solo Driver of the Year and, in 2012, received the Driver of Eminence award, one of Solos highest accolades.

By day, Strano is the owner of Strano Performance Parts in Brookville, Pa., a performance parts supplier that has outfitted numerous National Championship winning cars. When time allows, Strano works as a driving instructor for the Evolution Performance Driving School, and has volunteered his time on a number of Solo related rules committees. Strano is also one of the course designers for the upcoming 2013 Tire Rack Solo National Championships. Needless to say, Strano has had a pretty big impact on the sport, and continues to be one of its top drivers.





surface is doing. As far as driving a course, the biggest mistake I have noticed is people not paying enough attention to the surface. I'm seeing it more and more, especially on a wet course. Even I got caught up in it last vear at the Solo Nationals. The West course at the Lincoln Airpark is all crowned up in the middle, and the East course is all slanted one way. Heartland Park Topeka was the same way, and a lot of people don't notice that or figure it out quick enough. The concrete at Toledo is brushed all one way; you turn with it and it has got awesome grip, but if you are going the other way it doesn't have much grip because the tire can't bite into the surface. These little details add up. Knowing what corner you can charge and which one you need to be conservative on is very important.

WHAT WERE YOU THINKING?

I see it all the time: tons of people who do great at local events and then completely fall flat at Nationals. You have to not worry about what the "fast" guys are doing; worry about what you can do. If you have to, go sit in the car in grid with the windows up and a/c on so you can't hear what else is happening, do it. Just drive the car as best you can on that day and let the chips fall where they may. If you can drive it, you can drive it, but people get

If you have to, go sit in the car in grid with the windows up and a/c on so you can't hear what else is happening"

worked up and end up choking anytime they get near a cone they get way too careful.

More than anything, I'm always telling people to play their own game, all you can do is drive as best as you can; you can't control what I do or anyone else does. Don't get worked up and start chasing a time. Focus on driving the best you can.

I admit it, it's one of the reasons
I typically run an early number at the
Solo Nationals - if I can rattle a few
people; they are that much easier to
beat. If you don't let yourself get
worked up, you will drive better and,
undoubtedly, have more fun - and that
is at least some part of why
we do this.

5 TIPS FROM JASON ISLEY

Jason Isley is a 20-year member of the Club, most of which has been spent dodging cones on the Solo course. As a result, he owns four National Championships, all coming in B Stock. Because he also works at SportsCar, we could not stop him from putting in his two cents. If you know him, you'll understand.

1. There's no such thing as perfect.
There is no such thing as the perfect run – forget about it, because it's not going to happen. The good news is you don't need

RELAX

Staying relaxed

and comfortable

at an event allows

you to better focus on driving. Don't

worry about what

class is doina: iust

give it your best.

the rest of the

a perfect run to win; you only need to make one less mistake than the guy in second place.

2. Walk your own way.
You see all types during the course walk: the note taker, those who mentally visualize, and the social walker. There is no right or wrong way; it's whatever works for you.

3. Get beat.
As soon as you start blaming your car, tires, or anything but yourself for not winning, have someone fast drive your car. You will find out quickly if there is, in fact,

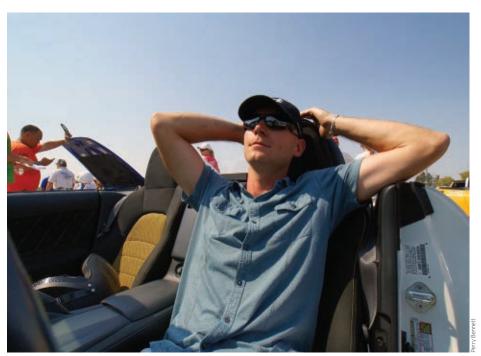
something wrong with your car. Chances are, however, the problem lies mostly with you.

4. Be patient.

When you only get three runs once or twice a month, it can take years to build up the mental database and confidence to be able to lay it all out when it counts. Sure, there are a few rare individuals who are freakishly fast from day one, but more often the top guys who are beating you have been at it for years. It can get extremely frustrating trying to get to the next level, but one day it will click.



5. Chase competition. You PAX'd well at a local event - that's cute. Unfortunately, it doesn't mean much. You will never know if you are "there" unless you run against the best. The quickest way to up your game is to hit the big events and run against the top drivers in your class. Added bonus: You will likely be racking up valuable seat time.











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TOOLS OF THE TRADE

If you don't have it, look at getting data acquisition. Whether it's just a simple GPS device or something to show your lap times, it's very important. We've been using the portable AIM Solo in cars that don't have an installed data system. What's great about it is it shows you your laps times, and it also shows your plus and minus to your fastest lap times. Looking at a plus or minus to your fastest lap ime in qualifying allows you to continue on a good lap, but if you make a mistake you can see you are behind and you can throw the lap away and cool the car down, saving the tires for another lap.



Racing is a very mental sport - it's also very physical. If I were to take a guess, I'd estimate it's almost 100 percent of each. You are doing so much in the car. You're not just going fast and you're not just racing, you're going fast and you're racing. It's a massive combination. It's like being in a fighter jet in the middle of a dogfight while playing chess.

GAME ON

I hate to be cocky about things, but you do need a little bit of that fighter pilot swagger when you put your helmet on. Whether you show it or not is another thing, but you need to

have the attitude that you "can do," and you belong at the front in order to succeed.

Part of the mental aspect is gaining confidence in yourself that you can go fast. For me, that came in my first Grand Am race. We went to Lime Rock, we got lucky and ended up qualifying second - I even led the most laps during my stint. That carried me on to my Runoffs National Championship and kept building from there.

There are some people who get that win over an established driver and that is the "ah ha, I've made it" type moment. It's needed for some people to assure yourself that what you have

been doing is working, and that you belong at the top.

GET YOUR MIND RIGHT

The mental part of racing is so big that I can't say it enough. You have to be in the right mindset, and you have to be very resistant to certain things. As soon as the helmet goes on, everything else gets forgotten. As soon as the face shield goes down, your goal is to win the race – you can't be worried about relationship issues or something that happened away from the track. If you are dwelling on that, then you aren't using that mental capacity to go faster.





There are some people who get that win over an established driver and that is the 'ah ha, I've made it' type moment"

Racing requires so many skills that you have to put together, without being all there you can't do it effectively. If you're not focused, someone like me will come along and beat you.

I often joke that I qualify my best when we have an 8 a.m. session. Sure I'm still half asleep, but nothing else has gotten in the way and my mind is still clear, so you just go out and do it.

RACE CRAFT

A lot of my learning curve came at a young age because I was so engrained in racing – it was sitting in my thought banks until I was able to race. I started to learn race craft at a very early age, being at the racetrack watching my dad, Joe, watching National Champions like John Heinricy and Don Knowles, listening to them talk about it and seeing it unfold on the track.

People who are just coming up the ranks possibly have not witnessed it a lot, or heard people talking about it or even know what it is when they see it, so they don't necessarily recognize the chess aspect of racing. The

DOG FIGHT

A race like
the National
Championship
Runoffs can be a
battle from start
to finish. Staying
focused and
planning your moves
can help you run at
the front of the pack.



ABOUT THE AUTHOR

Andrew Aquilante was born into racing. His father, Joe, owns Phoenix Performance in Pennsylvania where Andrew serves as Vice President.
Together, they have turned out more than 300 customer cars, ranging from Club Racing to track day cars and even Solo. Phoenix Performance cars have claimed countless medals from the National Championship Runoffs, most recently the 2012 Touring 2 win by Don Knowles.

After completing his driving school in 2003, Aquilante took on the best in SCCA when he went Club Racing, picking up his first of many Divisional Championships in 2004, and racking up numerous National event wins in the years since. Aquilante has started on the pole at the Runoffs four times and owns a Runoffs gold medal, taking the 2007 Touring 1 title and scoring silver in 2012.

Over the years, he has also recorded starts and stood on the podium in the SCCA Pro Racing Pirelli World Challenge series, secured a win in Grand Am competition, and finished second in points in the 2009 Continental Tire series Street Tuner class.







One of our customers has a great line, "It's called a 'come on down."' You don't have to be the fastest guy, but you have to outsmart and outthink the other guy. Sometimes you've got to force the other guy into making a mistake. That's part of race craft, and I think that is something people don't realize they are even missing.

We see so many customers starting.

We see so many customers starting out doing track days, they think they are good because they have earned a point by from every other car on the track - then they start to move up to Club Racing. They have the going fast part figured out, but they haven't figured out the racing part. They slowly learn it and get better at it, but it's not something they think about when they first start racing. And, even a couple of years in, a lot of people are

racer. If you have to rely on a blue flag to tell you someone is coming up behind you, you are already mentally behind. Be aware, because if you can't process the things that are going right on your own, what are you going to do when something goes wrong?

knowing what happens down the track if I go here and he goes there. Where's this going to put us down the line? How's this going to affect us? What's that lapped car going to do?

If you're that guy who's running second and always gets dropped in traffic, maybe you need to make a move in traffic that gets the leader's attention. Do something so he looks in his mirror and says, "Oh boy." All of a sudden, you have a little bit of that mental advantage because that shifts the pressure on him.

Learning race craft without actually racing is difficult. The fact that many track groups don't teach it, and actual racing is typically frowned upon at track days, makes it very hard to accumulate that knowledge. A lot of kids learn it from karting; any wheel to wheel from karts is going to build up that experience. Before I was old enough to race cars, we would go to the local indoor kart track and beat up on each other, and I partially learned through that.

DETAILS

A simple set of toe plates or a string alignment system is an invaluable tool to the racer. Ensuring your car is setup before you even get to the track helps set you for success.

I've seen many people in a slower car beat people in a faster car because of better race craft"

still not all the way there. You have to put the "going fast" part and the "race craft" part together to win.

You've got to analyze your competition, where they are quick, where you are quick, and what you need to be doing to get around them. I've seen many people in a slower car beat people in a faster car because of better race craft.

SAVE YOUR CAR, SAVE YOUR TIME

Once I have learned a track or have a car set up for qualifying, my first or second hot lap is going get the job done. Don't get me wrong, if you don't nail it then you will have to keep trying, but if you do get it there is no point in staying out there and grinding the car down for an entire 20 or 30 minutes. If you use up the car more, you have to come back and work on the car more, so you can't focus on going fast because you are focusing on repairs.

Instead of running for an entire 20-minute session, go out and run for 10, get your fast lap, then take the spare time and look at your data. When you go out the next time, you may find yourself going a little bit faster. It starts to snowball and allows you to have a better mindset to go a little quicker, rather than worrying

about if you need to change brake pads or change tires because you used them up in the first session.

PREPARE AHEAD OF TIME

WHAT FLAG?

If you're not looking in your

windshield, and looking at

all of the game pieces on the chess board - what is coming

up behind you, and what you

job as far as being that complete

are going to catch before it happens - you are not doing your

mirrors, and looking out of your

Make sure that everything is right before you head to the track; don't push things off until you get to the track. If you put off things and then you have an unexpected failure, you are starting to stack work upon work, which puts you behind the eight ball.

Whether you are taking it to a shop or doing it yourself, make sure bolts are tight, that your alignment is always square and straight, and that something isn't off. Even with all of the right tools, I made a mistake at my first Runoffs setting up the car. Somehow I got distracted, got the alignment wrong, and for the first couple of days I was baffled as to why I was running a second off of where I was a month earlier at the same track. We pulled out the toe plates and found the toe was wrong.

Check your car's toe if you've had an off-track excursion. A set of simple toe plates are a must-have tool for every racer; it's a quick and simple check. Don't give up little things like this, because little things add up.

As silly as it may sound, make sure your trailer is organized. If you can get on the road an hour earlier because you have all of your gear ready to go, and get to the track the night before versus the day of, it saves you from doing the scramble 15 minutes before your session. The better prepared you are, the better you can focus on the job at hand.

GET YOUR BODY RIGHT

I never really exercised when I started Club Racing; it wasn't until I got into pro racing and one race I got out of the car absolutely spent. I realized it was time to start working on myself.

Even though a Club race is only roughly a half hour, you can't give that edge up to somebody who may be in better shape. If you are worried about overworking yourself, you are not using that capacity to make yourself go faster. The same can be said for eating right. While you don't have to be in the best shape to excel, it certainly helps if you are prepared physically.



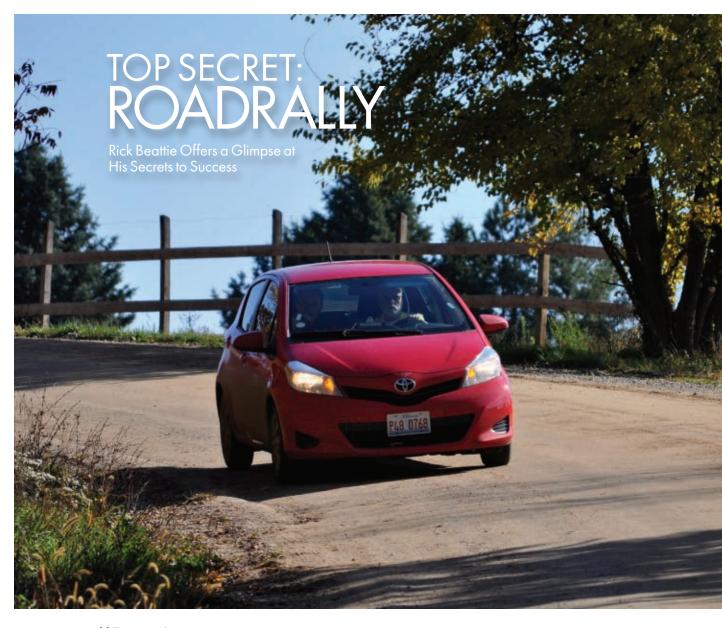


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on't perfect a bad method," was the point a racing instructor made at our region meeting. For folks who have run one SCCA RoadRally, a dozen, or more, that's good advice for improving your game. Before explaining how to improve your execution or divvying up tasks inside the car, it's probably better to start at the beginning with preparation. The equipment you're taking to the event is the first thing to consider.

HAVE THE RIGHT EQUIPMENT

A wristwatch works fine for the first few events, but a stopwatch is better. No longer is being interrupted before you can record the time going to be a problem. Digital timepieces are easier to read quickly in a bouncing car. It's not uncommon to read the wrong time from an analog dial, especially for times in the last quarter of the minute.

All calculators are not created equal. Some of them will record multiple entries for each keystroke if the key is "jiggled." Toss those machines now rather than being tempted to pitch them out the window when it happens on the route.

With any piece of equipment, from a watch to an A box, always buy the best one you can invest in at your level of commitment to the game. Trivial

things aren't so trivial when you depend on them.

PREPARATION IS KEY

If the general instructions are available before the event, read them ahead of time. Especially on Course (trap) rallies, read them many times.

All those old high school skills come into play. Underline important clauses, put hints in the margins, and take notes. Highlight the typical things, like the start time of a rally, which side of the road the checkpoints are located on, and how many minutes to add to an in-time to get the out-time at a DIYC control. You don't want to be





over carefully also. Emphasize or highlight things you missed when you ran the last event or that you typically miss. Note an instruction that occurs quickly after the previous one. You have to read them together on the course so you don't miss the actions in the second one.

Watch for "after" instructions. As soon as you make a turn completing one instruction you'll need to immediately look for whatever the next turn is "after." If you are not looking for it, you'll miss the sign hiding on the right shoulder just after a turn.

DIVIDE THE WORK

Constantly look for methods that will help you fix the errors that occurred during other events. Potential errors can come in the form of not clearly dividing the work that goes on in the car between the driver and the navigator – everything needs to be covered.

You must always know immediately which instruction you are working on. The responsibility for that varies from the stage rally method of the navigator reading the instruction aloud, to the more typical RoadRally method of the driver reading it from a scroll or clipboard mounted on the dash. (You do have the instructions somehow mounted to the dash by now, don't you?)

Also, decide who is going to cross off an instruction after it's executed.

With any piece of equipment...always buy the best one you can invest in at your level of commitment to the game"

DIVIDE AND CONQUER

If you want to win, both the navigator and driver need to know what their responsibility is in the car (LEFT).



ABOUT THE AUTHOR

Rick Beattie has been rallying for 30 years. He has collected six SCCA National RoadRally Championships and won the USRRC four consecutive times from 2003-'06. He has amassed 788 SCCA Lifetime Points. Beattie was convinced to give RoadRally a try by the maintenance superintendent at the office building where he worked. In his first rally, March Hare, Beattie finished fourth of 14 cars in the Novice Class. He won the next five events in Novice Class and was required by Club rules to move up to Class S. Beattie soon became a navigator, as most folks who searched for a rally partner wanted to drive. Since then he has competed in over 500 Course, Tour and GTA RoadRallies in 30 states. Those rallies included timing in time-speed-distance, time-speed, and Monte Carlo formats. He participated in the 25th annual Great Race finishing 18th overall. In addition to competing in events, he has been rallymaster or chairman for over 40 other rallies and has worked an equal number of events as pre-checker and control crew. Those RoadRallies include three-hour Club rallies, all day Nationals, five all-night rallies, and a 24-hour rally. In addition to the standard mileage/instructionnumber/instruction forms, Beattie has written events in stick map and tulip forms. Beattie was also rallymaster of the committees that won the Arthur J. Gervais Award for the Dead Head II National Course Rally of year in 2005 and for Laurel Run, the 2002 National Tour Rally of the Year, and served on the SCCA RoadRally Board for four years, including one year as chairman.

ASK FOR HELP

It's easy to find out why other people are beating you – just ask. And in RoadRally, the opportunity is often there to strike up a conversation.

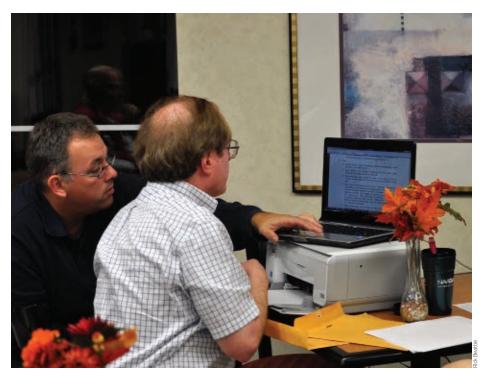


searching for that information later when you don't have time to look for it.

Look for subtle things that may give away traps you'll find on the course. Look for definitions that have changed from the last event you ran. Look for wording that appears to give more or less information than what's needed.

For example, if the definition of "Stop" now includes a clause that "Stop signs will be located at an intersection," you can bet that on the route you'll find one that is not at an intersection and therefore not a "Stop" - at least, not for that rally.

When you receive your route instructions, take time to look them



PREPARED

Before you start a RoadRally, take time to understand the rules and instructions (ABOVE). Once in the car, it's important stay organized – and relaxed (RIGHT).

AFTER ALL

The definition of "after" is also a favorite to use for Course rally traps Instead of "from one inch to infinity," a rallymaster will change it to "from one inch to one mile." It looks innocent enough until "Right after Speed Limit comes up in an instruction. Contestants see the sign, measure 1.25 miles, and turn, incorrectly. It's too far. You need to find another Speed Limit sign farther along the route.

Many a RoadRally car has seen unintended parts of the countryside when, after executing one instruction, the driver crosses it off and the navigator mistakenly crosses off the next one, too.

STAYING ON TIME

Although the navigator is usually the one to keep the team on time, the best drivers can keep themselves on time for a few miles or more. Keeping a car on time is an entirely different skill than driving fast. It's fascinating to navigate for an experienced driver who can do it.

Often, when the navigator makes an error, the driver should be able to say, "That's not right. I didn't lose that much time there."

When seeing a stop sign, do the logical (rally) thing and accelerate. You are going to lose time stopping, looking, and restarting. When you restart, go faster than the CAST for a bit afterward and then slow back down. It's possible to get good enough that the whole event becomes automatic and you're on time again an eighth mile down the road.

Leave a few hundredths before your out-time to allow for the time lost getting up to RoadRally speed. Many drivers will start to wonder why they need a navigator.

In most RoadRally classes, the navigator, not the computer, compares the current time to the calculated time. The navigator needs to do that calculation at least every mile. Being able to do it every half mile is better. If you know you are



heading into a control, every tenth mile is not unreasonable.

It is satisfyingly possible to do it continuously on a B box where the mileage readout is located just above the time readout. For a speed like CAST 30, where each 0.01 mile driven results in a 0.02-minute increase in time, you can concentrate on just the last digit of the readout and continually compare them. "Even, even, up two, up one, even, even, even, up one, even," should be the patter into the control.

LOOK AHEAD

The reason the driver needs to be better at staying on time and the navigator better at keeping the team on time is to get both sets of eyes out

Leave a few hundredths before your out-time to allow for the time lost getting up to RoadRally speed"

of the car as much as possible. Like in Solo and Club Racing, you want always to look ahead on the course.

In RoadRally, not only are you looking for factors that affect maintaining the CAST, you are also looking for upcoming turns and, in most cases, signs.

Especially in Course rallying, signs are the basis of all that's going on. The typical driving tunnel vision has to be avoided. Literally look high and low for signs. A quick look up through the sunroof or out the rear window has found many a sign nearly hidden behind a tree on the first pass.

Signs on the right, low, and parallel $\,$

OFF COURSE

Realizing you are off course usually causes much grief, but the navigator can recover from it even if the mileage at the point where you left the course isn't known.

When you realize you are off course and start the K-turn (or U-turn, depending on which part of the country you're from) to get back to the route, record the mileage. When you are on the course again, note the mileage again. Twice the difference between the two numbers is how

far off your stock odometer now is.

For short off-course excursions, the total distance multiplied by the CAST is pretty close to how late you are. You went out at rally speed and even though you came back quicker than that, you probably lost time turning around.

For longer distances, take a quick look at the speedometer on the way back. Figure the time for the distance out at CAST and the time for the distance back at that speed. You should know fairly accurately how late you are.



TAKING A HACK

The other reason you want both sets of eyes out of the car is that it pays to keep at least one eye on your competitors. There are many things to learn from watching the rest of the field, and getting help is one of them.

If you get hopelessly lost in the timing calculations or you buy a trap but have no idea what the correct time might be, you can still get out of the mess. Just find a good team near your car number who you think did it right or who always gets good scores.

Record the time-of-day as they pass a landmark, add or subtract the difference in your car numbers (as the case may be), and leave the landmark at that new calculated time.

Keep in mind that your competitors are also watching you. Some will purposely leave a point early so you can't get a good "hack" (on your stopwatch). Others, not running in your class, may be nice enough to tell you their out-time.

to the road, are some of the most difficult to spot. Look "deep" also. They can be down a side road or on a porch. There are a few rallymasters who, after asking contestants to look for "Speed Limit 55" on a twisting back road, have no qualms about using a sign on the county road paralleling your course or along the Interstate Highway below you from an overpass.

Scan the road ahead for signs before writing down the time from your stopwatch. There's nothing more important than staying on course.

TALK TO EVERYONE

Above all, talk to people. Ask them how they do it. There's a chance they will share only the trivial things, but if someone has the perfect way to solve a difficult problem, they can be just as likely to share that. They get a chance to brag about a secret that ended the troubles you are having.

Find a good method. The mistakes described here were all made by experienced rallyists (including me) who now have a way of avoiding them - most of the time.

Yeah, sometime you are going to promise yourself you're only doing it for fun, but when you're sitting at the end of the OCR watching the LED numbers get closer to your out-time, the memory of that promise starts to fade. You'll want to prove you can do it better, with a new way of doing it.





What RallyCrossers want to hear is a tip like, "You need to use the Cusco 1.5 diff and then you'll win," or, "You need to get the European Falken rally tires and then you're set." But that's not the trick to winning. The secret is to learn to be fast anywhere. You can learn to lead on your own court, but the more variety you throw at yourself the better you're going to be at being adaptable, as well as knowing what to do when something different is thrown at you. But to get to that point, there are some tricks I've learned along the way.

SEEK OUT STIFF COMPETITION

You need to hunt for tough competition to increase your skill - to do this, you'll need to compete in different regions. The only way to get better is to take on bigger challenges. If you race in a class that has little or no competition - which is different than the number of competitors - you need to think about picking a different class. If you are in Stock or Prepared and the competition is better in the next class up, consider racing in a higher prep class. Look at the classes with regularly close battles at the top, or with drivers who always win by a mile, and go after them.

Going to a different region will also open your eyes to playing the RallyCross game. Learn to drive different surfaces and course styles. You may find that you aren't as fast as you thought, or you may be the out-of-town spoiler. Either way, you learn. Ask a lot of questions and meet as many people as possible. Never forget that the SCCA is a club of people with cars, not a club of cars.

EXPERIMENT AT REGIONAL EVENTS

You want to try new things at Regional events, with the goal of winning at National events. You will





local bragging rights, but once you find what works, you'll be back on top again.

SPEED AND TIME

While you're trying new things, recognize the difference between speed and time. Am I going too slow or too fast? I ask myself this at every key section of a course. Admittedly, I'm still never 100 percent sure. Overall, going too fast will cost you more time than not going fast enough. The best drivers will know the answer to this question for each section of the course and realize how each decision affects the next section. When in doubt, do some testing. This is where Regional events are very useful - or, if you have the opportunity, a small practice course and a friend with a stopwatch can be very revealing.

UNDERSTAND THE RULES AND EQUIPMENT

It's important and you understand all the rules and equipment. The system of allowances in each class per the RallyCross Rules typically favors a handful of vehicles that will be most competitive. While most of us just race the car we already have, top drivers will often select a vehicle best suited for a certain class based on the allowances in that class. Luckily, at the local level, classes and modifications often don't make much of a difference; at the National

Recognize the difference between speed and time.
Am I going too slow or too fast?"

level, however, having a competitive vehicle that takes full advantage of allowances is important.

Two other issues that factor here are contingencies and compliance. You can earn some gas money by winning in certain brands, and it's important to know if you or your competitors are legal.

REMEMBER THE BASICS

Even the most experienced drivers need to remind themselves of the basics: Drive the shortest line, find traction, and keep the car pointed forward. In general, if you're not following these three rules, you're



ABOUT THE AUTHOR

Ken Cashion started autocrosing in 1991 in a Ford Festiva, moving into Club Rally in 1994 in the same car. He found RallyCross in 1999, cutting his teeth in a heavily modified Mazda 323GTX driving Colorado courses, and it wasn't long before his name kept creeping to the top of the results sheets. Cashion has since gone on to compete in California, Connecticut, Iowa, Michigan, Tennessee, Ohio, Minnesota, Nebraska, Nevada, Oklahoma, Oregon, and Utah. Cashion's competition resume includes finishing first in his class in the Colorado RallyCross Series in 2002, '03, '05, '08, and '10. His appearances at the RallyCross National Championships have resulted in him taking home quite a number of medals, with wins in M2 in 2010 and in PF in 2012. He also finished first overall in 2005 at the RallyCross National Challenge. Cashion is the current Chairman of the SCCA RallyCross. He is also a former Divisional Steward for Rocky Mountain Division, a former Chairman for Colorado RallyCross, and at the RallyCross National Championship has held the positions of Chief Safety Steward (2007), Chief of Operations (2009-'10), and Chief Steward (2011-'12).

likely reach a point where you do very well at local events. Our natural response is to stick with something if it seems to be working. The problem is, in order to take that next step, experimentation is in order. At Regional events, try different lines, push the envelope, or try going slower, even shifting in different places. It's very important to look for ways to shave time, and they might not be obvious. You can also ask another driver to ride along and give you feedback.

Use the Regional event as a practice for National events. It may be hard to let go of those series points or

SOMETHING NEW

Ken Cashion has won a number of times, becoming a RallyCross National Champion for the first time in 2010, and earning a second Championship in a different class in 2012 (ABOVE). His secret? Cashion suggests experimentation at Regional events, using that knowledge to win National events.





SOME EQUIPMENT IS NEEDED

While most of my advice centers on driving or knowledge, it's undeniable that the right tires will take you far in RallyCross. Try a variety of tires There are a lot of options for tires in RallyCross, and tires are, by far, the most important piece of equipment we use. Different brands, sizes, and compounds work differently on different surfaces under different conditions. Most top drivers have at least two sets of tires at any event. Most commonly, this is to cover both dry and wet conditions. Sometimes it can be for hot or cold weather. Sometimes it's because of snow or ice. Sometimes it's for smooth or rough courses. Try as many different types of tires as you can. Try snow tires and rally tires of all different brands. Try different diameters to see how it affects handling and gearing. You'll be amazed at how your car feels with all the different types.

giving away time. Often, the shortest line is also where the traction is, but not everyone seems to get their car there because they're going too fast. On a sweeping corner, people will enter fast and push wide and into the fluff.

GIVE IN ORDER TO RECEIVE

Finally, it's important to give to the RallyCross community - and in doing so, you'll learn a lot. Designing courses and instructing others not only helps the community as whole, but it can also make you faster. One of the best ways to understand how to drive a course is to design one. It may seem that a course designer has an advantage at an event because he or she planned the layout, but this is

Designing courses and instructing others not only helps the community as a whole, but it can make you faster"

rarely how it works out. In reality, serving as a course designer makes you think about driving lines, approach speeds, exits, and linking one turn with another in a way that driving rarely does. The same knowledge comes from instructing. There's an old saying that the best way to learn something is to try to teach it to someone else - and this is certainly the case with driving. As you help someone see the big picture and develop good habits, those lessons become clearer in your mind. For a real challenge, try to develop an entire lesson or curriculum for a drivers' school.

TOP DOG

Jan Gerber currently holds the most RallyCross National Championships, with five – and his secrets to success are things anyone can try.

5 TIPS FROM JAN GERBER

Jan Gerber is the only RallyCrosser to currently have five RallyCross National Championships.
Consequently, we couldn't resist asking Gerber for his top five tips to success.

1. Be prepared,

both mentally and physically. Locate the key cones on the course everything else out there doesn't matter. When you get it down to the key cones and the corner, it's a lot easier to remember the course. With RallyCross, after a few runs, there's a path – so just run in the path.

Walk the course as many times as you can. Also, walk where you will be sitting in the car. I always walk the course as I would be positioned in the car. Meaning, if there is a cone to the right of me, I leave enough room on the course walk for the car to the right of me.

On the course

walk, visualize what the car will be doing when you go by the cones. Are you in a braking zone? Is this where you'll be steering and jumping off the throttle? Visualize what will happen so it's not a surprise – and take advantage of it.

Know if the clock starts when you cross the start line, or if it starts when the flag is waved.

Finally, be prepared physically for the challenges of competition. What if the tire de-beads? If you're leading, and your tire de-beads on your second to last run, you need to be prepared for that.

2. Have a co-driver. Co-drivers give me someone to talk to about the course and event. If the co-driver runs first, he can give me a quick synopsis of things, like if the course is as fast or slow as we thought. A co-driver also gives you someone to bounce thoughts off. Maybe you decide to adjust your driving style or slow down. Plus, if you have a de-bead, you also have another set of hands to help.

Co-drivers
can help you
keep your level of
awareness. They
can watch other
competitors and tell
you where you're
at with your runs. In
addition, if there's
an announcement
while you're in grid,
you might not hear
it – but your codriver will.



3. Never give up. In 2001 at the RallyCross National Championship, after the first two runs I was sitting in 11th. This was no fun, so I went out and worked on the section I was having problems with. After the next run, everything popped into gear and all of a sudden I was in third and had a shot. It's the little gains here and there.

4. Wear polarized sunglasses and good gloves. Polarized sunglasses help you see the course by getting rid of the glare and reflection of the dashboard, while normal dark lenses don't do anything for glare. A good pair of sunglasses can make a huge difference.

Gloves offer a consistent grip, regardless of whether you're dirty, sweaty, dry, or whatever.

5. Drive.
Run as many events
as you can, and
don't be afraid to
travel to events.

Ultimately, it's the little things that make a difference. You've just got to do as good as you can every time – and don't worry.



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ounds 9 and 10 of the BFGoodrich Tires Super Tour brought some of SCCA's top Club racers to the Northern Conference to face off at Mid-Ohio Sports Car Course at the end of May. Following Friday's qualifying and overnight rain, the first race group for small Touring and Super Touring cars took the green flag on a slightly damp track at 8 a.m. Polesitter Eric Heinrich (BFGoodrich Tires/ 2002racing.com BMW E30 M3) took the overall and STU lead, but had to hold back Touring 3 leader Chad Gilsinger's all-wheel-drive BFG/ HPD/H&R/Recaro Acura TL SH-AWD early. Once the circuit developed a dry

line, Heinrich sped off to a 10-second overall victory.

Gilsinger, meanwhile, was deep in a battle with T3 polesitter Kevin Boehm's BFGoodrich/Honda Performance Development Honda S2000 CR for the final laps of the 19-lap, 45.6-mile contest. In the end, Gilsinger took the 0.326sec win. In Super Touring Lite, John Schmitt kept his Hoosier/Red Line Oil Honda Prelude out front all the way, despite the attempts of Andrew Salzano and his HART/BFGoodrich/HPD Honda Civic Si.

Greg Vandersluis (Carbotech/ BFGoodrich Ford Mustang) won Touring 4 and Joel Lipperini took B-Spec in his BFGoodrich/Honda/ RaceLabz Honda Fit.

Group 2 for Spec Racer Ford was all Scott Rettich. Rettich started his Alliance Autosport/Springboro Car Wash Spec Racer from the pole and led all 19 laps to take a 2.827sec win over second starting Jeff Beck's Lindell/Ryan Spec Racer.

Group 3 will go down in history as resulting in what may be the longest delay in SCCA history at Mid-Ohio. Trent Hindman led from the pole in his No. 41 Cirocco & Ozzimo/DFL Interiors Porsche 911 Cup in GT-2, briefly ceding the overall lead to GT-1 polesitter Tom Smith (USA Metal



last time, they caught the Touring 2 Ford Mustang of Joel Hipp. Greer's car suffered a mechanical issue at the most inopportune of times, and turned to the left into Hipp, taking both cars hard into the guardrail.

Neither driver was injured, but the effort to repair the walls was significant. Additional equipment was brought in, and the repairs lasted nearly six hours. The remaining four races were shortened to 19 laps or 30 minutes, whichever occurred first.

At 4 p.m., racing resumed with Group 4 for Spec Miata, and the group did not disappoint the fans. Polesitter Jim Drago led the opening two laps before fourth-starting Jason Knuteson put his East Street Racing/Mitchell Racing Miata up front. Drago retired a lap later, and Knuteson had built a two-second lead over the battle for second, which included David Bednarz, Erik Stearns, Bruce Andersen II, and Shawn Slattery.

The Bednarz-led train caught Knuteson and the four-car battle for second became a five-car battle for the lead. The former Formula 500 Champion led until lap 12, when Stearns made his move to the point and shuffled Knuteson back to third behind Bednarz. On the final lap, Bednarz slid wide in the Esses in his Dynomax Exhaust Miata, promoting Knuteson up to second, giving Stearns the cushion he needed to take the 0.583sec win.

Greer's car suffered a mechanical issue at the most innopportune of times, and turned to the left into Hipp"



One week after sweeping E Production at Michigan International Speedway in his brand-new Hoosier/ King Motorsports Honda Prelude, Joe Moser made it three in a row with a flag-to-flag win in Group 5. Kevin Ruck won F Production in his Hoosier/ Honda/Cobalt Acura Integra, but the battle for second was fierce, ultimately taken by polesitter Rob Futcher's Lotus Super 7 after fellow combatants Charlie Campbell (Campbell Brothers Racing Mazda Miata) and David Strittmatter (Hoosier Tire Lancia Scorpion) each spun in Turn 13 on the penultimate lap.

H Production was hotly contested, with Matt Brannon's Midwest-Bayless Italian Auto Fiat X 1/9 ultimately getting the best of Tim Pitts in the Performance Tuning Volkswagen Golf. Bill Pintaric came from the back of the pack to win GT-Lite in his Kryderacing/WRP Investments Nissan, passing polesitter Bryan Floyd's Burntwaffle Enterprises Nissan with just a couple of laps remaining.

Group 6 - winged formula cars and sports racers - was slow to start, as the field was out of alignment, necessitating a wave-off and another pace lap. At the green, polesitter Ralph Provitz got the jump in his V2 Motorsports SO8 D Sports Racing machine and led the first eight laps.

Recycling Chevrolet Camaro). After leading for three laps, Smith went off track then headed to the pits to remove grass from the radiator opening.

Upon returning to the track, Smith's ailing car was caught by Dick Greer's No. 82 Wendy's Chevrolet Corvette and the pair waged a fierce battle in the race's final laps for the GT-1 class lead.

While they battled, Hindman sped away to his fourth U.S. Majors Tour win of 2013 by 23.795sec over Steve Jenkins.

On the final lap, Smith and Greer went side by side through the Esses, bumping several times. As the pair moved through Thunder Valley for the

DOUBLE TROUBLE

Scott Rettich continued his winning ways, being first to the checkered flag in SRF and FE (RIGHT) both days. (TOP RIGHT) On Sunday, Edward Hosni took a commanding win in America Sedan.





TOP SPOT

(ABOVE) Aaron
Quine took on
a number of
Touring 2 competitors
in his C5 Corvette,
coming out on top
both days. (TOP
RIGHT) Chad
Gilsinger's Acura
TL might not be a
"normal" T3 car,
but that didn't stop
him from winning
in it both days.

At that point, Sedat Yelkin's Everclear Swift took the lead and never looked back for the overall and Formula Atlantic win. Provitz finished second overall and won D Sports Racing.

Dudley Fleck took the C Sports Racing win in his Mazda/Hoosier/Coors Light Van Diemen Mazda, but it was James French who took the class track record in his Motorsports Enterprises Ltd. Swift 014 with a 1:23.191.

The final group of the day for small formula cars featured a great battle for the overall win between polesitter Tim Katuz's Braeburn/Two Dogg/Hoosier Poper DF3D Honda in Formula F and the Formula 500s of Steven Thompson (T&R Fabricating TR1) and Michael Mueller (MJ Mfg/Fibeco/Hoosier Red Devil). In the end, Thompson took the overall win over Kautz, as well as the F500 win over defending National Champion Mueller. Michael Varacins took Formula Vee in his Speed Sport/Veetech Speed Sport AM-5.

Following Saturday's long delay for track barrier repair, final qualifying for the seven race groups was canceled, and grids were set based on the fastest time from Friday afternoon's qualifying session or Saturday's race. Sunday's race schedule ran smoothly and, despite threatening clouds, was dry all day.

After leading flag-to-flag in Group 1 on Saturday, polesitter Heinrich got away slowly from the green on Sunday and Charles Tobel made a big move from third overall to the lead in his STU Discount Tire/Novi Wall Co. Pontiac Solstice. Heinrich's race ended by Turn 3, where he spun, The final group of the day for small formula cars featured a great battle for the overall win"

and collected Ron Pawley's J Pawley Toyota/Scion Lexus IS300.

Tobel led Raymond Huffmaster for the opening 12 laps before his car went off song and Huffmaster's Huffmaster Security/Hoosier Pontiac Solstice moved to the front, where it would remain to take the overall and class win. As on Saturday, Touring 3 was a nose-to-tail battle between Gilsinger and Boehm. Gilsinger kept out front the entire way to take his second win of the weekend, but it was Boehm who set the new Touring 3 class track record, with a 1:39.301.

Salzano finished second to Schmitt in STL on Saturday, but got the win on Sunday. Salzano took the lead after early leader Schmitt got loose in the Esses. In T4, it was a repeat of Saturday's race, where Michael Scornavacchi got out front early in his Hoosier/Phoenix/Carbotech Pontiac Solstice, but Greg Vandersluis





(Carbotech/BFGoodrich/Ford Racing Ford Mustang) took the lead on lap 16 and won the race.

Compared to Saturday's drama-filled run, GT-1 was a veritable walk in the park for Smith, who led flag to flag to take the overall Group 3 win.
Hindman, who won overall Saturday, came from behind to pass early class leader Jenkins and record the win.
Jenkins was busy fending off Joe Koenig's DrywallArt.com/Hoosier Tire BMW M3 and the #stuffshootersays Porsche 911 Cup of John Kachadurian for the remainder of the race, and they finished in that order to complete the top four.

Tim Myers Jr. (BFG/Cbeyond Cloud/ Carbotech Porsche 996) took his second-straight T1 win, as did Aaron Quine, in his T2 Hutter Performance/ Stupid Fast Tires Chevrolet Corvette, and Michael Cyphert (Toyota Motorsports/TRD/RedLine Toyota Celica) in GT-3.

After retiring with a mechanical problem Saturday, defending National Champion Edward Hosni captured American Sedan in his Lasco Ford/ Hoosier Tire/Steeda Ford Mustang, passing early leader Dane Smith's USA Metal Recycling Chevrolet Camaro on the outside of Turn 7, earning a GoPro HERO3 for the GoPro Hero Move of the Weekend.

Spec Miata again put on a great show for spectators and racers alike in Group 4. Polesitter Knuteson led from the start with a train of 15 cars in tow for the first 10 laps. On lap 16, Knuteson spun in Turn 1, promoting Stearns, who was never far behind. From there, Stearns held off a charging Michael Novak, who started eighth in his Roush/Caldwell Race Prep Miata, to win by 0.917sec.

The race for E, F, and H Production and GT-Lite featured a number of close battles. Polesitter Sam Halkias (Catawba Island Marina/Halkias Performance) went side by side with fellow EP competitor Moser into the Keyhole on the opening lap, with

OVERALL

The STU race was a fight for the Group 1 overall win. On Saturday, Eric Heinrich claimed the honors with 10 seconds to spare.

Moser taking the lead. Moser grew the advantage to some 10 seconds before rolling silently into the pit lane on lap 15 with a broken motor.

By then, Halkias had already fallen behind the fierce battle for the FP lead between Ruck and Campbell. The two ran nose to tail through traffic but, on the penultimate lap, Ruck slowed with a flat tire and pulled off the track.

The battle for H Production was also tight, with Brannon leading early, but then spinning in some fluid on the track, falling well behind the Pitts. More than a dozen seconds behind, Brannon cut his fastest laps of the weekend and caught Pitts, passing him for the lead for good on lap 17.

Yelkin dominated Group 6 for winged open-wheel and sports racing cars, taking a 32-second overall win. Fleck was out front in CSR, but tangled with a lapped car in the Carousel, which disabled the Van Diemen. That allowed Jacek Mucha, who was not far





CELEBRATION

Tim Kautz (center) took the top spot in Formula F.

behind in his Swift JMS016, to take the CSR lead and win.

It was a battle of former Sports 2000 National Champions in that class, with Saturday's winner, seven-time Champion John Fergus leading early - but 1995 titlist David Doran claimed the lead and sped off to a significant win in his Doran JE-1.

While Kautz and Mueller claimed class wins in Formula F and Formula 500, respectively, Formula Vee offered the drama for which it is famous. Saturday's winner Varacins and Gary Blanarik (Sewickley Car Store Silver Bullet Volkswagen) had a back-and-forth battle throughout the final 19-lap contest, with Blanarik taking the top spot on the final lap as they negotiated traffic.

SUNDAY

GT1: (4 starters) 1. Tom Smith (Chevrolet) 1:26.800; 2. David Pintaric (dodge); 3. Dick Greer (Porsche); **GT2:** (7 starters) 1. Trent Hindman (Porsche) 1:29.269; 2. Steve Jenkins (Porsche); 3. Joe Koenig (BMW); GT3: (5 starters) 1. Mike Cyphert (Toyota) 1:36.579; 2. Paul Young (Ford); 3. David Dobry (Eagle); GTL: (5 starters) 1. William Pintaric (Nissan) 1:42.751; 2. Bryan Floyd (Nissan); 3. Ted Phoenix (Austin);

AS: (7 starters) 1. Edward Hosni (Ford) 1:39.374; 2. Dane Smith (Chevrole 3. Nathan Sumner (Chevrolet); EP: (7 starters) 1. Sam Halkias (Triumph) 1:39.782; 2. Jason Albright (Mazda); 3. Michael Helm (Toyota); **FP:** (11 starters) 1. Charles Campbell (Mazda) 1:38.855; 2. Joe Walker (Lotus); 3. Scot Lunder (Honda); HP: (6 starters) 1. Matt Brannon (Fiat) 1:44.122; 2. Tim Pitts (Volkswagen); 3. Dayle Frame (Austin);

STU: (6 starters) 1. Raymond Huffmaster (Pontiac) 1:38.080; 2. Frank Levinson (Acura); 3. Charles Tobel (Pontiac); STL: (18 starters) 1. Andrew Salzano (Honda) 1:42.010; 2. John Schmitt (Honda); 3. Michael Novak (Mazda); **T1:** (4 starters) 1. Tim Myers Jr. (Porsche) 1:34.934; 2. John Buttermore (Chevrolet); 3. Norman Betts); **T2**: (4 starters) 1. Aaron Quine (Chevrolet) 1:38.104; 2. Gary Mason (Porsche); 3. Gregory Schermer (Porsche); **T3**: (7 starters) 1. Chad Gilsinger (Acura) 1:39.560; 2. Kevin Boehm (Honda); 3. Chris Puskar (Mazda); **T4:** (7 starters) 1. Greg Vandersluis (Ford) 1:43.715; 2. Michael Scornavacchi (Pontiac); 3. Mark McCaughey (Toyota); SM: (31 starters) 1. Erik Stearns 1:45.394; 2. Michael Novak; 3. Bruce Anderson II; **BS:** (4 starters) 1. Joel Lipperini (Honda) 1:51.018; 2. Brian Audet (Mini); 3. Wes Holliday (Mini);

CSR: (5 starters) 1. Sedat Yelkin (Swift) 1:22.612; 2. Ahsen Yelkin (Swift); 3. Charles C. Duncan (Swift); DSR: (3 starters) 1. Ralph Provitz (SO8) 1:23.638; 2. Tom Bootz (Stohr); 3. Richard Colburn (Nostendo); S2: (5 starters) 1. David Doran (Doran) 1:28.957; 2. John Fergus (Carbir); 3. Michael Bautz (Lola); SRF: (3 starters) 1. Scott Rettich 1:40.388; 2. Jeff Beck; 3. Lauren Scarpace;

FA: (4 starters) 1. Sedat YElkin (Swift) 1:22.612; 2. Ahsen Yelkin (Swift); 3. Charles C. Duncan (Swift); FB: (4 starters) 1. Brian Novak (Nova-Piper) 1:26.191; 2. Jeremy Hill (Photon); 3. Juan R. Marchand (NovaDiemen); FC: (7 starters) 1. Chris Livengood (RFR) 1:28.248; 2. Joey Selmants (Van Diemen); 3. Matt Machiko (Van Diemen); FE: (2 starters) 1. Scott Rettich 1:28.965; 2. Reece Everard; FF: (9 starters) 1. Tim Kautz (Piper) 1:31.234; 2. Russell Ruedisueli (Van Diemen); 3. Wes Allen (Piper); **FM:** (2 starters) 1. Steve Jenks 1:30.785; 2. Ken De Nault; FV: (18 starters) Gary Blanarik (Silver Bullet) 1:39,708; 2. Michael Varacins (Speed Sport); 3. Jeff Loughead (Vortech); F5: (8 starters) 1. Michael Mueller (Red Devil) 1:32.184; 2. Steven Thompson (T&R Fabricating); David Lapham (QRE).

TOP SPOT

Formula 500 was an eight-car battle both days, with Steven Thompson winning out on Satuday.

U.S. MAJORS TOUR/SUPER TOUR/DOUBLE NATIONAL

OHIO VALLEY REGION | MID-OHIO SPORTS CAR COURSE | May 30-June 1, 2013 2. T.C. Kline (Mini); 3. Brian Audet (Mini);

SATURDAY

RESULTS

GT1: (4 starters) 1. Tom Smith (Chevrolet) 1:26.530; 2. David Pintaric (Dodge); 3. Dick Greer (Chevrolet); **GT2:** (7 starters) 1. Trent Hindman (Porsche) 1:28.850; 2. Steve Jenkins (Porsche); 3. John Kachadurian (Porsche); **GT3:** (3 starters) 1. Mike Cyphert (Toyota) 1:38.806; 2. David Dobry (Eagle); no other finishers; **GTL:** (3 starters) 1. William Pintaric (Nissan) 1:42.730; 2. Bryan Floyd (Nissan); Robert Bax (Nissan):

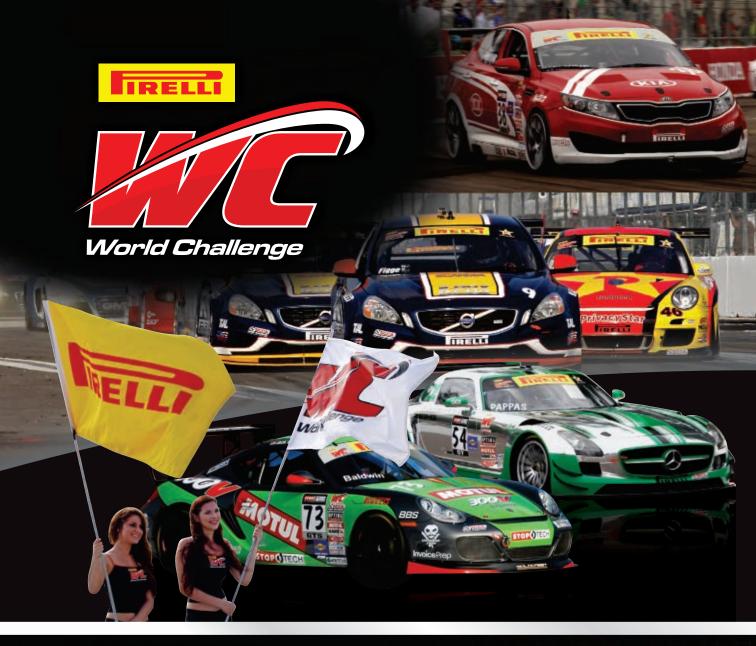
AS: (6 starters) 1. Dane Smith (Chevrolet) 1:40.115; 2. Nathan Sumner (Chevrolet); 3. Scott Schweitzer (Ford); EP: (8 starters) 1. Joe Moser (Honda) 1:39.264; 2. Sam Halkias (Triumph); 3. James Simaras (Mazda); **FP:** (10 starters) 1. Kevin Ruck (Acura) 1:39.349; 2. Rob Futcher (Lotus); 3. Charles Campbell (Mazda); HP: (6 starters) 1. Matt Brannon (Fiat) 1:46.068; 2. Tim Pitts (Volkswagen); 3. Andrew Wright (Triumph);

STU: (5 starters) 1. Eric Heinrich (BMW) 1:38.788; 2. Charles Tobel (Pontiac); 3. Raymond Huffmaster); STL: (20 starters) John Schmitt (Honda) 1:42.626; 2. Andrew Salzano (Honda); 3. Michael Novak (Mazda); **T1:** (4 starters) 1. Tim Myers Jr. (Porsche) 1:35.279; 2. John Buttermore (Chevrolet); 3. Jerry Lancaster (Chevrolet); **72:** (5 starters) 1. Aaron Quine (Chevrolet) 1:38.230; 2. William Moore (Pontiac); 3. Gary Mason (Porsche); **T3**: (7 starters) 1. Chad Gilsinger (Acura) 1:40.508; 2. Kevin Boehm (Honda); 3. Chris Puskar (Mazda); **74:** (7 starters) 1. Greg Vandersluis (Ford) 1:45.295; 2. Michael Scornavacchi (Pontiac); 3. Mark McCaughy (Toyota); SM: (33 starters) 1. Erik Stearns 1:45.491; 2. Jason Knuteson; David Bednarz; BS: (5 starters) 1. Joel Lipperini (Honda) 1:50.589;

CSR: (4 starters) 1. Dudley Fleck (Van Diemen) 1:23.646; 2. James French (Swift); 3. Brian French (Ralt); **DSR:** (4 starters) 1. Ralph 3. Richard Colburn (Nostendo); S2: (5

Provitz (S08) 1:22.595; 2. Tom Bootz (Stohr); starters) 1. John Fergus (Carbir) 1:32.284; 2. David Doran (Doran); 3. Glenn Jividen Jr. (Carbir); **SRF:** (31 starters) 1. Scott Rettich 1:40.620; 2. Jeff Beck; 3. Lauren Scarpace;

FA: (5 starters) 1. Sedat Yelkin (Swift) 1:22.380; 2. Ahsen Yelkin (Swift); 3. Jacek Mucha (Swift); **FB:** (4 starters) 1. Brian Novak (Nova-Piper) 1:26.811; 2. Jeremy Hill (Photon); 3. Juan R. Marchand (NovaDiemen); FC: (8 starters) 1. Rob Nicholas (Van Diemen) 1:27.140; 2. Chris Livengood (RFR); 3. Joey Selmants (Van Diemen); FE: (2 starters) 1. Scott Rettich 1:29.940; 2. Reece Everard (Van Diemen); FF: (9 starters) 1. Tim Kautz (Piper) 1:32.251; 2. Russell Ruedisueli (Van Dieman); 3. Ed Midgley (Piper); **FM:** (2 starters) 1. Steve Jenks 1:31.189; 2. Ken De Nault; **FV:** (19 starters) 1. Michael Varacins (Speed Sport) 1:40.231; 2. Gary Blanarik (Silver Bullet); 3. Jeff Loughead (Vortech); **F5:** (8 starters) . Steven Shompson (T&R Fabricating) 1:31.937; 2. Michael Mueller (Red Devil); 3. Brian Brothers (TR1).



2013 Schedule

Streets of St. Petersburg March 22 - 24 TV: April 7 - 12:30pm GT/GTS

Lime Rock Park **July 4 - 6** TV: July 20 – 4pm GT/GTS/TC/TCB

Streets of Toronto July 12 - 14 TV: August 18 – 2pm GT/GTS/TC/TCB

Grand Prix of Long Beach April 19 - 21 TV: May 5 - 2pm GT/GTS

> Mid-Ohio Sports Car Course August 2 - 4 TV: August 18 - 2pm GT/GTS/TC/TCB

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Circuit of the Americas May 17 - 19 TV: June 16 – 5pm GT/GTS/TC/TCB

Sonoma Grand Prix August 23 - 25 TV: September 8 – 3:30pm GT/GTS/TC/TCB

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

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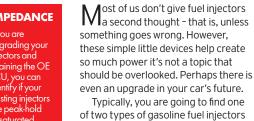






IMPEDANCE

If you are upgrading your injectors and retaining the OE identify if your existing injectors are peak-hold or saturated driver with a simple volt/ohm meter and a few seconds worth of work. "As for determining what type of injector ou have you can ust grab an ohm " says Chris Mills of Deatsch-Werks. "Just pull off the electrical connector and put the leads from your ohm meter on there.'



Typically, you are going to find one of two types of gasoline fuel injectors under the hood of your racecar, a "peak-hold" or "saturated driver" injector. These two types differ by impedance value, and how they are activated. While both may appear identical on the outside, it's very important not to mix the two.

According to Chris Mills of DeatschWerks, a peak-hold injector will have impedance between 1.5-4ohms, while a saturated driver injector has higher impedance, closer to 11-15ohms.

The first step is figuring out what type of injector you need; using an

injector with the wrong impedance can cause tuning issues and possibly even an ECU meltdown.

"Some ECU manufacturers require a low ohm [injector], some require high ohm," explains Tim Marren of Marren Fuel Injection. "There are two distinctly different electrical types of injectors - this is the problem in the industry where people get caught with their pants down all the time. It's Ohm's law: If the ECU requires a low ohm injector, you've got to use a low ohm injector. If you start mixing and matching the injector driver, the ECU will cut the injector open time. If you request 10ms of open time at 6,500rpm you might only fire for 6ms because of the delay factor; you will be running lean. If an ECU requires a high ohm injector and you put in a low ohm injector you will blow the fuse in that ECU - or hope you

do - because if you don't you will burn out that ECU."

Next up is calculating the capacity of the injectors required for your engine. There's a mathematical formula you can use to calculate this, but fortunately you don't have to, as companies like Marren Fuel Injection, DeatschWerks, and RC Engineering offer fuel injector calculators or worksheets online.

"It starts off by punching in numbers based on [target] horsepower," says Marren. The next factor is Break Specific Fuel Consumption (BSFC), which is a factor based on rate of fuel consumption and induction type. A naturally aspirated piston engine will have a BSFC around 0.5, while a rotary powered car or one with forced induction will have a slightly higher value - fortunately, this information is typically provided on the Websites for



FUELING THE FIRE

Picking the Right Fuel Injector Could Lead to Competition Success - And It is Easier than You Thouaht



you, and some simply let you select induction type on a worksheet. The final steps include plugging in the number of injectors you plan to use and the duty cycle you want to run them at.

"We are doing an SCCA GT car right now, and its estimated horsepower is 325hp," says Marren. "If we punch that in, and it is naturally aspirated, we put a BSFC factor of 0.5. Then we look at how many cylinders you have, which is basically how many injectors you are going to use; in this particular case it is a six cylinder. Then what you want to do is [input an] injector duty cycle of 0.8 - what that means is the injector duty cycle should be 80 percent or less. If you hit calculate you will see we need about a 33lb/hr injector."

Don't start shopping for injectors just yet - you will also need to be mindful of how injectors physically fit your application. "The other thing you've got to worry about is O-ring to O-ring; physically fitting in the intake manifold and fuel rail," Marren says. "Typically, domestic [and most European] injectors are 14mm upper and lower, but [Japanese] imports are typically 11mm on the upside and use a grommet on the lower side. We end up making special injectors for the import market because some of the OE applications have limited by size availability and flow characteristics, so we will take a Bosch or Siemens injector and machine it to fit an import."

If you have any doubts as to whether or not you are selecting the right injector for your application, reach out to any one of the many manufacturers or vendors that specialize in this market. Perhaps one of the advertisers on pg. 56 will have exactly what you need.

FIRE POWER

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DUTY CYCLE

A fuel injector is designed to work in an optimum range; above or below that range, performance and engine longevity can be adversely affected. "Injector manufacturers rate injectors at 100 percent or 'static flow,'" says Tim Marren of Marren Fuel Injection. "Static flow is wide open. You never want to do 100 percent because if you are running 100-percent duty cycle, that injector's pintle mass is staying open and you no longer have electronic fuel injection - you are now using mechanical fuel injection. Now you are flowing based on what the rail pressure is coming out of the fuel pump. Mechanical fuel injection is an orifice; you want your fuel system to be metered, and 80 percent or less is now metered. When we're building a race motor here, we are going for 70-75 percent duty cycle. We always want a little bit of a cushion."



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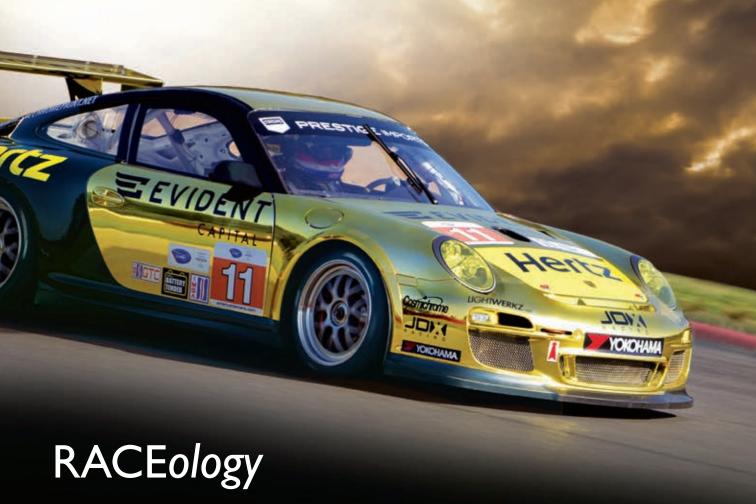


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2013 IMSA GT3 Cup Challenge by Yokohama Schedule:

GT3/GTC	Sebring International Raceway	Sebring, FL
GTC	Tequila Patron American Le Mans Series at Long Beach	Long Beach, CA
GT3/GTC	Mazda Raceway Laguna Seca	Monterey, CA
GT3	Watkins Glen International	Watkins Glen, NY
GTC	American Le Mans Northeast Grand Prix	Lime Rock Park, CT
GT3/GTC	Canadian Tire Motorsport Park	Bowmanville, ON
GT3/GTC	Road America	Elkhart Lake,WI
GT3/GTC	Grand Prix of Baltimore Circuit	Baltimore, MD
GT3/GTC	Circuit of the Americas	Austin,TX
GTC	ALMS at Virginia International Raceway	Alton,VA
GT3/GTC	Road Atlanta	Braselton, GA
	GTC GT3/GTC GT3 GTC GT3/GTC GT3/GTC GT3/GTC GT3/GTC GT3/GTC GT3/GTC	GTC GT3/GTC GT3/GTC GT3/GTC GT3/GTC GT3 GT4 GT5 GT5 GT5 GT5 GT5 GT6 GT7



Independent Auditors' Report

Soard of Directors, Finance Committee and Management Sports Car Club of America, Inc. and Subsidiaries

We have audited the accompanying consolidated financial statements of Sports Car Club of America, Inc. and Subsidiaries (the "Club"), which comprise the consolidated statements of financial position as of December 31, 2012 and 2011, and the related consolidated statements of activilies and cash flows for the years then ended, and the related notes to the financial statements

Management's Responsibility for the Financial Statements

of America; this includes the design, implementation, and maintenance of internal control releva to the preparation and fair presentation of financial statements that are free from material misstat Management is responsible for the preparation and fair presentation of these consolidated fins cial statements in accordance with accounting principles generally accepted in the United Stat ment, whether due to fraud or error.

in the United States of America. Those standards require that we plan and perform the aud to obtain reasonable assurance about whether the consolidated financial statements are free our audits. We conducted our audits in accordance with auditing standards generally accept Our responsibility is to express an opinion on these consolidated financial statements based material misstatement.

auditor considers internal control relevant to the Club's preparation and fair presentation of the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Club's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the consolidated financial statements in order to design audit procedures that are appropriate in the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the consolidated judgment, including the assessment of the risks of material misstatement of the consolidatec An audit involves performing procedures to obtain audit evidence about the amounts and disc sures in the consolidated financial statements. The procedures selected depend on the audito In making those financial statements, whether due to fraud or error.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion

rial respects, the financial position of Sports Car Club of America, Inc. and Subsidiaries as of December 31, 2012 and 2011, and the changes in its net assets and its cash flows for the years then ended in accordance with accounting principles generally accepted in the United States of In our opinion, the consolidated financial statements referred to above present fairly, in all mate-

Certified Public Accountants Mize, Houser & Company

Topeka, Kansas

Consolidated Statements of Financial Position

December 31

SPORTS CAR CLUB OF AMERICA, INC. AND SUBSIDIARIES

, i		2012	2011
	Cash and cash equivalents	\$ 581,849	\$ 794,537
an-	Investments	3,407,691	3,043,431
tes	Trade receivables, less allowance for doubtful accounts		
ant	of \$11,500 in 2012 and 2011	332,329	351,095
ate-	Inventories	480,576	433,452
	Prepaid insurance and other	190,229	206,934
		4,992,674	4,829,449
	Building and equipment:		
o	Equipment	2,933,259	2,886,598
ted	Building	1,378,086	1,378,086
dits		4,311,345	4,264,684
o of	Less accumulated depreciation and amortization	2,888,209	2,652,074
	Total property and equipment	1,423,136	1,612,610
<u></u> 승	Total assets	\$6,415,810	\$6,442,059
or's			

Liabilities and Net Assets

	\$ 264,485 428,265 881,907 49,189 1,231,808	\$ 289,317 621,479 740,446 164,470 1,401,055
Total liabilities Unrestricted net assets Total liabilities and net assets	2,855,654 $3,560,156$ $$6,415,810$	3,216,767 3,225,292 \$ <u>6,442,059</u>

The accompanying summary of significant accounting policies and notes are an integral part of these financial statements

Summary of Significant Accounting Policies December 31, 2012 and 2011	Nature of Operations and Consolidation. The consolidated financial defendants include the accounts of	Sports Car Club of America, Inc. ("SCCA") and its wholly-owned	subsidiaries, SCCA Pro Racing, Ltd. ("Pro Racing") and SCCA Entermises Inc. ("Entermises"), collectively referred to as the	Club. All significant intercompany items have been eliminated.	SCCA was organized as a not-for-profit organization to promote	interest in sports cars and automotive competition. In connection with this purpose, SCCA has several registered trademarks	and trade names from which it receives product licensing royal-	ties.	Enterprises was incorporated in 1986 as a for-profit organization	to sell sports car kits and parts.	Dro Doning was incomparated in 1002 and command	tions effective April 1, 1994, as a for-profit organization which	organizes professional road racing events and related services.		Use of Estimates	Club in conformity with accounting principles generally accepted	in the United States of America requires management to make	estimates and assumptions that affect the reported amounts of	assets and liabilities and disclosure of contingent assets and	liabilities at the date of the financial statements and reported amounts of revenues and expenses cluring the reported period	Actual results could differ from those estimates.		<u>Trade Receivables</u> Trade receivables are stated at the amount management	from		to earnings and a credit to an allowance for bad debt based on its assessment of the current status of accounts. Balances still outstanding after management has used reasonable col-	lection efforts are written off through a charge to the allowance for doubtful accounts and a credit to trade accounts receivable.	- Involutoria	Inventories are recorded at the lower of cost or market, using the	first-in, first-out (FIFO) method. Inventories primarily consist of sports car kits and parts.	Investments	Investments in marketable securities are measured at fair value in the consolidated statements of financial position. Investment income or loss (including realized and unrealized gains and	
n Flows er 31,	2012 2011	334,864 \$ 52,751	240 334 269 554	1	(316,730) 56,601	(9,200) 19,552		-	(47,124) 123,761 16,705 76,417		(24,832) (42,128)			45,749 456,397			33.000 16.800	(2	`	(2,059,860) (1,919,969)	(89.190) (406.279)		(169.247) (146.121)		(169,247) (146,121)	(212.688) (96.003)	I	31 840 ¢ 704 £37		nation at Dec. 31: 49,139 \$_101,188	41,585 \$ 61,739	accounting policies ancial statements	
Consolidated Statements of Cash Flows For the Years Ended December 31,	Cash flows from onaration activities.	69	Items not requiring cash: Depreciation and amortization	ain)		Gain) loss on sale or property and equipment	in:	receivable	Inventory (4 Prepaids, insurance and other 1	i:	Accounts payable (2.	(1)	provided by	operating activities 4	in its constant and an included the constant	Casil nows not mivesting activities. Proceeds from sale of property		perty and equipment	Proceeds from sale of investments 2,01	Purchase of investments (2.05)	ties		Cash flows from financing activities: Payments on notes payable (16)	Į.	financing activities (16)	Net decrease in cash and cash equivalents	g. of year	Cach and rach political parts of and of year & 581 840	כמסון מוזם כמסון כלמועמוכווט מו כומ כו עכמו ל	Supplemental disclosure of cash flow information at Dec. 31: Cash paid for interest \$\frac{101.11}{2}\$	Cash paid for income taxes	The accompanying summary of significant accounting policies and notes are an integral part of these financial statements	
	2011	\$ 2,016,993	1,603,425	1,283,789	1,358,309	874,314	140,013	152,416	163,569 10,096,666		2 604 460	1 741 038	1,335,488	1,127,195	979,032	256.619	253,042	220,610	186,342	148,170	128.123	رص	9,919,478		177,188	(15.112)	(109,32 <u>5)</u> (124,437)		52,751	3,172,541	3,225,292	ing policies tatements	
s of Activities ecember 31,	2012	\$ 1,975,328	1,492,729	1,310,820	982,757	961,792	142,032	139,883	256,961		2 0 4 5 0 4 6	1,467,686	1,287,136	1,103,802	937,192	279.012	231.245	224,489	203,898	142,066	9,750	194,819	9,442,671	cess	1,554	364.260			334,864	3,225,292	\$ 3,560,156\$ 3,225,292	ficant account	
Consolidated Statements of Activities For the Years Ended December 31,	В вусепце.	Membership dues	Sponsorships and royalties	Insurance premiums	Entry and registration fees	Sanction fees Competition licensing fees	Rulebooks and misc. merchandise	Service fees	Miscellaneous Total operating revenue		Expenses:	Cost of goods sold	Race organization activities	Insurance premiums	Office, equipment and occupancy	Sports al magazine Professional services	Travel and entertainment	Committee and directors	Public relations and marketing	Postage	Prize money	Other	Total operating expenses	Net operating revenue in excess	of expenses	Other income (expense): Net investment income (loss)	Other Total other income (expense)	Laterate of accord	net assets	Unrestricted net assets at beg. of year	Unrestricted net assets at end of year	The accompanying summary of significant accounting policies and notes are an integral part of these financial statements	

losses, interest and dividends) is included in the change in unrestricted net assets

in the near term would materially affect investments and the amounts reported in the consolidated statements of financial The Club maintains a significant portion of its total assets in a Investment securities are exposed to securities, it is at least reasonably possible that changes in risks combination of stocks, bonds, fixed income securities and other various risks, such as interest rate, market fluctuation and credit risk. Due to the level of risk associated with certain investment investment securities. position.

Building and Equipment

Equipment is recorded at cost and the building is recorded at improvements are capitalized, while ordinary maintenance Management annually reviews these assets to determine whether carrying values have been the net present value of the estimated lease payments. Major and repairs are expensed.

Depreciation and Amortization

Depreciation, which includes amortization of assets recorded as capital leases, is computed using the straight-line method over the estimated useful lives of the related assets.

Revenue Recognition

events are credited to deferred income and recognized as Amounts received for annual membership dues are credited to deferred income upon receipt and recognized on a straight-Amounts received from sponsorships and royalties are credited line basis as income monthly over the membership year. to deferred income and generally recognized as income on a straight-line basis. Amounts received for organizing racing income in the period in which the event occurs.

Program Services

The cost of providing the various programs and other activities has been summarized on a functional basis in the notes to the financial statements. Accordingly, certain costs have been allocated among the programs and supporting services benefited.

Advertising Expense

The Club expenses advertising costs as they are incurred.

Shipping and Handling Costs
Shipping and handling costs are included in cost of goods sold.

SCCA is a not-for-profit organization and is generally exempt from federal income taxes under Section 501(c)(4) of the Internal Revenue Code. Pro Racing and Enterprises are sub-

financial statement basis and the income tax basis of assets assets are reduced by a valuation allowance if, based on the weight of the available evidence, it is more likely than not that account for income taxes using the asset and liability approach Deferred income tax assets and liabilities are computed for differences between the and liabilities that will result in taxable or deductible amounts in on enacted laws and rates applicable to the years in which the differences are expected to affect taxable income. Deferred tax ject to federal and state income taxes and these subsidiaries the future. Such deferred income tax computations are based for financial accounting and reporting. these benefits will not be realized

The Club's present accounting policy for the evaluation of uncer-A liability would be recorded in the financial statements during ment believes it is more likely than not that the tax position would not be sustained upon examination by taxing authorities and the tain tax positions is to review those positions on an annual basis. the period in which, based on all available evidence, manageiability would be incurred by the Club.

subject to federal and state income tax examinations by taxing The Club files income tax returns in the U.S. federal, Kansas and Colorado jurisdictions. The Club is generally no longer authorities for years before 2009. There are currently no examinations of the Club's income tax returns in progress.

Cash Flows

at commercial banks, purchased with original maturity dates of all interest-bearing deposits and highly liquid debt instruments For purposes of the statement of cash flows, the Club considers three months or less, to be cash equivalents.

Credit Risk

its the amount of credit exposure to any one financial institution centrations of credit risk consist of cash equivalents, marketable as highly creditworthy. Concentrations of credit with respect to trade receivable are limited due to the Club's credit evaluation equity securities and trade receivables. The Club, by policy, limand places the investments with financial institutions evaluated process, which may include obtaining customer deposits for Financial instruments which potentially subject the Club to concertain services

Notes to Consolidated Financial Statements December 31, 2012 and 2011

Financial Instruments and Concentrations

credit Information regarding financial instruments and concentrations is as follows:

Cash and Cash Equivalents - The Club's policy is tions are insured by the Federal Deposit Insurance to maintain cash with various high-quality financial institutions. Cash balances at financial institu-Corporation; however, balances may occasionally exceed the insured amount.

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of the amount expected to be realized if investments are quoted market prices in the active market for identical assets (Level 1 inputs) are used to determine fair value. If quoted market prices are not available, the Company uses valuation techniques that place greater reliance on able factors (Level 3 inputs). All investments are valued The fair values of investments are based on the estimate sold or otherwise disposed of in an orderly transaction other observable factors (Level 2 inputs) and unobservusing Level 1 inputs, except for government and agency within a reasonable period of time. Fair value is determined using various levels of "inputs." When available. obligations which are valued using Level 2 inputs. Investments consist of the following as of December 31:

2011	921,897	152,872	152,864	244,057	8,495	146,141	157,180	795,802	58,996	307,862	97,265	
2012	\$1,042,781 \$ 921,897	169,289	178,105	287,143	10,544	164,467	182,149	874,511	83,183	335,488	80,031	
	Corporate stock - Large cap	Corporate stock – Mid cap	Corporate stock - Small cap	Corporate stock - International	Mutual funds - Large cap	Mutual funds – Mid cap	Mutual funds - Small cap	Mutual funds - Fixed income	Mutual funds - Natural resources	Government and agency obligations	Money market funds	

\$3,407,691 \$3,043,431 Net investment income (loss) in the statements of activities includes the following for the years ended Investments

December 31:

\$9,442,671 \$9,919,478

Total

\$1,096,808 513,335

·	2
1000	rease
104:400	Capital
•	·
777	7011

78,091

S

S

Dividends and interest Net realized gain nvestment fees

2012 87,939 122,916

(179.517)

229,629

Net unrealized gain (loss)

(36,602)

(40,408) 87,101

Vet investment income (loss)\$ 364,260 \$ (15,112)

2010, the payment is \$.08 per square foot, \$.09 from January 1, 2011 through December 31, 2013, and \$.10 From January 1, 2017 through the termination of the lease, the payment is \$.10 per square foot plus \$.25 As part of the lease agreement with MTAA, SCCA has land area of the premises (approximately 92,000 square entered into a lease for the land that the building occu-2007, the land rent is \$.07 per square foot of the total From January 1, 2008 through December 31, from January 1, 2014 through December 31, 2016. per square foot for the actual building footprint (approximately 17,620 square foot). See Note 8 for future lease pies. SCCA began making rent payments on January 1, From January 1, 2005 through December 31, Obligation (Continued) commitments. foot).

Under the renewal terms, no rent will be due for the building and the land rent will be adjusted for changes

Notes Payable

4

312,940

Less accumulated amortization 347,393

Building

\$1,030,693 \$1,065,146

\$1,378,086 \$1,378,086

2011

2012

December 31:

The following is a schedule of the original estimated cost of the building related to the above lease at

lease payments.

Notes payable and capital lease obligations are summarized as of December 31, as follows: 2011 \$1,191,055 1,191,055 2012 Capital lease obligation (Note 3)\$1,096,808 1,096,808 Long-term debt:

collateralized by equipment, payment of Line of credit:

to 7.25%, effective April 1, 2007), is based on a prime

rate of interest minus 1% and resets every five years.

Effective April 1, 2012, the interest rate changed to

2.25%. This interest rate is effective until April 1, 2017.

The lease is payable in monthly installments over a 2021. Interest beginning January 1, 2007 (rate adjusted

17-year period from January 1, 2005 to December 1,

mum lease payments on the building, together with the present value of net minimum lease payments, as of December 31, 2012:

The following is a schedule, by years, of future mini-

Future Minimum Payments

Capital Lease

Year ending December 31:

Line of credit with bank, providing up to \$135,000 in short-term borrowings, including interest at an annual rate of 5%, maturing June 2013, \$75,000 due on or before June 1, 2013 210,000

135,000

\$1,231,808 \$1,401,055

The aggregate maturity on the above long-term debt as 111,508 116,636 114,043 of December 31, 2012 follows: 2014 2015

\$ 135,041 135,041 135,041 135,041 135,041

119,287 121,999

Later years

2016 2017

537,131 115,528

,212,336

\$1,096,808

Income Taxes Š.

income taxes during the years ended December 31, 2012 and 2011 due to an offsetting valuation allowance operating loss carryforwards to eliminate any current tax Pro Racing and Enterprises recorded no provision for for the deferred tax assets and the utilization of net ncurred for the year.

The significant elements of the Club's deferred tax assets are as follows at December 31:

2,000 2011 402,000 (404,000 S 2012 \$ 372,000 26,000 (398,000)Net operating loss carryforwards: Valuation allowance Enterprises **Pro Racing**

At December 31, 2012, Pro Racing and Enterprises purposes of approximately \$2,480,000, expiring in 2019 have net operating loss carryforwards for income tax through 2031, and \$125,000, expiring in 2023 through

Program and Supporting Services

ø.

The cost of providing the various programs and other activities is summarized on a functional basis for the years ended December 31 as follows: 2011

2012

	\$2,065,946	1,145,260	955,260	726,140	1,210,130		614,801	269,422	145,281	94,187	7,226,427		1,468,985	581,331	642,735	2,693,051
	\$1,794,638	1,117,969	957,893	855,604	764,842	s	990,069	219,373	154,510	64,588	6,519,483		1,492,011	743,650	live 687,527	2,923,188
Program:	Enterprises	Insurance	Solo racing	Club racing	Pro Racing	Membership - Publications	and convention	Technical services	Region services	Road rally racing	Total program	Supporting:	Administrative	Marketing	Membership – Administrative 687,527	Total supporting

က

Capital Lease Obligation

SCCA has entered into a long-term land and building

ease with the Metropolitan Topeka Airport Authority (MTAA). The term of the lease is for 25 years with five as a capital lease and is recorded in the financial statements based on the present value of the future minimum

renewal options for five years each. The lease qualifies

-ess amount representing interest Present value of minimum lease Fotal minimum lease payments

Later years

2015 2016 2017

2014

payments (Note 4)

Summary of Change in Net Assets by Entity

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	10.		Ę	
Net Income (Loss)	268,669 150,794 (84,599)	\$ 334,864	23,913 4,174 24,664	\$ 52,751
	↔	8	€	₩
Eliminations	(36,083) 25,258 10,825		(37,412) 25,290 12,122	
词	↔	8	↔ '	S
Net Income (Loss) Before Eliminations	\$ 304,752 125,536 (95,424)	\$ 334,864	\$ 61,325 (21,116) 12,542	\$ 52,751
.000	SCCA Pro Racing Enterprises		2011: SCCA Pro Racing Enterprises	

œ

Operating Leases. The Club leases facilities, land and certain office equipment under noncancelable operating leases that expire in various years through fiscal year 2026

Operating lease payments include the Denver office and Minimum future lease payments under these operating leases as of December 31, 2012 are as follows. shop space and the Topeka land lease (Note 3).

Year ending December 31,		
2013	↔	85,130
2014		85,500
2015		86,000
2016		86,700
2017		93,705
Thereafter	I	172,817

Fotal rental expense under all operating leases was \$87,780 and \$87,306 for the years ended December 31, 2012 and 2011.

\$ 609,852

Total minimum future lease payments

Employee Benefit Plan

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hours. The Club's contributions to the 401(k) Plan are discretionary. Eligible participants may elect to defer a The Club has a 401(k) Plan that covers all employees with the Club, and completed at least 1,000 service percentage of their salary to the plan, subject to annual dollar limits established by law. Participants vest in who have attained age 21, have one year of service

and \$97,578 to the 401(k) Plan during the years ended the Club's contributions at a rate of 20% per year after their third and fourth year of employment and are fully vested after five years. The Club contributed \$95,480 December 31, 2012 and 2011.

Contingencies

claims that have arisen in the ordinary course of its in the opinion of management, have a material adverse The Club is involved in various legal proceedings and actions, when finally concluded and determined, will not, effect upon the financial position or results of operations business that have not been fully adjudicated. of the Club.

Insurance/Risk Management

The Club arranges liability and participant accident insurance coverage through an independent third party insurance company for all Club sanctioned events.

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ended December 31, 2008 will be reimbursed under the Contractual Agreements. In June of 2008, SCCA and Pro Racing entered into an agreement with WC Vision, LLC (WC Vision) to allow WC Vision to acquire all rights regarding the management and promotional control of the "SCCA Pro Racing World Challenge Series". For 2008, the agreement provides that a portion of the losses incurred for the year contract. In future years, WC Vision receives any net profits or is required to fund any net losses related to the World Challenge Series. This agreement has an initial term ending on December 31, 2013, with optional one-/ear extensions thereafter. During 2012 and 2011, the Pro Racing received vided to WC Vision for operation of the World Challenge \$300,000 as reimbursement for the staff services pro-Series, as well as an \$85,000 service fee in accordance with the contract.

to allow Trans Am to acquire all rights regarding the pay Pro Racing for an annual sanction fee and a flat fee for Series photo identification, as well as reimburse Pro ment with Trans Am Race Company, LLC (Trans Am) management and promotional control of the Trans Am The agreement provides that Trans Am shall Racing for field staff and expenses at cost plus five percent and also reimburse Pro Racing for all direct expenses encountered in providing other services to the Series. Pro Racing received \$70,000 in fees described above In March of 2012, Pro Racing entered into an agree-Frans Am is entitled to all Series revenue. During 2012, Series.

expenses. This agreement has an initial term ending on and \$114,904 in reimbursement of field staff and direct December 31, 2016 with an optional renewal thereafter

Subsequent Events

€.

cial statements were available to be issued. During this December 31 through June 7, 2013, the date the finan-The Club has evaluated subsequent events from period, there were no subsequent events requiring recognition or disclosure in the financial statements

Sports Car Club of America Statement of Department Operations For the Twelve Months Ending December 31, 2012 (unaudited)

	Club	Solo	Rally	Admin	TOTAL
Income from Activities					
Membership	\$0	\$0	\$0	\$1,975,328	\$1.975.328
Sponsorship and Royalties	425,469	389,985	31,625	* ', ' ' ', ' ' '	847,079
Sanction Fees	362,655	351,854	26,067	0	740,576
Entry and Registration Fees	256,195	651,206	12,056	63,300	982,757
Service Fees	78,250	53,000	1,700	6,938	139,888
Licenses	596,322	490	0	5,370	602,182
Rulebook, Mdse, & Advertising	23,811	20,172	443	92,467	136,893
Fines & Fees	2,244	0	1,000	8,035	11,279
Insurance	0	0	0	1,310,820	1,310,820
Administrative Cost Recovery from Pro	0	0	0	41,000	41,000
Interest Income - Subsidiaries	0	0	0	36,564	36,564
Misc	1,315	0	0	35,761	37,076
Total Income from Activities	1,746,261	1,466,707	72,891	3,575,583	6,861,442
Expenses from Activities					
Salaries and Benefits	632,900	258,517	26,277	1,448,855	2,366,549
Cost of Goods Sold	10,431	15,785	1,163	15,666	43,045
Travel	30,942	55,324	2,613	59,496	148,375
Prize Money	0	9,750	0	0	9,750
Race/Annual Meeting Activities	374,230	499,240	11,295	155,318	1,040,083
Insurance	15,000	30,361	480	1,057,961	1,103,802
Officers, Committees, & Directors	75,749	15,786	8,102	115,735	215,372
Printing/Forms	7,699	168	0	53,328	61,195
Marketing & Communications	0	0	0	193,992	193,992
Sports Car Mag/Membership Develpmt	0	0	0	466,491	466,491
Direct Office Expenses	2,653	1,722	0	169,344	173,719
Overhead Office expenses	43,405	76,913	494	683,829	804,641
Interest Expense - Building	0	0	0	40,794	40,794
Professional Services	8,000	15,000	0	180,806	203,806
Misc.	0	(52)	0	17,755	17,703
Total Expense from Activities	1,201,009	978,514	50,424	4,659,370	6,889,317
Net Contributions	545,252	488,193	22,467	(1,083,787)	(27,875)
Non-operating Income / (Expense)					
Income/Loss on LT Investments				364,260	364,260
Interest Income ST-Notes				626	626
Interest Expense ST-Notes				0	0
Miscellaneous				(32,259)	(32,259)
Total Non-operating Income / Expense				332,627	332,627
SCCA Net Income (Loss)					304,752
Pro Racing Income (Loss)					125,535
Enterprises Income (Loss)					(95,459)
Total Consolidated Net Income (Loss)				-	\$ 334,828
. 512. 55.155.122.53 1751 1155115 (2550)				-	÷ 001,020





SERIES REPORTS

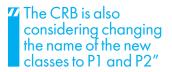
Sports Car Club of America 08/2013

Reports from SCCA's Competition Series



SPORTS RACERS: ON THE ROAD TO 2014

The CRB will present a number of things to the Board of Directors at the face-to-face meeting on June 8. The big item on the agenda will be the complete SR1 and SR2 rule set for the new classes, which start in 2014. Those rules have been up on www.scca.com for quite a while, so you should all know long enough



in advance to make your plans, should you want to run a Sports Racer in 2014.

As reported earlier, the subcommittees have been working very hard on the rules. They have been meeting weekly, sometimes twice a week, for a number of months and have responded to myriad letters and comments that resulted from publication of the work in progress.

The Formula and Sports Racing
Committee, chaired by **Bill Johnson**, has
been working with the subcommittee
members to aid in this process. The SR1
subcommittee members are **Matt Graham** (chairman), **Jim Downing**, **Garrett Kletjian**, **David Locke**, **Vaughan Scott**,
and **Brian Willis**. The SR2 subcommittee
members are **Marc Walker** (chairman), **Michael Alfred**, **David Ferguson**, **Jay Messenger**, **W. Burns Moore**, **Jay Novak**,
and **Jim Rawson**.

The CRB thanks the subcommittee members for the countless hours they spent talking to racers, manufacturers, and to all the rest of the people who showed an interest in Sports Racing. There were hundreds of letters and conversations leading to the final rules.



Also, thanks to **David Arken**, who started the ball rolling before moving from the FSRAC to the CRB during the middle of this project.

At this time, the CRB is also considering changing the name of the new classes to P1 and P2, as in "Prototype." That suggestion will have gone out as a "What Do you Think?" in Fastrack for member comment well before you read this. My feeling is that "SR" means "Spec Racer," and SRF will always retain that class designation. We may need to find something else for these new classes.

INTERPRETATION

I always wondered why the GCR was so big – now I know at least part of the reason. If any particular rule can be read with two different interpretations, a racer or steward will read it one way, and others will read it the opposite. Consequently, we continuously go into the GCR and clarify rules where there is any perceived misunderstanding.

The definition of ferrous is one example of this. If you read the current definition, you see: "An alloy containing more than 50 percent iron." There is no definition of non-ferrous, but one would figure that non-ferrous would mean an alloy containing less than 50 percent iron. When you look at the definition of alloy, you see: "A homogeneous mixture of two

CHANGES

The face of Sports Racers will be both familiar and different in 2014, as the category ungoes a number of rules changes for the coming competition season.

PARTICIPATION

ON THE RISE

Good news on U.S. Majors Tour participation. Not counting the massive entry at Circuit of the Americas in March, the Majors has shown a significant increase in entries for 2013 over the equivalent National races in 2012. At this writing, that participation increase is around 19 percent.



or more elements, at least one of which is a metal, and where the resulting material has metallic properties." So, a nonferrous part would be made of a metal alloy containing less than 50 percent iron. Something like aluminum, not carbon fiber which has no metallic properties.

But, because there are some folks who don't read it that way, we have had to go back to the GCR and clarify the ferrous/non-ferrous definition to read: "Ferrous - A metal alloy containing more than 50 percent iron," and then add, "Non-ferrous - A metal alloy containing less than 50 percent iron."

That one clarification just doubled the length of a definition. Add in Tech Bulletins, rule changes, and class realignments, and the book grows fast.

Another example is that incorporating the old Touring 2 cars into the American Sedan Restricted Prep rules almost doubled the AS segment without shortening the T2 rules.

The good thing is, except for the front of the book, you don't need to be up to date on all the car rules – just for those in your class. To simplify the section at the front of the book, there's even a cheat sheet: *The Portable Driver's Advisory* penned by **John Nesbitt**. IYou'll find that on the Cars and Rules page of **www.scca.com/clubracing** – click "Cars and Rules" on the left and you'll find the document below the latest GCR. •



STILL THE ONE

As the company on the forefront of the tuner revolution, HKS remains the leader in ultra high-performance parts for import brands.

Nowhere else will you find the wide selection of fully integrated turbo charger and super charger kits, Super SQV blow off valves, race-proven suspension, brake kits, and full performance free-flow exhaust for vehicles like the SCION FR-S.





STREET STOCK

The reorganization of Stock could mean good things for a number of cars which otherwise might not be competitive.

LEAVING THE LINE NATIONAL SOLO by Paul Brown

REVISION THREE: THE NEW, NEW STREET

Changes keep on coming with the upheaval in Solo's Stock category, so let's get to this month's disclaimer quickly: Combining the recent fast-paced changes of the Stock class rules with the lead-time for this publication means that what you read here might be a hair out of date by the time this issue hits your mailbox. Luckily, the rules seem to be gelling enough that this article won't be completely wrong. But as always, check Fastrack at www.scca.com/fastrack for more information.

The third revision of the Stock/
Street rules is out, and there are a few
more tweaks to the proposed
allowances for 2014, as well as more
information on the implementation
plans. First, changes to Street will now
necessitate changes to the existing ST
rules, where certain allowances need
to be added back in when they are
taken away from the proposed Street
category. One such allowance is the
full-length exhaust requirement being
added to Street. It was not intended to
be a takeaway from the ST category.

Based on the June Fastrack, the camber allowance for Street, appearing in earlier drafts of the rules, may be dropped. This has implications both to performance and tire life. Also, the section on tire allowances has some new requirements as to tire eligibility. Specifically, a tire that was once eligible but is no longer built in the minimum number of sizes by June 30 of that competition year will lose its eligibility at the end of the year.

There have been a few instances where this situation has come up over the years. But as fast as the technology is changing with high-performance street tires, this probably will not have any effect on competition at the National level. More subtle, but probably of more importance, the tire eligibility rules apply to OE tires. That is to say, just because a tire was delivered on a new car doesn't make it legal for National competition.

Additional big news is that the first cut of Appendix A for the Street category has been released. There seems to be no question that the tire restrictions will have a major effect on the relative performance of our competition cars. What is harder to quantify is just what that effect is going to be. In any case, this is very much considered an initial proposal, and the SAC is asking for member comment.

The proposal reduces the number of classes by one, which is being accomplished mostly by combining GS and HS. SS will gain a few cars from

ERRORS AND OMISSIONS ARE

With changes as

significant and all encompassing as the Stock/Street proposal, there will undoubtedly be at least a few "errors and omissions' corrections in 2014 due to unforeseen consequences of such a major rules revision. This statement is not made as a criticism of our rule makers; rather, it is an acknowledgement of the complexity of the task at hand. But the onus is not just on the rule makers to spot these omissions -the entire Solo community needs to be vigilant in spotting potential problems. If you notice anything in the proposal that might have unthought-of consequences, contact the SEB via the SEB's Letter Submission Form at sebscca.com



the exclusion list, but lose the C5 Z06 and base C6 Corvettes as well as Vipers, all of which will drop to AS. AS gains those cars from SS, but loses the current C5 Corvettes and all of the BMWs. BS gains those cars from AS, as well as the Solstice ZOK, Mazda MSR, and Boxster from CS. CS loses those cars as well as some of its slower cars, which go to ES. That sounds like it's gutting what has not exactly been a huge class, but what is left are cars like

There seems to be no question that the tire restrictions will have a major effect on the relative performance"

the non-MSR MX-5 and, perhaps more importantly, the Scion FR-S and Subrau BRZ twins may have a place they can play competitively.

DS will lose its rear-wheel-drive cars, which move to FS, although this could lead to an additional split since the front-drive cars may prove hopeless against all-wheel-drive cars. ES gains some of the slower CS cars, which may or may not breathe new life into the class. FS gains the rear-drive cars from DS, and GS will be HS and GS combined.

In a nutshell, that is the current state of the Solo Stock/Street proposal. As always, constructive feedback is needed and will be welcomed - for that, head to **www.sebscca.com** and send in your thoughts.

Output

Description:



SFI 3.2a/1 SUIT **STARTING AT \$140**



TRIUMPH 1-Layer Proban construction

TPP rating of 10.2 Knit shoulder gusset for full range movement

SFI 3.2a/5 SUIT **STARTING AT \$399**



PRECISION

2-Layer Nomex construction TPP rating of 25.5 Knit stretch panel at lower

Available in Red or **Blue accent colors**

CUSTOM SUITS STARTING AT \$695



Unlimited Embroidery Tailored to fit Stretch panel in crotch and 360 Arm Gussets

BLACK NOMEX STARTING AT \$29 Sfi "









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ROADRALLY

GET THE DUST OFF

t appears odd that the British were celebrating a Mexican holiday, but it was a victory over the French. So the MGs of Baltimore, with SCCA's Washington DC Region, could have had a reasonable motive for staging the 24th running of the Get the Dust Off RoadRally on May 5, 2013.

After traveling 70 miles of scenic Maryland countryside in Baltimore and Harford Counties, the Class E teams of **Dave Teter** and **Dave Head** finished first in class and first overall with a total of 17 points. **Jim Wakeman Sr.** and **Mark Haas** finished first in Class S and second overall scoring just four points more than Teter and Head. A field of 34 teams with entries in seven of eight possible classes produced a few other stories to go with the trophies.

Although the region hosts a rally school in late April, the kickoff weekend for the Region's rally schedule is always the first Sunday in May when region members **Eric Salminen**, **Steve Gaddy**, and **Len Picton** teamed up with **Dennis Blevins** and the MGoB to put on this Monte Carlo style rally.

Blevins claims to be the administrative assistant, but acts more like the chairman. He handled announcements, flyers, route formatting, and typing, writing the general instructions, registration,

scoring, and after-event submittals.

Salminen is the rallymaster: writing the route in late winter, gathering checkpoint workers, finding the finish location and obtaining the awards. Gaddy joins Blevins on the pre-check and scoring. On the day of the event, Gaddy does lead car duties while Salminen takes over sweep car responsibilities. **Bruce Bubeck** is the official photographer.

Salminen also hosted registration at his Kingsville, Md., "farmette." The rally ended at the Dejon Vineyards winery nearby where the traditional picnic and trophy presentation took place.

The father/daughter team of **Mike** and **Caroline Stasiowski** are graduates of the rally school. They finished first in Novice Class with a score of 61. The remainder of the family, the mother/son team of **Beth Ann** and **Ryan Stasiowski**, first third in Novice Class with 110 points.

MGoB includes four historic classes for the event. In Class V, set aside for pre-1960 vintage cars, **Bob Bates** and **Michael Egliskis**, in a 1953 MGTD, took first place with 387 points.

SOP Class is a seat-of-the-pants recreational class with no rally



GETTING THE DUST OFF

PROVEN

METHOD

Chris Bean,

rallymaster for many

DC Region events,

comments that, "Eric Salminen

is a huge believer in

having the rally just be part of the event,

so the finish is always

at a nice place [a

winery for the past six years or more].

He encourages

a picnic lunch

for after the rally

and the MG club

members who come

always do a good job of being social

with everyone. "At the end,

Eric gives away

door prizes and a

number of awards

for different classes.

It was always a nice event when I was helping

them put it on, so I knew it would be

a great event...

which it was!'

everyone to bring

Richard Heine competed in the 24th running of the Get the Dust Off RoadRally in his 1970 Triumph Spitfire.

SCHOOL DAYS

Dennis Blevins notes that this opening event of the region's yearly schedule is preceded by a RoadRally school. As explained in the event flyer, the five-hour school, led by Len Picton, includes three hours of classroom time, a 30-mile rally, and a short debriefing to answer questions about the rally.

The competitors get to mingle and interact with a great range of vehicles and like-minded folks"

DENNIS BLEVINS

equipment. First in that class was the team of **William Andersen** and **Clare Sieren** with 230 points.

Triumphs triumphed as two Spitfires took class honors in Classes H1 and H2. Class H1 is for 1960s cars while Class H2 is for 1970 to 1981 cars.

Chris Horant has been running GTDO "as well as other [rallys] in the area for about 10 years now." He and his wife, Diane Horant, attended the rally school eight or 10 years ago. She found the yellow 1969 Spitfire in an online listing in 2000.

They finished first in Class H1 with 111 points.

Over the past eight years, **Richard Heine** has restored a black 1970
model that sat for 20 years before he
began his efforts. His rally experience
consists of running the GTDO for four
years but he considers his navigator, **Matthew Rhoads**, "pretty near a pro."

Rhoads got his start running Finger Lakes Region events and now spends time stage rallying. Together, he and Heine took first in Class H2 with 90 points.

Blevins emphasized the committee's philosophy. "Our goal with the school and this rally is to get new people involved in the sport, give them enough basics to go out and have fun, not worry, and try to compete with the 'National' teams, get everyone to the finish and send everyone home happy.

"The competitors get to mingle and interact with a great range of vehicles and like-minded folks with a wide range of rally experience."



ALL NEW

SA2010 CARBON FIBER CFG HELMET





PRO FILE SCCA PRO RACING by Trans Am Race Group, edited by Philip Royle

TRANS AM ROUND 2: CTMP

As the Trans Am Series returned to Canadian Tire Motorsport Park for the Victoria Day Speedfest Weekend on May 18-19, the 28-car field made a mad dash through the 41-lap sprint. At the end of the day, **Doug Peterson** won his third straight race.

Peterson began the session in P3, behind polesitter **Simon Gregg** and teammate **Tony Ave**. Peterson overtook Gregg, who had fallen to second after a charge by Ave right after the green flag, during the 11th lap of the session.

Peterson followed teammate Ave throughout much of the session, and through the full course yellow that lasted from laps 23-28. However, he pressured Ave going through much of lap 32 and overtook Ave during the 33rd lap. Peterson managed to hold Ave off till the checkered flag, finishing just 0.489sec ahead of his teammate and former champion.

Ave may have finished second, but he cemented a new track record for the TA class: timing in the fast lap at 1:17:354.

Gregg, who eventually finished third, fell back to fourth during the 30th lap after being passed by **Amy Ruman**. Gregg and Ruman raced back and fourth for the next three laps, making contact multiple times. During the 33rd lap, Gregg managed to get around Ruman to regain third - a

position he didn't relinquish for the rest of the race.

In the record entry 16-car TA2 class, rookie **Tony Buffomante** won, despite this being his first Trans Am race. Buffomante, who set a qualifying lap record on Saturday, started in first position for TA2 and was forced to fend off a series of furious challenges from **Cameron Lawrence**, often running side by side with the 20-year-old victor from the season opener at Sebring.

Lawrence finished second, just 0.573sec behind Buffomante. Lawrence also walked away with a track record lap time of 1:23.187.

Robert Huffmaster finished third after trailing Bob Stretch since the 19th lap. Huffmaster and Stretch made contact coming through Turn 7 during the 40th lap of the race, and Stretch ended up colliding with the wall - an unfortunate finish since the two-time defending champion had made a furious rally after being in pit lane during the green flag at the start of the race.

In TA3, defending champion **Chuck Cassaro** was able to outlast **Mickey Mills**.

ROUND 3: LIME ROCK

Stretch has won 10 TA2 races, two TA2 championships, holds plenty of TA2 track records, and has found himself on the pole for TA2 a multitude



ROOKIE RUN Series rookie Tony Buffomante collected the TA2 win at the May 18 Trans Am race.

CLOSE CALL

Doug Peterson

was the first to the

checker in TA at

the Canadian Tire

Motorsports Park round of the Trans

second place was

Am series - although

just 0.489sec behind.

of times. In short, Stretch has done it all. However, after a waterlogged race at Lime Rock Park on May 24-25, Stretch was able to do something that no other TA2 driver has ever done: He won the Trans Am race outright.

The series arrived to a wet track on Friday as it prepared for practice sessions and qualifying; however, the rain was quick to reappear and never quite relented. Qualifying was rained

The...field made a mad dash through the 41-lap sprint. At the end of the day, Doug Peterson won his third straight race"

out and left the drivers preparing to grid by points for the race.

In TA, Peterson started on pole with **Cliff Ebben** in second position and Gregg in third. Peterson shot out with a quick start, putting in strong lap times. He continued that way for 11 laps of the 67-lap race, building up a strong lead on the competition. Come the 11th lap, the race went under a full course yellow after **Scott Ferguson** was stuck in the muck off course.

Right before that double yellow, the TA2 cars were seen progressing their way toward the front of the field, with Huffmaster leading the charge, pursued closely by Lawrence.
Lawrence had started P1 for the TA2 class but was overtaken by Huffmaster during the second lap of the race.

The TA2 cars pushed forward, taking advantage of the wet weather, which was slowing the 800hp TA cars. Peterson was able to hold off the challengers until lap 17 when Huffmaster was able to pass Peterson. However, Peterson quickly regained the lead after Huffmaster spun off course a lap later.

Then another TA2 driver pushed Peterson as Lawrence made his way forward once more. Lawrence overcame him during the 30th lap, once again claiming the lead for TA2 on the water-soaked course.

During that same lap, Stretch made his way into the top three of the TA2 class and began to turn what would be the first in a series of fast laps. Stretch had started in the 20th position, a victim of the points-based grid. Undeterred, Stretch had calmly gone about his business, pushing his way through the 25-car field.

As a trio of TA2 cars moved into the top three positions during that 30th lap, Stretch was in third behind Lawrence and teammate Pete Halsmer. He would constantly pressure the Miller Racing duo, eventually passing Halsmer and lining up behind Lawrence.

On the 41st lap of the race, Bob Stretch made his move, passing Lawrence and propelling himself into the lead - which he would never relinquish.

Following Stretch to the winners' circle were the Miller Racing duo of Lawrence and Halsmer, who also finished in the top three overall, second and third, respectively.

In the TA class, **Paul Fix** was able to pass Peterson for a class victory in his first Trans Am race in over five years. Fix went into the race in dead last on grid for the TA class, another victim of the points determined start.

Behind Fix was Peterson, who came in second, his seventh podium placement in a row for the class, another streak that dates back to the 2011 Trans Am Series. In third was Gregg.

RESULTS

TRANS AM SERIES

Round 2 | Canadian Tire Motorsport Park | May 18-19, 2013

TRANS AM: 1. Doug Peterson (Chevrolet) 1:17.686; 2. Tony Ave (Chevrolet); 3. Simon Gregg (Chevrolet); 4. David Pintaric (Chevrolet); 5. Cliff Ebben (Ford); 6. Andrew Romocki (Ford); 7. Blaise Csida (Chevrolet); 8. Amy Ruman (Chevrolet); 9. Allan Lewis (Chevrolet); 10. Denny Lamers (Ford).

TRANS AM 2: 1. Tony Buffomante (Chevrolet) 1:23.208; 2. Cameron Lawrence (Chevrolet); 3. Robert Huffmaster (Chevrolet); 4. Pete Halsmer (Chevrolet); 5. Mike McGahern (Chevrolet); 6. Tom West (Ford); 7. Joe Sturm (Ford); 8. Tom Sheehan (Chevrolet); 9. Kurt Roehrig (Chevrolet); 10. Scott Ferguson (Pontiac); 11. John Atwell (Chevrolet); 12. Gregg Rodgers (Chevrolet); 13. Bob Stretch (Chevrolet); 14. Mel Shaw (Chevrolet); 15. Dale Madsen (Ford); 16. Mike Miller (Chevrolet).

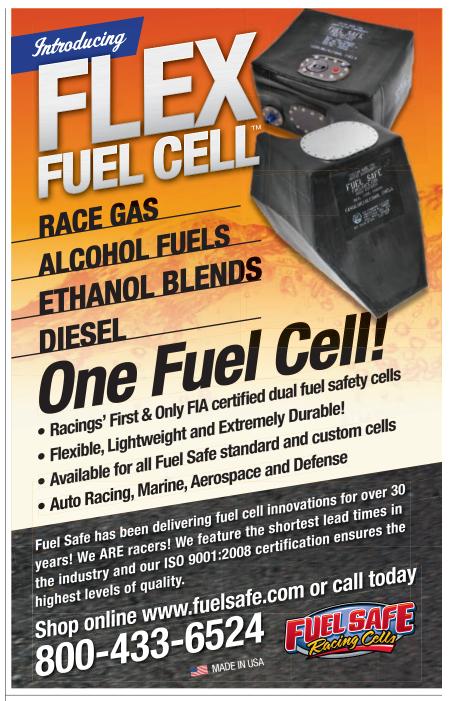
TRANS AM 3: 1. Chuck Cassaro (Ford) 1:37.272; 2. Mickey Mills (BMW).

Round 3 | Lime Rock Park | May 24-25, 2013

TRANS AM: 1. Paul Fix (Chevrolet) 1:05.546; 2. Doug Peterson (Chevrolet); 3. Simon Gregg (Chevrolet); 4. David Pintaric (Chevrolet); 5. Amy Ruman (Chevrolet); 6. Cliff Ebben (Ford); 7. Ted Sullivan (Chevrolet); 8. Kerry Hitt (Chevrolet).

TRANS AM 2: 1. Bob Stretch (Chevrolet)
1:04.099; 2. Cameron Lawrence (Chevrolet);
3. Pete Halsmer (Chevrolet); 4. Michael Wilson
(Chevrolet); 5. Tom West (Ford); 6. Joe Sturm
(Ford); 7. Gregg Rodgers (Chevrolet); 8. John
Atwell (Chevrolet); 9. Dale Madsen (Ford); 10.
Scott Ferguson Pontiac); 11. Robert
Huffmaster (Chevrolet); 12. Tom Sheehan
(Chevrolet); 13. Kurt Roehrig (Chevrolet); 14.
Mel Shaw (Chevrolet).

TRANS AM 3: 1. David Seuss (Porsche) 1:08.111; 2. Chuck Cassaro (Ford).









PRO FILE
SCCA PRO RACING
by Monty Mathisen

F2000 AT 100 RACES

Unhappy with the direction of the pro Cooper Series in 2005, **Bob Wright** and **Al Guibord Jr.** sat down at the National Championship Runoffs and hatched the idea of their own F2000 program. Now, 100 races later, the F2000 Championship Series regularly sees close racing with big fields at some of the best tracks in the country.

Complaining about the costs to convert their cars to pro specs over a beer, Guibord asked at the time: "Why don't we just start our own series?"

So, Wright picked up the phone a few weeks later and called **Mike Rand**.

"I had known Bob for years and my most vivid memory of him was during my time as General Manager of Lime Rock. It was during a Tuesday test day and he had a total brake failure entering Big Bend and, after numerous barrel rolls, he had turned his Swift into a pile of parts," recalls Rand, adding that Wright then tried to sell him the parts.

Rand then met with the two and fleshed out a plan of action. Helping was the SCCA's approval of the Zetec motor.

"I did some homework, asking whether there was demand for another series," Rand continues. "Having convinced myself that there was and it could work, I jumped in with both feet."

Wright would then head to the PRI show, where he talked to anyone who would listen.

"Most laughed, some ignored me, but **Bob Schaefer** from Frisby Tire recognized me and hooked us up with Hankook. Mike put together a six-weekend schedule in less than a month and we were off and running."

The opening event at VIR in 2006 was a challenge, says Wright.

"After many phone calls, sales pitches, pleas, and bribes we arrived at VIR the second weekend of April 2006 for our first event. The test day had 10 cars and the weekend had 13, but really 12. I was pretty much sick to my stomach, not to mention my wallet."

But the racing came off spectacularly and word spread. Rand and company assembled a competitor-friendly and customercentric staff and, as Guibord notes, "The rest is history."

The series would add cars by the event and breakout for 2007 - pairing up with big weekends like the Cleveland ChampCar event. Hoosier came aboard in 2008 as the series gained momentum.

The group adjusted for the recession, trimming the seven-event, 14-race schedule to six weekends and 12 races in 2009 to cut costs for the teams.

In fact, the fields were so good and the racing so competitive, IndyCar noticed and, following a number of meetings, an opportunity was turned down to align with the Road to Indy.

Wright cites being uncomfortable with F2000 cars on ovals - a situation he has experienced first hand.

"I have crashed more than once on

We treat the entrants like the friends they are, and as racers would want to be treated"

MIKERAND

NOT EASY The F2000

Championship Series has been offering competitors tight competition since day one. Now, 100 races later, the series is showing no signs of slowing.

an oval, and stand by that decision," he explains.

The series would keep its independence, sanctioned with SCCA Pro Racing, and add an F1600 Championship for 2011 - which took off faster than F2000, and try a pro Atlantic Championship for 2012.

As for the winners? Matt
McDonough took the championship in
2006, followed by Cole Morgan,
Anders Krohn, Chris Miller, Victor
Carbone, and Robert La Rocca. Krohn
and Carbone would go on to Indy
Lights, Carbone making the jump
directly. Miller would advance to Star
Mazda while La Rocca is already at the
front of the field in F3.

All three owners point to customer service as the key to their success.

"We treat the entrants like the friends they are," says Rand, "and as racers would want to be treated. Add in great tracks, excellent track time, great dedicated single class racing, the formula really isn't that hard to understand. The hard part is sustaining the enthusiasm and desire, and keeping it exciting and fresh as the faces change year to year.

"Luck and hard work have turned a dream in 2005 into a pretty good racing series."

Output

Description:









JOEL LIPPERINI GOES PRO

One of the most under-appreciated aspects of our Club is the breadth of opportunities made available for the racing fan. Want to hop in the car for an afternoon treasure hunt around the great roads in your area? There's RoadRally. Want to do a little spirited driving in your sports car but don't want risk denting it? There are Solo and RallyCross events nearby. Itching to run fender to fender at triple digit speeds to see if you're the next Andretti, Rahal, or Kanaan? Club Racing is your ticket. On top of that, if you want to watch the best professional drivers do battle, or even try your hand against the pros on TV, nobody gets you

closer than SCCA Pro Racing's Pirelli World Challenge.

Longtime Northeast Division Club racer **Joel Lipperini** has committed to a full season of World Challenge this year; campaigning his Honda Fit in Touring Car B-Spec. In fact, Lipperini's Pittston, Pa., race shop, Racelabz, is supporting five Honda Fits for the series, with three more on the way. I caught up with Lipperini after the World Challenge race at COTA to get his insights on SCCA Pro Racing from the Club racer's perspective.

Two things stand out for Lipperini as major differences between Club Racing and World Challenge. He notes that since Club Racing is a non-spectator sport, the focus is on the drivers. This SCCA Pro Racing series, however, is a show for the fans and sponsors. A World Challenge race includes a "fan walk," where fans walk the grid to see the cars up close before the

DIVISIONS AND REGIONS The SCCA is divided

into Divisions and within those boundaries are Regions. You can find your SCCA Division and Region by going to SCCA.com. race, driver autograph sessions, and opportunities to visit drivers in their pits to get more autographs, T-shirts, and sponsor giveaways. "I think the fan interaction is the biggest and most pleasurable part of a pro racing weekend," he says.

The second surprise for a club racer going to a pro race is the time commitment. The structure of Club Racing is a "weekend warrior thing" where you can leave work on Friday, race on Saturday and Sunday, and still be back to work Monday morning. World Challenge is a different story, beginning with the travel time required to run some of the best racing venues in the country – which aren't necessarily in your backyard.

"The typical pro racing weekend starts with arriving and checking in on Wednesday or Thursday, testing on Thursday and Friday, racing Saturday and Sunday, then



traveling back to your local area on Sunday and Monday, to arrive at work on Tuesday."

As for the difference between Club and professional competition, the multi-time National Champion notes that Club Racing is on par with that found in the pro league: "The competition at the [National Championship] Runoffs in Club Racing is top notch and the best in the country - it just doesn't have the word 'pro' in front of it."

In the Northeast Division, we are lucky to have World Challenge visit the heart of our division (Lime Rock Park, July 4-6), with three others within a reasonable driving distance (Detroit Belle Isle, May 31-June 2, followed by Streets of Toronto, July 12-14, and Mid-Ohio, Aug. 4-6).

Lipperini invites any SCCA member who wants to see a pro race up close to join his all-volunteer crew for an upcoming race - you can wrench on the cars, hand out goodies to fans, or just wash the cars between races.

"It is a great way to come see what National Club Racing or Pirelli World Challenge is all about," he says. I hope you'll take the opportunity to "go pro" this summer, whether as a spectator, worker, or driver, when a World Challenge race is close to you.

CONTACT

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IT'S A GREEN FLAG FOR ETHAN LOW

Sixteen-year-old Rotax karting national champion from Clearwater, Fla., **Ethan Low**, is joining No Mo' Money Race Engineering Team, team owner **Paul Kullman** announced. Low will compete in the Central Florida Region race series in a Spec Miata. He'll also compete in some endurance team races, a tremendous learning ground for young drivers.

"I could not have asked for a better owner and coach than Paul," says Low. "He is one of the finest Miata drivers, and the Miata is a great car for me to hone my racing skills in. Paul was on track in front of me with his Miata, and through his 'lead-follow' coaching on



MOVING ON UP
Joel Lipperini
made the jump
from Club to
professional
racing at the May
SCCA Pro Racing
Pirelli World
Challenge race
at Circuit of the
Americas when
he competed
in Touring Car
B-Spec.

STARTING OUT
Danielle Pardus
enjoys the
Drivers School
at Daytona.
Her father, Dan
Pardus – a racer
in his own right –
assisted as crew.

the radio, [he] taught me many details of successfully wheeling this car.

"I want to thank everyone who has helped me get to this point, including my parents and family who have provided awesome support," continues Low. "Also, the great driving teachers I've had, including Helio Rodriquez, Paul and Derick Lesinski, my father Kevin Low, and my uncle Keith Mungon, among many others."

The Clearwater High School student is also a national ambassador with Racing2Cure, a cancer awareness and fundraising organization. No Mo' Money Race Engineering hails from St. Petersburg, Fla., where champion Kullman offers over two decades of winning experience in racecar rentals and trackside support and coaching.

PANIC

17-year-old **Dillon Machavern** holds a track record for VIR's long course, Rebecca Bertok from Panic Motorsports reminds us. Hailing from Charlotte, N.C., Machavern is also the 2012 ECR Series champ. He came up through karting, and will be splitting his time between national karting competitions, SCCA Club Racing, and college. Dillon also helped earn his team's first place in Spec Miata at the Charge of the Headlight Brigade. Machavern's racing prowess doesn't fall far from the tree, either, as his father, David Machavern, raced for 30 years and was a Rolex Series champion.

Bertok also notes that Panic Racing has added a new mechanic. "We're happy to officially announce that **Josh** Smith is now working with Panic Motorsports," says Bertok. "Josh has been an enduro-race crew member for a few years now, but he started with us fulltime in early May, both as permanent trackside crew and daily mechanic. Josh is a graduate of NASCAR Technical Institute and has multiple ASE and GM certifications, with 12 years of automotive experience. Josh will also be heading our dyno program, please help us to welcome Josh aboard!"

ANOTHER PARDUS IN RACING

Danielle Pardus breezes through Drivers School - film at 11? Danielle came up through quarter-midgets and is dual-enrolled in college and studies TV production in high school. She's also a model for Hollister. The girl has an eye for design and speed. Her



father, **Dan Pardus**, is a retired NASCAR driver, and has been involved in national TV work as well. Dan drove in the Goody's Dash Series, also the Busch and Winston Cups, as well as the ARCA Re/Max Series.

Danielle, who lives near Daytona, enjoyed her Drivers School, driving a Miata with her dad as crew. "It was fun," she grins. "It went better than I thought; much better than I expected. I learned a lot and everyone was so helpful all the way from learning the line at the track to being a lot smoother. In the practice race at the school, I finished 11th out of 21. And I raced in the Daytona Regional, and that was also a big learning experience - my first time racing in the rain and driving the high banks. It's honestly been one of the most fun experiences I've had. It's great to get to do something I love like race, and share it with my brother and father."

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COINCIDENCE

March 15, 1952, was a famous day for racing. First of all, it was the inaugural 12 Hours of Sebring race - and it was the day that Ohio Valley Region starter **Randy Holton** was born. Coincidence? There definitely is a race connection there.

The past couple of years, Holton has been working on a personal goal to visit different racetracks, and he freely admits that Sebring is his favorite track for a lot of reasons – not just because of his birthday. For the past 12 consecutive years, Holton has traveled to Sebring to volunteer as a Starter with several SCCA Starter friends he has made over the years.

"I call them the 'Starter A-Team' and they've been together for 144 hours of Sebring racing," he says.

Being a Corvette owner and enthusiast, Holton has gotten to know a group of other Corvette owners who typically park near the start/finish tower. On a break, he gets to renew the friendships and kick back and enjoy the race and relax a bit. Some of the friends are Floridian locals, so it's the one time of the year when he can visit with them and celebrate his birthday, too. With the merger of ALMS and Grand-Am, Holton has stated that he's not sure what to anticipate when it comes to the racing at the famous endurance race - but the fun and friendships will be there.

THIRD TIME'S THE CHARM

It'll be the third annual silent auction for ALS (Amyotrophic lateral sclerosis) in memory of **Judy Cowie** at the Cincy Region's IT/Spectacular, Club Trial, and PDX the weekend of Aug. 9-11 at Mid-Ohio Sports Car Course. Donations BORN FOR IT
Born on the
same day as the
inaugural 12
Hours of Sebring,
Randy Holton
was destined to
be involved with
motorsports. Here,
Holton waves the
green flag at the
2012 SCCA Pro
Racing Trans Am
race at Mid-Ohio
Sports Car Course.

are welcome at Garage 1, and typically there has been some really cool stuff offered, resulting in several bidding wars. Bids end at lunchtime on Sunday. It's a win-win situation that benefits a good cause. And, of course, we'll have lots of fun racing the entire weekend.

BRING IT ON

June 14-15 saw the Diamond Cellar Classic at the famed Lexington, Ohio, road course, where Grand-Am headlined the weekend. SCCA Club Racing, however, also played a part in the action, as the IT-Miata Shoot-out sponsored by Ohio Valley Region gave our racers lots of seat time at an affordable price. Last year the field was capped at 66 cars with a waiting list, and while this column was written just prior to the event, a waiting list was once again expected. Check the Ohio Valley Website for results at www.ovr-scca.org.

SOLO SUCCESS

Simi Ritch reports a successful start for Ohio Valley Region's 2013 Solo competition. Hosting its annual Solo school on April 13, the entry was capped at 50 students. Instructors ranged from local class winners as well as folks who have participated in events at a more broad level, including National and Divisional events. Region members volunteered their time to instruct novices, and there was one instructor for every two students. This format allowed for maximum seat time and instruction for students. The feedback from students was positive, as they enjoyed this focused attention from their instructors and the ability to ask questions and get suggestions for improvement. The next day's competition then allowed students to put their training to the test.

CONTINUING THE FUN

Michigan had snow in May! But that doesn't stop competition in the SCCA. Detroit Region has got the rest of its RallyCross schedule planned for monthly races through December. Check www.scca.com for links to Great Lakes Division's regional websites for RallyCross, Solo, Club Racing, and RoadRally events scheduled through the end of the year. Let the fun continue!

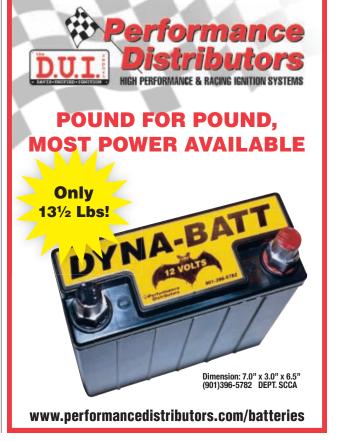
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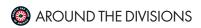
NANCY SCHILLACE

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LINCOLN BOUND

The Spring Nationals is a special Solo and ProSolo combo event that has been held at the Lincoln Airpark in Lincoln, Neb., the home of Tire Rack Solo National Championships, since 2011. Over the course of the Memorial Day weekend, both a Tire Rack ProSolo National Series and a Tire Rack Solo Championship Tour take place, with the ProSolo occurring on Friday and Saturday and the Tour occurring on Sunday and Monday. The holiday weekend draws autocrossers from across the country as they prepare for the September Solo Nationals, as this event allows them the opportunity to try their setup on Lincoln's tricky concrete surface.

Several CENDiv members made the trip this year; leaving the long weekend quite happy. In ProSolo competition, three CENDiv members managed to qualify for the Super Challenge over the course of the two-day event, which also saw changing weather conditions. Milwaukee Region's Jason Frank finished Street Touring Compact in the third spot, making the challenge, while fellow Milwaukee Region member Andrew Canak secured a spot in the challenge by winning Street Touring Sport, as did Adam Barber (Land O' Lakes Region) in Road Tire 2. All three drivers, however, were knocked out in the first round.

The Tour saw more CENDiv drivers competing, and more success, to boot. This stop of the Solo Championship Tour is also the Mid-States Championship – a must for competitors looking to secure the coveted Solo Triad Award. Brandon Lavender (Indianapolis Region) competing in C Modified, Jeff Cashmore (Milwaukee Region) in D Modified, Sam Karp (Milwaukee Region) in Road Tire AWD, and Canak, competing once again in Street Touring Sport, all secured the top spots winning their respective classes.

In E stock, Chicago Region members **Bartek Borowski** took first while brother **Hubert Borowski** claimed second and fellow Chicago competitor **Greg Janulis** took third. Road Tire RWD saw a similar top-three lockout by CENDiv members, with **Jeff Slater** taking the win, and fellow Milwaukee Region members Lance Keeley and **Trevor Jones** occupying the other podium spots. In Street Touring Compact, Milwaukee Region's Jason Frank claimed the win, while Land O' Lakes member Michael Waich took third, Finally, Street Touring eXtreme trophy spots were littered with CENDiv members, with Land O' Lakes members Preston Jordan and Neal Tovsen taking third and fourth, respectively, Milwaukee member Chris Bailey claiming fifth, and Bart **Hockerman** securing the final trophy spot in eighth place.

While the Spring Nationals is a big event in and of itself, it is also a great preview of things to come at the Solo National Championships. If this holds to be true, this year's big show should have some great things in store for CENDiv's top Solo competitors.

Complete results for the Spring Nationals stop of the ProSolo National Series and Solo Championship Tour can be found at **www.scca.com/ solo** by clicking the "ProSolo" or "Championship Tour" links on the left.

CONTACT

MIRRORKHANA

Delta Region's

RE Jack Heaton

waves the checker

for fellow Delta

member Andrew Avendano

at the May 5

Mirrorkhana, as

Avendano claims

a round win. In the following

round, Avendano

Brandon Freidricks

(orange car).

ERIC BERTRAND

dberte79@gmail.com



SPREADING THE WORD

Kansas and Kansas City Regions teamed up to celebrate and host, for

the second year, a military appreciation Club race and Solo at Heartland Park Topeka. The Kaw Valley Race Group handled the two-day Club race on the 2.5-mile road course, while the pair of regions ran the autocross on the Solo pad and offered a discount to military members who participated.

St. Louis Region helped staff a fundraising Solo for the Monster Mopar weekend at Gateway Motorsports Park. What they found was a great opportunity to introduce other "car nuts" to some of our SCCA fun. It also provided a terrific test and tune opportunity for region members who volunteered at the event. The region followed it up with a "value added" general membership meeting that explained the importance of hands and eye placement in both performance and street driving.

Speaking of which, do you know what is the proper placement of your hands on the steering wheel? St. Louis RE **Peter Zekert**, who trains military high-threat drivers, says, "You want to have the smallest muscles controlling the steering input. Fingers and fingertips, not arms and shoulders. Place your hands at shoulder height and shoulder width, relaxed, with relaxed elbows."

It's a custom fit for any body type, and it's important to remember that, just like car bodies, humans are not all built the same, so making sure your hand position is one that keeps you relaxed and comfortable, not a generic one-size-fits-all solution, is essential.

TIME TO GET SERIOUS

While we've all been cruising through the season, its already time for



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competitors to prepare for two very big events. The Club Racing U.S. Majors Tour finale for both the Mid-States and Northern Conferences takes place at Gateway Motorsports Park on Aug. 3-4. St. Louis Region hosts the weekend in cooperation with Southern Illinois Region. Through the first eight of 19 Majors scheduled this season, there was an 18.96-percent increase in participation, so turnout for the Gateway event should be huge.

Another big event coming up is the R&S Racing and Solo Performance MiDiv Solo Series, which will wrap up its four-race season with the MiDiv Solo Championships on Aug. 17-18 at the Lincoln Airpark in Lincoln, Neb., hosted by Nebraska Region.

Those events will serve as final tune-ups for the Tire Rack Solo National Championships at the Lincoln Airpark on Sept. 3-6, and the 50th National Championship Runoffs at Road America, which takes place Sept. 16-22.

To those headed to any or all of these events, we wish you safe travels, safe racing, and the best of luck.

CHECKERED FLAG: STEVE FENSKE

On May 13, the Spec Racer community lost **Steve Fenske**, owner of Midwest Spec Racer. "We mourn the loss of one of the greatest contributors to the Spec Racer," says SCCA Enterprises President and CEO Erik Skirmants. "Steve was technically brilliant, dedicated, and had a huge, humor-filled heart. We will miss him so very much!"

Steve started his business as Midwest Sports Racing in Papillion, Neb., in the mid-1980s before moving to Osage City, Kan., in 1992 and changing the company name to Midwest Spec Racer. He eventually moved to Topeka, Kan., in 2005 where the business remains. Steve was 58 years old. Steve leaves behind his wife **Sherry** and daughter **Alissa**. A celebration of his life took place at Heartland Park Topeka at his shop on June 1. Contributions may be made to the Helping Hands Humane Society in Topeka.

CONTACT

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FAST ACTION

Bob Schader prought his potent STL Mazda Miata out to play at the May 4-5 race at High Plains. Keep an eye on him should he make the trek to Road America for the National Championship Runoffs.



CINCO DE MAYO MIRRORKHANA

On May 5, Delta Region SCCA took a break from its regular Solo schedule to host the first of two Mirrorkhana events of 2013 at NOLA Motorsports Park. For those unfamiliar with a Mirrorkhana, here's a little insight.

"Two drivers line up on either side of a closed-loop autocross course," explains **Damon Cuccia**, Delta Region SCCA Assistant Regional Executive. "At the drop of the starter's flag, the competitors race a full circuit of the course. First car back to their finish line takes the race.

"Like ProSolo, a Mirrorkhana is an excellent way to mix in 'heads up' flavor to an autocross, except it has the benefit of being able to be run on a smaller site and does away with the complexity of timing and the drag tree," Cuccia notes.

Forty drivers started the day with a practice run and moved directly into a double elimination tournament. After a number of rounds, multiple photo finishes, and many upsets, the competition narrowed down to new SCCA member and rookie autocrosser

Jeff Lonidier in his AS Porshe
Boxster RS60 with one loss versus the undefeated veteran driver

Jeff Maxwell in his STR Mazda MX-5.

Lonidier was able to take a no-handicap race by a nose, which led to the drivers going into a suddendeath final run to determine the champion. In the end, Maxwell was triumphant and claimed the celebratory bottle of Kahlua.

Delta Region will host another MirrorKhana in early November and, in the meantime, will continue with its schedule of monthly Solo events and RallyCrosses. More information can be found on the region's Website at www.delta-scca.org.

WORLD CHALLENGE VISITS COTA

SCCA Pro Racing made a stop at the Circuit of the Americas in May for a round of the Pirelli World Challenge. Touring Car and Touring Car B-Spec kicked off their seasons with a few local names making an appearance behind the wheel, including Colin Cohen, Brianne Corn, Robbie Davis, Connor Ford, Jack Murray, Charlie Soloman, and Steve Taake. GTS veterans Ardee Toppe and Alec Udell also participated in the three-day event. Congratulations to everyone for their showings at what many hope will be one of many races at this amazing facility.

For more information on the race weekend, head to www.world-challenge.com for complete results. If you couldn't make it to the track, you can also watch a replay of all of the action online at www.world-challengetv.com.





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PERSONAL SHOUT-OUTS

I don't like to make this column too personal, but I do have to give two people some shout-outs from the Lone Star Grand Prix on Memorial Day Weekend. Houston Region's **Eric Yagel** made his Club Racing debut at Texas World Speedway, taking home a second place in Saturday's Regional race, while fellow Houston Region member **Taylor Ferranti** took home his first National win after a hard-fought battle with **Blake Clements (Houston Region)**, Bill Agha (Lone Star Region), and Matt Reynolds (Alamo Region).

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GREEN FLAG FALLS!

While drenching rain and late season snow fell around the weekend of May 4-5, RMDiv racers were fortunate to miss all that precipitation. The opening race of the 2013 RMDiv series debuted to cloudy, cool, and dry weather. Colorado Region sanctioned the May Daze Double Rational at High Plains Raceway and attracted some 60 entries to start the season. For the record. Southwest Montana Region's Andrew Devoto had the longest tow from the north to compete in his Spec Miata. West Texas Region's Rod Whitney came to High Plains to mix it up in EP, while lan and Sean Maloney came from their home in Missouri to give their American Sedans some exercise.

If ever there was a compelling story to start the season, it was the shortage of workers and officials in almost every specialty at the May Daze race. Even with many racers doubling as workers in certain specialties, it was difficult to get everything done. For example, on Friday evening I went from being a racer in the registration line to helping Registration Chief **Ann Hickey** get unloaded and set up, to being a tech official at the end of the registration process. By the end of the evening, the only thing I'd forgotten to do was change over to my journalist hat!



TIGHT BATTLE
Edward Guenther
led a strong
field of Sports
2000 racecars
at the April U.S.
Majors Tour at
Buttonwillow
Raceway Park.

Unfortunately, those shortages continued the following day when a lack of Flagging and Communications workers meant that a course change would be inevitable. Chief Steward Bill Metcalf made the decision early Saturday morning and broadcast it over the speaker system: The weekend's races would utilize the 2.0-mile High Plain west course configuration. Shortening the full 2.55-mile course to the west layout had to be disappointing for anyone who hoped to learn nuances of the circuit prior to the Independence Day SCCA Majors race.

Still, it was good to see familiar faces at the opening race of the season. One of those who came to play was Colorado Region's Bob Schader, who brought out his Super Touring Light Miata. Like all his racecars, Schader's STL entry was clean, well prepped, and as fast as a bullet. It won both days at the COTA Majors races in March with Schader behind the wheel, and should prove to be a serious threat at the National Championship Runoffs come September. But after Saturday's race - and with no other STL entries to run with - the Miata went back into the trailer. Still, Schader's 1:34.994 STL lap record on the High Plains west course could stand for quite awhile.

Other race winners include **Mike Pettiford**, who took his STU VW Jetta
to the win in Group 1, then jumped
into a T2 Corvette to motor away
from Group 3. In Group 2, wings 'n'
things, **Jake Latham** and his FB Stohr
were in a league of their own, winning

both days. That wasn't the case for the other formula group, which had **David Loken's** Swift taking the FF and overall win on Saturday, while **James Stiehr's** Piper edged Loken for first place on Sunday.

But maybe the real winners at the May Daze races were the workers who came out to make this event go - like Race Chair and Colorado Region Board member Michelle McColl, whose boundless energy seemed to have her appearing everywhere. Another Colorado Region Board member, Teri Massey, worked registration before taking over her specialty in Pit and Grid while supervising a young crew. I was particularly glad to see my friend, Arizona Region member Lois Petersen, who usually is the Chief of Tech at events like the Snowbird Nationals. She came to Colorado from her home in Mesa, Ariz., to chief tech at May Daze with only a skeleton crew to help. As one of those "skeletons," I wasn't of much help on Saturday as most of my effort went into my T3 Nissan 350Z. But Sunday, together with fellow Nissan racer Tony Wilson, we helped Lois get cars through tech as quickly and efficiently as possible. As always, the challenge of a new race season means pushing the limits, but let's hope the rest of the RMDiv schedule will be slightly less frenzied.

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MAJOR RACING

In late April, the SCCA Western Conference U.S. Majors Tour paid a visit to Buttonwillow Raceway Park for Rounds 3 and 4. Clear skies and warm temperatures greeted racers and workers for the action-packed weekend.

Saturday offered great racing in many classes. Some of the highlights included the always-exciting Spec Racer Ford class. With 18 starters, the field was stacked with talent. Multitime SRF National Champion **Mike**Miserendino claimed the win both days, but had his hands – and mirrors – full with T.J. Acker and Todd Harris.

In GT-2, we saw the same great battle between Porsche pilots **Tom Wickersham** and **Eric Joiner** that was on display at the Auto Club
Speedway BFGoodrich Tires Super
Tour in January. Wickersham came out on top both days at Buttonwillow, giving him three wins in four rounds of Majors.

Elliot Skeer drove to a pair of Spec Miata wins, making it four for four this season, cementing the Western Conference points lead.

As usual, the Buttonwillow weekend drew a great Sports 2000 field, with 14 starters both days.

Davis Ferguson started Saturday's race strong, but was sidelined at the halfway point of the race with mechanical troubles, handing the lead over to Edward Guenther. In the closing laps, Sterling Ellsworth gave chase, but an off-track excursion took away any chance of overcoming Guenther, who went on to win.

Come Sunday, Ferguson had his Van Diemen back at full song and cruised to the win that eluded him on Saturday.

In the "If it weren't for bad luck there would be no luck" category, we found Marc Hoover. Hoover seemed to have the Super Touring Under class covered with his Miata, when a wheel failure sidelined him for Saturday's race. On Sunday, Hoover was back up front when everything went from bad to worse. Reportedly a differential failure punctured Hoover's fuel cell, resulting in a sizeable fire and Hoover

finishing the race behind the tow truck. Fortunately, Hoover came out of both incidents largely unscathed, and looking at the early results from the Pacific Raceways rounds of the Western Conference U.S. Majors Tour, he already seems to be back up to speed. For complete results, visit www.scca.com/majors.

RALLYCROSS NATIONAL CHALLENGE

The West Coast swing of the SCCA RallyCross National Challenge hit Glen Helen Raceway on May 18-19, with 81 drivers taking part in the Cal Club Region Porterfield Racing Brakessponsored event.

Modified All Wheel Drive was the largest class, with 19 drivers posting times. **John Trucks** took the class win in his Subaru STi, earning the top time for the event with a 716.135. In Modified Rear Wheel Drive, it was **Michael Cadwell** in a BMW 325is in the top spot. Taking the win in the Modified Front Wheel Drive class was **Doug Nagy**, piloting a Toyota FX.

The Prepared category had a strong turnout, with 13 competitors in PA. **Johnny Wilkinson** drove his Subaru WRX to the win that class, while **Brent Hercelinsky** and **Brent Blakely** took PF and PR wins, respectively.

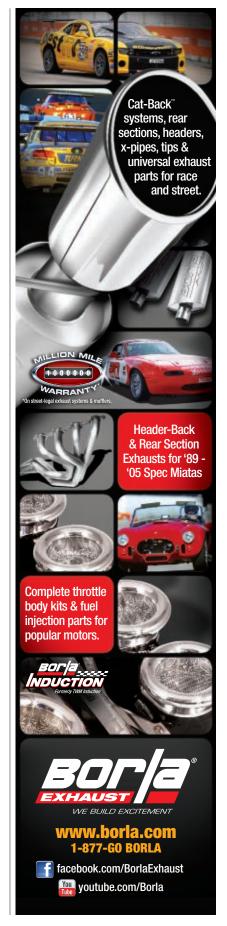
The Stock category was massive, with more than 30 entries spread over the three classes. The SA class was 16 drivers strong, and Gonzalo San Miguel led the way in his Subaru Impreza, scoring a solid win with a time guick enough for second in the guicker PA class. Warren Leach took the top spot in SR, driving a Mazda Miata. The tightest battle of the weekend was in SF, where **Danny Downey** drove his Dodge Stealth to the win by a scant 1.590sec over Bill Martin - Downey opened strong, and even overcame a cone to take the hotly contested class win.

Remember, the RallyCross
National Championship will
soon be upon us, and it's not an
insurmountable distance away.
The event will take place Oct. 4-6
in Tulsa, Okla., at Tulsa Raceway
Park - the same location as last year.
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CONTACT

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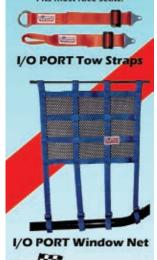


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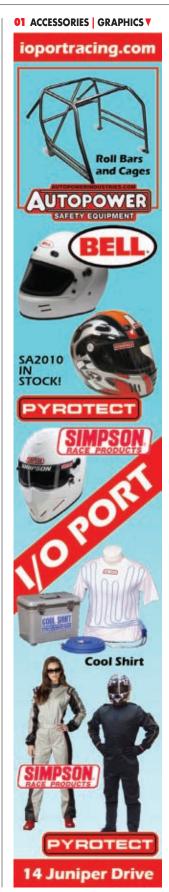


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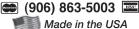
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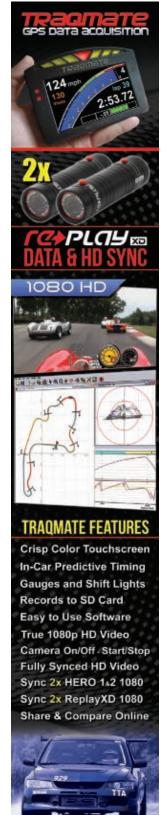
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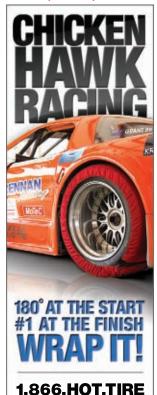
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RADICAL SR-8 > Two seat, left hand drive. brand new motor power-tech latest 2.6. Very fast, zero hours on motor, only Radical West test drive before customer delivery. New Up graded injection and throttle bodies. New oil cooler for new motor. Fresh hewland 6-speed sequential. Dry sump, hot weather cooling kit, V8 wheels, gear drive cooler, V8 break upgrade, high down force kit, fire extinguisher, front and rear tow hooks. Big carbon fiber rear wing, dual CF front dive planes, CF side plates, CF cooling side scoops, CF rear defuser. V8 end plates, AIM data w/GPS, located in Pahrump, Nevada price is \$79,900. Call Steve at (702) 275-7300 or steve@ nicklinmotorsports.com.

22 OPEN WHEEL | SPORTS RACERS V



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. [24844-08]

FORMULA CONTINENTAL FOR RENT IN SUNNY FLORIDA > 2001 and 1995 Van Diemen's for races, schools, testing. Elite engines. 25 years experience in prep and driver coaching. Contact Weldmotorsports@gmail.com or

(352) 406-8724. [24810-09]



LOLA 89/90 SPORTS 2000 > Winning, fast S2. Super-stiff tub, extra rollcage 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]



RADICAL SR3 FOR SALE > Rarely used with only 38 hours on the chassis. Engine has 0 hours on a complete rebuild by Spring Mountain's authorized Radical service center, 1500cc-252hp engine. titanium paddle no-lift auto-shifter, air jacks, hi-down force package, graphics package, 3-way adjustable shocks, data logger with advanced dash, professionally prepared by Tatum Racing, no races-just track days, willwood brakes, full lights including turn signals, spares including starter motors, 3 sets of tires and rims, manual jack, spare gearing, etc. \$45,000 or offer. Contact Sheldon (801)502-3097 or Sheldon@ langeoriginals.com [24793-08]

1986 RALT RT4 > Toyota Atlantic needs rebuild, 28 gear sets, spare wings, spare nose, three wheel sets. Asking \$20,000, will consider offers. For more information call (386) 864-2417. [24838-09]

22 OPEN WHEEL | SPORTS RACERS V



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 dynodon11@yahoo.com or (818) 731-1397. [24802-08]

23 PRODUCTION BASED | GT V



FASTER THAN TRANS AM/GT1 > Just recorded a lap at Watkins Glen faster than TA track record. F1 type drag reduction system, 418 Chevy, and surprisingly inexpensive to race. Wind tunnel and dyno numbers available for serious buyers. \$55,000. Contact at Jeff at jeff.hawkins@nitco-lift.com. [8804-11]



SCCA T2 MUSTANG > Newly upgraded to 2011 5.0 liter drive train. Rollcage 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]



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]



23 PRODUCTION BASED | GT ▼



2003 CORVETTE ZO-6 STO/T-1 > The best of everything: Hutter Racing Engines 570HP 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. Call (901) 465-0795. [24806-08]



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



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/6cvl 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]



ITS DATSUN 280Z > \$3,000, space body, trans engine, race ready. Available enclosed trailer for \$4,000. 2000 GMAC 3/4 ton \$10,000. Low miles. Retiring from racing. Contact Louis Devillers at **(607) 737-4066**. [24833-09]

23 PRODUCTION BASED | GT V



GT-1/TRANS-AM CORVETTE > Built and maintained with the very best of everything! Detailed build sheet includes Derhaag carbon fiber body, Jerico 5-speed and SBC engine. Limited use during 2003-'07 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: \$89,990/0B0. Contact: Todd (303) **781-1000** [24834-08]



2003 CORVETTE C5 > Full rollcage, Halon Fire Suppression, former Bondurant car, lots of modifications and spare parts. \$20,000. Call (540) 247-4400. [24837-08]



CATERHAM EP > 2011 SCCA GLDiv Championship winning car, new Chima built, Arch Motors chassis with SVT drive train and Penske suspension. Contact Bob for details (216) 276-2652, doernbergr@aol.com. [24845-09]

26 TOW VEHICLES | TRAILERS V



50 FT HIGH TECH TRAILER > 3-4 cars. Two 25x50 ft awnings for each side. Lounge, a/c, cabinets, toolboxes, used in World Challenge. \$109k or best offer. Contact Joe at (631)974-4386 or jscarallo@aol.com. [24852-11]

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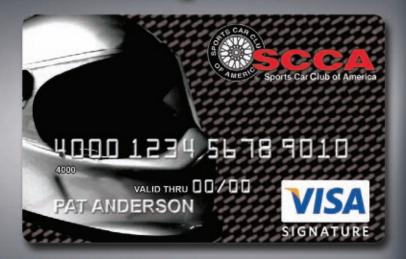
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CALENDAR

SPORTS CAR CLUB OF AMERICA AUGUST 2013
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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 triple) Johnny O'Connell (GT); Lawson Aschenbach (GTS); Ryan Winchester (TC); Ernie Francis Jr. (TCB) James Sofronas (GT); Andy Lee (GTS); Ryan Winchester (TC); Ernie Francis Jr. (TCB);

Brett Sandberg (TC); Ernie Francis Jr. (TCB)

May 31-Jun 2 Detroit Belle Isle, Mich. (GT, GTS double) Johnny O'Connell (GT); Mark

Wilkins (GTS)
Randy Pobst (GT); Dean Martin (GTS)
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

Doug Peterson (TA); Tony Buffomante (TA2); Chuck Cassaro (TA3) May 25 Lime Rock Park, Conn. Paul Fix (TA); Bob Stretch (TA2);

David Seuss (TA3) **Jun 9** Watkins Glen, N.Y.

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

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

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

PLAYBOY MAZDA MX-5 CUP

mx-5cup.com
Mar 13-15 Sebring Int'l Rcwy, Fla (dbl)
Christian Szymczak; Elliott Skeer
May 9-11 Mazda Raceway, Calif. (dble)
Christian Szymczak; Elliott Skeer
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.

F2000 CHAMPIONSHIP

f2000championshipseries.com

Apr 11-14 ViRginia Int'i Raceway, Va. Tim Minor; Tim Minor May 9-11 Road Atlanta, Ga. Tim Minor; Tim Minor May 24-25 Lime Rock, Conn. Tim Minor; Kyle Connery 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)

Flooring of the championship

F1600 CHAMPIONSHIP

f1600championshipseries.com

Apr 11-14 VIRginia Int'l Raceway, Va. Adrian Starrantino; Adrian Starrantino May 9-11 Road Atlanta, Ga.

Aaron Telitz; Jake Eidson

May 24-25 Lime Rock, Conn.

Jake Eidson; Jake Eidson 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 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

Finger Lakes (585) 328-2617 Jersey Racing Board (609) 926-4842 NN IP Tri Perion (860) 678-8

NNJR, Tri Region (860) 678-8356 South Jersey (609) 926-4842 Steel Cities (412) 831-0361 Tri-Region (609) 352-1757

SOUTHEAST sedivracing.org

Aug 30-Sep 1* Barber Motorsport Park/Alabama, Atlanta

Atlanta/Alabama (770) 472-0460

GREAT LAKES greatlakes-scca.org Jul 6-7 R Nelson Ledges/Neohio Jul 13-14* Majors - Gingerman Raceway/South Bend, Detroit Neohio (216) 390-2856 South Bend/Detroit

(586) 725-3057 CENTRAL cendiv-scca.org

Jul 27-28 Road America/Milwaukee Milwaukee (262) 957-0041

MIDWEST midiv.org

Aug 3-4* Majors - Gateway Motorsports Park/St. Louis St. Louis (314) 6571

ROCKY MOUNTAIN coloradoscca.org
Jul 6-7* Majors - High Plains

Raceway/Colorado Aug 10-11* Miller Mtrsprts Park/Utah Aug 31-Sep 1* High Plains Rcwy/Utah Utah (801) 835-9036

NORTHERN PACIFIC norpacscca.org
Jul 5-7* Majors & Super Tour Portland Int'l Rewy/Oregon
Jul 5-7* Sonoma Raceway/
San Francisco

Oregon (503) 224-9469 **San Francisco** (530) 934-4455

SOUTHERN PACIFIC scca-sopac.org 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
Jul 13-14 Summit Pnt/Washington DC
Jul 20-21 Watkins Glen/Glen
Jul 26-28 NJMP/Jersey Racing Board
Aug 3-4*R PIRC/Steel Cities
Aug 3-4 Summit Point/Washington DC
Aug 10-11* NHMS/New England
Aug 16-18 NJMP/Jersey Racing Board
Aug 31-5ep 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 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 sedivracing.org

Jul 6-7*# Roebling Road/Buccaneer Jul 13-14* Road Atlanta/Atlanta Jul 20-21#Sebring/Central Florida Aug 10-11* Daytona/Central Florida Aug 17-18*# Charlotte Motor Speedway/Central Carolinas Aug 30-Sep 1* Barber Motorsport Park/Alabama, Tennessee Valley Aug 31-Sep 1# Sebring/Central Florida Sep 14-15*# Homestead/Florida

Sep 28-29# Daytona/Central Florida
Oct 5-6# Roebling Road/Buccaneer
Oct 19-20*# VIR/North Carolina
Oct 25-26# VIR/North Carolina
Nov 1-3# Road Atlanta/Atlanta
Nov 9-10# PBIR/Florida

Nov 30-Dec 1 Sebring/Central Florida Ala/Tenn Valley (770) 472-0460 Buccaneer (912) 897-1944 Central Carolinas (828) 684-2696 Central Florida (407) 568-6902 Florida (561) 318-1383 North Carolina (800) 342-7390 South Carolina (704) 575-5960

GREAT LAKES greatlakes-scca.org

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

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

CENTRAL cendiv-scca.org

Aug 24-25 Road America/Chicago Aug 31- Sep 1* Brainerd/Land O' Lakes Oct 12-13* Blackhawk Farms/Chicago Chicago (847) 729-2211 Land O' Lakes (507) 451-1841



MIDWEST midiv.org

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

St. Louis (314) 6571

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 Rcwy/Utah Oct 12-13* Pueblo Mtrsports Park/ Utah

Utah (801) 835-9036

NORTHERN PACIFIC norpacscca.org Jul 5-7 R Portland Int'l Rcwy/Oregon Jul 5-7* Sonoma Raceway/ San Francisco

Jul 27-28* the Ridge Motorsports Park/Northwest

Aug 23-25 (triple) Portland Int'l Rcwv/Oregon

Sep 21-22* Thunderhill/San Francisco Oct 18-20*# Thunder Hill/San

Northwest (360) 479-6082 Oregon (503) 224-9469 Reno (775) 267-4845

San Francisco (530) 934-4455 SOUTHERN PACIFIC scca-sopac.org

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

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 SR = Social Rally

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

FOR CHANGES

CR = Course Rally

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

DRIVERS SCHOOLS

NORTHEAST nediv.com Oct 4 Watkins Glen/Glen Glen (607) 425-4339

SOUTHEAST sedivracing.org

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

SOUTHWEST sowdivscca.org

Aug 17-18 CT/PDX MSR Houston/

NORTHERN PACIFIC norpacscca.org Jun 29-30 Reno-Fernley Rcwy/Reno Reno (775) 267-4845

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School (888) VET-4FUN

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corvetteracingschool.com

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

TIME TRIALS

NORTHEAST nediv.com

Aug 3-4 HC Flintstone, MD/ Steel Cities

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

Aug 31-Sep 1 TT Summit Point/Steel

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 Mntn (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

SOUTHEAST sedivracing.org

Jul 13-14 PDX Road Atlanta/Atlanta Jul 20-21 PDX Sebring/Central

Aug 3-4 HC Chasing the Dragon/ Central Carolinas

Aug 31-Sep 1 PDX Sebring/Central

Aug 31-Sep 1 TT Barber Motorsports Park/Alabama, Tennessee Valley Oct 12-13 TT/PDX Talladega Raceway/ Alahama, 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



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



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 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 Rcwy/

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 Aug 3 CT/PDX/TT Bremerton

Motorsports Park/Northwest Aug 24-25 CT/PDX/TT Reno-Fernley Raceway/Reno

Sep 28-29 CT/PDX/TT Reno-Fernley Raceway/Reno

Oct 6 CT/PDX/TT The Ridge Motorsports Park/Northwest Oct 12 PDX Reno-Fernley Rcwy/Reno

Northwest (360) 479-6082 Oregon (503) 224-9469 Reno (775) 267-4845

San Francisco (530) 934-4455

SOUTHERN PACIFIC scca-sopac.org 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; Learic Cramer May 24-25 Spring Nationals, Lincoln

Airpark, Lincoln, Neb. Kinch Reindl; Kim Whitener

Jun 8-9 FedEx Field, Washington D.C. Nick Barbato; Victoria Benya

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,

TIRE RACK' SCCA SOLO **CHAMPIONSHIP TOUR**

Jul 6-7 Summer Nationals, Arkansas Aeroplex, Blythville, Ark. Jul 13-14 Hampton Mills, Packwood,

Aug 3-4 Wilmington Airpark, Wilmington, Ohio

TIRE RACK SCCA SOLO NATIONAL CHAMPIONSHIPS

Sep 3-6 Lincoln Airpark, Lincoln, Neb.

TIRE RACK MATCH TOUR

Jul 13-14 Miller Park, Milwaukee, Wis. Jul 20-21 Ayer, Mass. Oct 19-20 Blythville, Ark. Nov TBA, Calif.

REGIONAL

Date Track/Region Phone numbers are for Region registrars

NORTHEAST nediv.com

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/SteelCities

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/SteelvCities Sep 29 Moore Airfield/New England Oct 6 FedEx Field/Washington DC

Oct 6 Warminster Community Park/ Philadelphia Oct 12 Bader Field/South Jersey

Oct 12-13 Wyotech/Allegheny Highlands

Oct 12-13 Consol Energy Park/Steel

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

Aug 11 Oak Mountain Amphitheater/ Alabama Aug 11 Music City Raceway/Tennessee Aug 25 Eastgate Towne Center/

SOUTHEAST sedivracing.org

Jul 21 Eastgate Towne Center/

Chattanooga

Alabama

Jul 14 James Ward Ag Cntr/Tennessee

Jul 27 Oak Mountain Amphitheater/

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

GREAT LAKES greatlakes-scca.org Jul 14 Walesboro Arprt/Columbus Club Jul 14 Mid-American Air Center/ Southern Indiana

Jul 14 Kentucky Exposition Center/ Kentucky

Jul 20 Grissom Aeroplex/Indianapolis Jul 27 Wisboro Arprt/Columbus Club Aug 9-11 Grissom Aeroplex/South Bend Aug 11 Papa Johns Stadium/Kentucky Aug 18 Mid-American Air Center/

Southern Indiana Aug 25 UPS Grade Lane/Kentucky Aug 25 Wisboro Airport/

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 Airport/

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

Jul 24 Hawkeye Technical/lowa Jul 28 Mt. Joy/lowa

Aug 25 Oskaloosa Airport/Iowa Sep 15 Winnebago Parking Lot/Iowa Oct 6 Marshalltown Go Kart Track/ Iowa

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

MIDWEST midiv.org

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

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 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
Jul 7 Montana Expo Park/Montana
Jul 21 Oracle Arena & McAfee
Aug 10-11 Helena Regiona; Airport/
Montana

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

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

Montana Street Survival
montanastreetsurvival@

gmail.com Montana (406) 788-8808 San Francisco www.sfrscca.org SF. Sacramento (916) 687-1146

SOUTHERN PACIFIC scca-sopac.org
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

A complete RoadRally planning calendar can be found at www.scca.com/rally

NATIONAL

Jul 13 NT, NC, NGTA Hoosier Hills/ Indianapolis

Jul 14 NT, NC, NGTA Hoosier Hollers/ Indianapolis

Aug 24-25 NT Western Virginia, Pittsburg, Pa.

Sep 14 NC Oktoberally/Land O' Lakes Sep 15 NT Badger Trails/Land O' Lakes

Oct 18 NGTA USRRC/Washington DC Oct 19 NC USRRC/Washington DC Oct 20 NT USRRC/Washington DC Dec 7 NT Yucatan Winter Safari/ Land O' Lakes

REGIONAL

Date Rally Name/Region NORTHEAST nediv.com

Jul 27 Frederick County Shotest Distance Rally/Washington DC Sep 8 The Equalizer/Washington DC Oct 13 Witch was is the nursery/ South Jersey

South Jersey (856) 228-9249 **Washington DC** (301) 512-5701

GREAT LAKES greatlakes-scca.org Sep 6-7 Pres on Regardless/Detoit

Sep 6-7 Pres on Regardless/Detoil Oct 26 Annual Halloween Rally/ Indianapolis

Detroit (517) 886-1907 **Indianapolis** (317) 780-9007

MIDWEST midiv.org

Nov 9 Kansas Rally Weekend/Kansas Nov 10 Kansas Rally Weekend/ Kansas City

Kansas (785) 691-7437

SOUTHWEST sowdivscca.org Aug 17 DFW Map Rally/Texas Oct 26 Great Pumpkin Rally/Texas Dec 7 Childrens Book Run/Texas Texas (972) 235-4305

SOUTHERN PACIFIC scca-sopac.org

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
Sep 21 Eureka/Cal Club
Oct 4 First Friday Niter/Cal Club
Nov 1 First Friday Niter/Cal Club
Dec 6 First Friday Niter/Cal Club
Dec 6 First Friday Niter/Cal Club
Dec 13 Triskaidekaphobius/Arizona

Dec 14 Trail to Vail/Arizona Border
Dec 14 East Side Fantasy/Arizona
Border

Dec 15 East Side Fandango/Arizona Border

Dec 15 It's A-Maze-ing/Arizona Border **Arizona Border** (520) 664-0906 **Cal Club** (310) 372-7168

RALLYCROSS

NATIONAL CHALLENGE

Jul 13-14 Isanti County Fairgrounds/ Land O' Lakes

Jul 20-21 I-96 Speedway/Detroit Region

Sept 14-15 I-80 Speedway/Midwest Division

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@qmail.com

Lone Star info@texasrallysport.com





ROOTS A JOURNEY INTO SPORTSCAR'S BACK PAGES



10 YEARS AGO.

AUGUST 2003

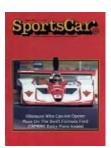
The story I Walk the Line talked to a number of SCCA's best autocrossers to learn the secrets of walking a Solo course. Amusingly, several National Champions contradicted each other's advise. One of the more tiring pieces of advice: run the course.



20 YEARS AGO...

AUGUST 1993

- SCCA Enterprises announced an insurance program exclusively for Spec Racers, with trailer insurance also available. Premiums started at \$288.45 per year.
- Numerous member letters discussed the rising costs of competing in Formula Vee.



30 YEARS AGO ...

AUGUST 1983

- The 28th running of the June Sprints was covered. SportsCar's "extensive" coverage spanned one page, and included an amazing two photos.
- Jacques Villeneuve became the first Canadian to win a Can-Am race, claiming the season's opening round.



40 YEARS AGO...

AUGUST 1973

A summary of the contingency payouts was listed. British Leyland would pay up to \$200 for a National race win in a Triumph or MG, while Austin-Healey winners would reveice \$100. Nissan and Fiat also paid, with VW offering a year-end \$10,000 points fund.



50 YEARS AGO...

AUGUST 1963

 A letter by member and Club racer David Ekern pointed out the need to recognize SCCA workers for their dedication to safety. This letter was prompted by an event at Lime Rock where a worker ran onto the course to red flag an event, putting the safety of the drivers above his own.



A LOT OF VEES

SCCA celebrated Formula Vee's 30th birthday party with a massive celebration at Road America. At that event, some 1,000 Formula Vee enthusiasts showed up to witness 130 Vees take a "lap of honor" around the track. Since the Brundage Cup race was limited to 100 competitors, the 130 Vees were divided into four qualifying groups. When the dust settled, it was Eric Tremayne claiming top honors.



THE GREAT HOPE OF THE SCCA

In a story entitled *Solo Soliloguy*, it was posited that Solo "could be the great hope of the SCCA," citing a formula South Bend Region was using for its Solo events. These competitions used a super accurate and affordable timing system that could reliably log runs down to 1/100th of a second, allowed competitors to have fun while competing, and - to top it off - made money.



1963 JUNE SPRINTS

Coverage of the 1963 June Sprints included several interesting notes about the event. That year's feature race, the C, D, E, and F Modified cars, attracted an estimated 42,000 spectators. Also, Donna Mae Mims, who later became SCCA's first female Club racing National Champion, raced (unfortunately, scoring a DNF). Not mentioned, however, was the apparant lack of safety concern when it came to crews and their use of pit boards (LEFT).



The Perpetual Revolution



















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