

The SCCA Member Magazine



71.9

Who Will Win the Tire Rack Solo Nationals?

LATE BREAKING 2014-'16 Runoffs Unveiled **ROSE CUP** Coverage from Portland JUNE SPRINTS Racing at Road America





TIRE RACK[®]







Streetable Track/Competition



MICHELIN Pilot Sport Cup+





System Direzionale



PZero Corsa System



Racetrack/Autocross

Streetable Drag Racing Radials











TOVO TIRES Proxes R888

TOVO TIRES Proxes RA1

TOVO TIRES Proxes RR

Racetrack/Autocross - Wet



BFGoodrich



BFGoodrich g-Force T/A Drag Radial 2

Hoosier D.O.T. Drag Radial

TOYO TIRES Proxes TO

READY FOR NATIONALS?





BRAKE FLUID www.tirerack.com/brakefluid



Super Blue Racing Brake Fluid 1L \$15



Sport.EVO 500ml \$750



STR-660 Ultra Performance Race Brake Fluid 500ml *28



TRAILER TIRES www.tirerack.com/trailer

GOOD YEAR.

KUMHO TIRES

POWER KING



EXCLUSIVELY





tires and you may be eligible to receive a \$50 Tire Rack Prepaid MasterCard® by mail-in rebate.*

Offer Valid August 1 - 31, 2013



Extreme Performance Summer

Developed for serious sports car, sports coupe and performance sedan enthusiasts looking for race tire-like traction on the street or for use in autocross, drifting and track events.

Direzza ZII's high-grip tread compound is molded into a directional design with a continuous center rib flanked by massive shoulders that form a highly rigid tread delivering high levels of dry grip and handling while promoting uniform tire temperatures and even wear across the tread.

Visit www.tirerack.com/specials for complete offer details. *Prepaid card is issued by MetaBank™, Member FDIC. Card expires.







design promotes steering response, braking performance

*Recommended for competition events only.

Semi-slick shoulder area promotes dry traction and cornering agility.

and dry traction.

ENHANCED BRAKING

Wide tread and continuous center contact area increase longitudinal grip.



PROXES R13 PROXES RQ RACETRACK & XTREME PERFORMANCE AUTOCROSS ONLY* SUMMER TIRE Designed to provide consistent Developed for driving enthusiasts lap times and predictable handling, looking for capabilities beyond the Proxes RR is ideal for road normal street tires, Proxes racing, track days and high-R1R tires are engineered performance driving schools in using Toyo Tires' years of ondry conditions. track experience to elevate *Recommended for competition events following the Toyo mounting and rotation guidelines. performance in dry and wet conditions. Semi-Slick Symmetric 2-Groove Design **Unidirectional Arrowhead** Provides maximum contact for Tread Design dry traction and cornering force. Balances performance bet-NO SHAVING REQUIRED ween wet and dry conditions. Incorporating just 4/32" of **Multi-Width EVAC Channels** molded tread depth, this race-Improve water evacuation to ready design eliminates the increase wet traction. need for tire shaving.

*Proxes competition and summer performance tires are not intended to be driven in near-freezing temperatures, through snow or on ice; nor be stored at temperatures below 15° F.

VISIT TIRERACK.COM/TOYO FOR UP-TO-DATE SIZES AND PRICES.





TIRE RACK .com













SHOP OUR SELECTION OF LIGHTWEIGHT WHEELS AT WWW.TIRERACK.COM



SPARCO ASSETTO GARA bronze, black, fuchsia (17), matte graphite silver, blue, orange, white, gold, green, red (16-18) 15 16 17 18



SPARCO TERRA white, grey, gold (17 for Subaru) 16 17



ENKEI RACING PF01 bright silver, black (15 17 18) 15 16 17 18



ENKEI RACING RPF1 black, gold (17-18), bright silver (14-18) 15 16 17 18



ENKEI RACING RSM9 platinum silver black w/machined lip







white, green, anthracite, red, matte graphite silver, black, gold, blue, orange, matte graphite silver, black, white, green, red, gold 19 20 16 17 18





matte grey, gold (17 18) 17 18 19 optional center cap included



O.Z. SUPERFORGIATA black, polished w/clearcoat, light grey



KOSEI K4R light grey 15 16 17



KOSEI K-1 silver 15 16 17



TR MOTORSPORTS® C2 light grey, black (17), bright silver (17) 17 18



TR MOTORSPORTS® C3M black, light grey, bright silver 15 for Miata



TR MOTORSPORTS® MT1-R matte grey 17 18 for BMW







































1-888-380-8473

www.tirerack.com











ON THE COVER

Photographer Perry Bennett snapped this month's actionpacked cover earlier this season at the Georgia Tire Rack Match Tour. The driver of the cone-clipping STR Honda is South Carolina Region's Jon Nwanagu.





annual festival of speed



The racing was "Major" at this Road America classic

DEPARTMENTS

- 8 CONTACT PATCH Inane comments from the editor
- 10 VANTAGE POINT SCCA President Jeff Dahnert
- 12 INSIDE THE BOARD
 Board Chairman Lisa Noble
- 14 RANTS AND REVS You have stuff to say, we print it
- 16 LATE BREAKING
 News from around SCCA and the world
- 21 MEETING MINUTES
 What your Board of Directors is up to
- 22 POBST POSITION
 Racing champ Randy Pobst speaks
- **24 TOP GEAR**Essential racer tools, accessories and gear
- **SHIFTIN' GEARS**SCCA Foundation's Raleigh Boreen
- 28 INSIDETRACK
 Highlighting SCCA's stellar volunteers
- 29 VOLUNTEER INCENTIVE PROGRAM Celebrating those who do the heavy lifting
- **30 FIRST GEAR** Up-and-coming young members
- 80 MARKETPLACE You want it, someone has it
- 87 CARS FOR SALE Your next racecar is here!
- 90 CALENDAR Hundreds of events waiting for you
- **ROOTS**Remembering where we've been

FEATURES

32 WHO WILL WIN?

We shamelessly guess the winners of this September's Solo National Championships

46 ROSE CUP

This historic Oregon Region Club race features some of the best in the west

52 JUNE SPRINTS

Coverage from the 58th running of the Chicago Region June Sprints

58 BRIDGING THE GAP

Tips for making your in-car camera perform like a big budget video system

REPORTS

62 SERIES REPORTS 62 ON RALLYING 64 PRO FILE

76 DIVISIONAL REPORTS

SPORTS CAR CLUB OF AMERICA INC.

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

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

© 2013, Sports Car Club of America, Incorporated. All rights reserved. Reproduction without permission is prohibited. SportsCar (ISSN 0300-6387) is published monthly for the Sports Car Club of America, Incorporated, Building #300, B Street, Forbes Field, Topeka, KS 66619-1401, (785) 357-7222 by

RACER Media & Marketing Inc 16842 Von Karman Ave., Suite 125 Irvine, CA 92606 (949) 417-6700

Material submitted must be accompanied by stamped, self-addressed envelope. SportsCar assumes no responsibility for unsolicited material. No part of this magazine can be reproduced without permission.

POSTMASTER

Send address changes to: SportsCar P.O. Box 19400 Topeka, KS 66619-0400 Periodical postage paid at Topeka, KS 66675-9651 and additional entry offices.

Subscription is part of SCCA Regular, Associate and Corporate membership fee.

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

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



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

THIS MONTH IN FASTRACK NEWS >

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

BOARD OF DIRECTORS • Meeting minutes CLUB RACING • Board minutes • Technical Bulletins SOLO • Board minutes • Technical Bulletins ROADRALLY • Board minutes RALLYCROSS • Board minutes





In the 2012 Pirelli World Challenge Championships, Kia turned in an impressive performance, scoring two wins and six podium finishes — which should come as no surprise. After all, we excel at producing quality vehicles that exceed expectations. This year, with a win already against the likes of the Ford Mustang, Porsche Cayman and Chevrolet Camaro, Kia promises to show you again what makes it a force both on and off the track.







CONTACT PATCH

PHILIP ROYLE

EDITOR, SPORTSCAR MAGAZINE

What's the Point?

I ho will win the Tire Rack SCCA Mo will will the the reaches Solo National Championships? It's no secret that I don't know, and neither does our gaggle of contributing prognosticators who assembled this month's Who Will Win cover feature (which starts on pg. 32). No one knows. But you already knew that.

Luckily, the point of our guesswork is not to claim we can make predictions with any level of accuracy. Rather, it's to showcase the tremendous talent that

You don't stand a chance of winning. Kind of depressing, right? Why bother going

will battle in Lincoln Neb., on Sept. 3-6. Take Street Touring Roadster, for example. In that class, we count eight competitors who are skilled enough to win. In Super Stock, the number is 10. Based on traditional entry counts for those classes, upwards of 20 percent of the competitors are capable of victory and that doesn't count any dark-horse drivers who shock everyone each year.

The 10-20 percent listed in our nine-page feature are at the top of their game in the sport. They live and breathe Solo. They compete often, tune their cars to the limit, and pull every ounce of potential from the tires, all while making it look effortless. At any other event, they're unbeatable - but at the Solo National Championships, they face drivers just as skilled and dedicated.

Statistically, you're not in that 10-20 percent in this feature. Going into the Solo Nationals, you don't stand a

chance of winning. Kind of depressing, right? Why bother going, you ask?

In last month's issue of SportsCar, a handful of SCCA's top competitors penned articles on what it takes to win, and almost all of them advised you to compete as often as possible. Practice makes perfect, as the saying goes, and competing against the best in the sport exposes you to new - and better - tricks.

That's why you need to attend this championship event. You don't stand a chance of winning - not this year, and maybe not the next. But competing often, and pitting yourself against the best the sport has to offer, raises your skill level. It's almost automotive osmosis - seeing how these top drivers compete will make you faster.

I've only competed at the Solo National Championships once, and I didn't do well - but I did better than I anticipated. As I watched others make their runs - including the car's owner I was co-driving with (a driver who claimed a trophy and very well could have challenged for the lead) - I noticed how the top drivers took the slaloms and chicanes. They were driving lines I had never conceived of. I took that knowledge and instantly turned it into fast times. Granted, they were not fast enough, but I only learned by being around the best in the sport.

Going to the Solo Nationals in order to win will lead to heartbreak. Instead, go to learn how to win. If you learn fast enough, you might end up claiming a trophy or being one of those dark-horse competitors who ruin our predictions.

Or, go for the parties in the paddock. Those are good, too.



🖪 facebook.com/sportscarmag



LEARN FROM THE BEST

If this is your first year at the Tire Rack Solo National Championships, you're probably not going to win. However, just being at the event will make you faster because you'll get to witness firsthand the things people do to win.

THE OFFICIAL PUBLICATION OF THE SPORTS CAR CLUB OF AMERICA

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

EDITOR Philip Royle

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

CONTRIBUTING EDITORS

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

CORRESPONDENTS

NEDiv, Jeff Jacobs; SEDiv, Susan H. Young; GLDiv, Nancy Schillace; CENDiv, Eric Bertrand; SWDiv, Sydney Davis; MWDiv, Eileen Waters; RMDiv, David Muramoto; NPDiv. Sherri Masterson: Club Racing. Jim Wheeler; National Solo, Paul Brown; RoadRally, Rick Beattie

CONTRIBUTING PHOTOGRAPHERS

D.E. Baer, Doug Berger, Rupert Berrington, Irina Bouzenkova, Ken Brown, Rick Corwine, George Dwinell, Mako Koiwai, Dennis Murray, Barbara Protos, Mark Weber, John W. Wilmoth, Dennis Wood

CEO & EXECUTIVE PUBLISHER

Paul Pfanner COO & PUBLISHER Bill Sparks **EDITORIAL ADVISOR Jeff Zwart** ASSOCIATE PUBLISHERS Wen Lai, Steve Bottom

SALES MANAGER Sophia Lopez GLOBAL SALES DIRECTOR John Chambers

ACCOUNTING MANAGER Jessica Levine INTERNS Monet Floris, Nina Lueras PRINTING: R.R. Donnelley, Pontiac, III

EDITORIAL CONTRIBUTIONS

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

EDITORIAL/ADVERTISING OFFICES

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

REPRINTS

Nick lademarco at niademarco@wrightsmedia.com Back Issues (949) 417-6700

SCCA Member Services (800) 770-2055



twitter.com/sportscarmag

Control the horses under your hood. Introducing the Hawk Performance
Talon™ Caliper: Precision-machined from aircraft-grade aluminum billet
with stainless steel pistons, it's the heart of our new Performance Brake System.

Our Performance Brake System lets you substantially upgrade your braking performance with:

- Greater stopping power up to 55% more clamping force, depending on application
- More control precisely engineered three-piston calipers
- Fast, easy install no drilling, welding or fabricating
- Zero clearance problems direct bolt-on design

And all at a price that's as much as \$1,000 less than leading big-brake kits. With all those benefits, the only question now is *what's stopping you?*See our website to learn more and locate a dealer near you.

PERFORMANCE
RACE PROVEN, STREET LEGAL.

HawkPerformance.com/system





VANTAGE POINT

JEFF **DAHNERT**

PRESIDENT AND CEO OF SCCA INC.

Good Luck!

he process is virtually the same regardless of your chosen field of pursuit. Your learning curve is steep. In the beginning, every little piece of advice and knowledge leads to big advances. There is the thrill of advancement and accomplishment on a very regular basis as you put your program together. You practice. You sacrifice. As you get better, the increases in performance get smaller. There is no more low hanging fruit to be had. There is sweat, study, concentration, then more practice and sacrifice. You're getting better all the time and those who are also in your chosen field of pursuit recognize that you're someone to respect and learn from. But, you're not done yet. You push harder, experiment with different approaches and equipment. You analyze, recount, relive, and scrutinize your performance, all in the name of increasingly small advances - but that's what you do when you want to be a champion. And that is exactly what the National Solo competitors

The chance to prove yourself against the best drivers in the country is an exciting proposition"

have been doing as they prepare for the 2013 Tire Rack SCCA Solo National Championships.

All of this preparation, all of this planning and sacrifice, is in preparation for a few precious runs through the courses in Lincoln, Neb. There is no room for error. The margins of victory are extremely small at this level, and the pressure is high. The competitor with the best nerve control has an advantage here. Just like the college basketball player at the free throw line with only seconds remaining, the

practice and sacrifice got you to this line. Will you control your nerves and be successful?

This issue of SportsCar is dedicated to those chasing the pinnacle of the Solo program. On the timesheets there will be only one winner. Who will that be? We'll take an in-depth look at what could happen this year starting on pg. 32. But really, everyone who attends the event is a winner.

Whether you are at the pointy end of the spear in the Solo program or still working your way up, there is no better place to be than at the Solo National Championships. The chance to prove yourself against the best drivers in the country is an exciting proposition - and the chance to learn from those drivers is just as compelling a reason to attend. The exchange of information and ideas at this event is

impressive, to say the least. The camaraderie and sportsmanship exhibited is unsurpassed in any sporting event I've ever witnessed. Make no mistake; they all want to beat you. But, they want to do it while you are at your best.

In addition to the competition level that is present at this event, there is an incredible sense of community. The welcome party and the trophy ceremonies are second to none, and the social events happening throughout the paddock are pretty interesting as well.

Whether you are vying for the top spot, just getting started, or somewhere in between the two, I hope to see you in Lincoln. Good luck to all of the competitors and event organizers! Who knew that 3 million square feet of perfectly flat concrete could be so much fun?

TROPHY TIME The trophy

presentations at the Solo National Championiships can be as entertaining as the competition itself, as this Club is made up of a number of exceptional personalities who aren't afraid to shine while on stage in front of their motorsport peers.







THE PROXES® LINE

Smart is a tire designed to advance a driver's performance, while keeping others in the rear-view mirror. With the highest degree of handling, stability and braking performance, our Proxes tires deliver the competitive edge that drivers demand. Explore our full line of Proxes tires at toyotires.com/proxes.







INSIDE THE BOARD

Lisa **Noble**

OVER THE YEARS

The SCCA National

Convention is a

tradition that the

Club is proud of.

While the 2014

Convention will be different from

Conventions of the

past, much of what

was found at, say,

(BELOW), will still

awards celebrating

be present, with

outstanding

members.

the 1958 Convention

CHAIRMAN, SCCA BOARD OF DIRECTORS

Continuing to Lead

recently met with J.C. and Michael Argetsinger, along with some of the staff at the International Motor Racing Research Center in Watkins Glen. In viewing the Center's archive, I felt how deep the reach of SCCA history goes and saw our impact on racing worldwide. Even as we as explore (through the SCCA Foundation) ways to preserve our Club's records and opportunities to display and share our history, we have to look beyond the glorious accomplishments of those times. And we are; not only by focusing on the Club's upcoming 70th anniversary year, but also our long-term vision of what lies beyond.

Hang around the racetrack or Solo pad these days and listen to drivers or talk with officials - there is a contagious thread of change and optimism. Bold ideas now seem possible and allowed in this climate of change that we are going through. We're exploring the vision for

We are shaping the new vision of what the SCCA will become by providing a dynamic exchange of ideas"

the future of the Club, not only through this dialog among ourselves, but also through our industry and manufacturer connections as well as with our SCCA Pro Racing partners such as World Challenge and Trans Am.

One of those "bold ideas," and part of the vision, is the North American MotorSports Expo (MSX), to be held in Charlotte, N.C. MSX will tie into the March 2014 SCCA National Convention and Hall of Fame Induction ceremony. But make no mistake; this is not our traditional Convention!

Conference and expo elements will expand the Convention. The focus will include other National car clubs and

associations, enthusiasts from around the country, as well as our members. MSX will feature world-class exhibitors, racing legends, technical seminars, show floor demonstrations, banquets, special events, and more.

These are groundbreaking programs that will bring seminars and competitors from all "drives" of life into one place. On tap will be information needed to help take your professional or amateur racing, Solo, RallyCross, RoadRally, or track day efforts to the next level. An exhibit hall devoted to racing parts, equipment, safety, and technology will give you the opportunity to network with those suppliers and view the latest that industry has to offer.

There will still be the things we need to highlight specifically for the SCCA,

such as the Annual Meeting, town halls, program board meetings, and training. Our Hall of Fame Induction ceremony will continue to be the crown jewel, but will now be visible to a much broader audience. All of this ensures that while we are secure in tradition, we are shaping the new vision of what the SCCA will become by providing a dynamic exchange of ideas and information, building on those industry connections as well as forging new bonds with other motorsport organizations.

The SCCA was vital to making motorsports what it is today. We must continue to take the lead for the future and continue to be the best amateur motorsports organization in the country!



rtsCar Archive / E.J. Cavan



You won't get to the podium unless you go to the track.



other angle measurements



Suede-Covered

Steering Wheels



Memory Pyrometer

Check out our Facebook page for videos and product information

Data Logging Tach

Stepper

Motor Gauge



Digital Tire Gauge

Call for your 2013 Catalog! 1-800-423-3110 www.longacreracing.com

Cordless Pit Gun







DETERMINATION

I was featured in the Midwest Division article in the back of the magazine [July 2013]. It's one of those underdog stories of how a kid with next to nothing fulfills his dream to race in some wheel-to-wheel action. I wanted to fill you in on the rest of the story; I imagine they left these parts out because they were trying to spare my dignity - but I think it is hilarious, now that it's over.

As stated in the article, I got laid off from the Canadian Pacific Railroad, so money is very tight. But to fulfill my dream of racing, I rented a 1998 Dodge Neon ACR from Fred Hunter. The morning of the first Driver's School I woke up at 3:30 a.m. to be in St. Louis by 8 a.m. By the end of the day, I was exhausted.

I had a helmet, gloves, and racing underwear - the rest I had to borrow. I told Fred I was probably going to stay in my truck for the night to save money. The fact was, I really didn't have the money for a hotel and gas for the car the next day - not to mention gas for my own vehicle.

Regardless, Fred recommended I stay in one of the nearby hotels. He said there were some cheap ones, so I decided to find one.

I came across a hotel, and the lady at the counter, behind bullet proof glass, said, "\$20." You'd think that this would have tipped me off, but nope. I managed a tired smile and slipped the lady \$20 through the slot in the glass. I went into my room and, to my surprise, it was not that bad. I've slept in worse. I was in the military.

I sat down on the bed, kicked back, and turned on the tube. To my surprise, there was inappropriate programming on. You would think that this would have tipped me off, too, but nope.



I turned off the TV and fell as leep.

Next thing I know I'm being awakened by the phone. It's the lady at the front desk, and she was speaking very fast and in an angry tone. She told me to get out. I said, "Lady please, I've only been here an hour." She says they rent by the hour.

I hung up the phone, but she kept calling. I disconnected the phone, and minutes later the electricity was turned off. Oh well - I went back to sleep. Finally, the police came and told me to vacate the room.

So at this point I was \$20 short and had nowhere to go.

I pulled into a truck stop and I left the truck running because it was really cold outside, but at least I could sleep.

At the Driver's School the next day I was running a lot better than I was the day before. I forgot all about being tired and had the time of my life.

Fred helped me out with some money for a hotel the next night and I got some much-needed rest. A little too much, actually - I missed the first race. But I ran a good race that afternoon.

None of this would have been possible if it wasn't for the great people of St. Louis Region and at

Gateway Motorsports Park. It was the most amazing thing to see these people all get together to help out a small-time kid from a little town in the Ozarks.

I can't thank Fred Hunter enough for what he did for me that weekend. He didn't complain one bit when I was coming up short on cash. I owe him more than he knows.

Danny Guiles

REMEMBERING CURT

The SCCA lost one of its earliest members when Curtis B. Thews passed away June 21, 2013, at age 90. Curt joined the SCCA in 1950 and helped create the South Bend Region in 1952. Curt and his brother, Russell, were a vital part of the region and provided guidance that helped the region prosper and gain respect. He was active in car shows, gymkhanas, local rallies, and Regional race efforts.

Curt was a veteran of the U.S. Navy during World War II and worked at Bendix, Oliver, and Studebaker before starting his VW, Porsche, and DKW dealership in South Bend.

Curt was a mechanic by trade and he created two unusual cars. His first, the Sample Street Spyder, was powered by a Crosley engine and built entirely from scratch. It still runs after over half a century. The Thews Special was based on a DKW Junior frame with two different Porsche Carrera engines so that he could run F Modified with all four cylinders, or with an engine swap for just two cylinders, run H Modified. This car saw success in SCCA racing as well as at local autocrosses. Curt also worked behind the scenes to restore many of the cars at the Studebaker Museum in South Bend.

While Curt had health issues that kept him homebound in recent years, he was a constant presence for over four decades helping the Club move forward. The region will miss his steady hand and thoughtful approach to the sport he loved.

Lloyd Loring

ANY CAR CAN COMPETE

As a frequent rallymaster for Cal Club's long-running First Friday Niter road rally series, I was thrilled to find our region singled out for a special mention in the calendar section of July's SportsCar. However, the accompanying photograph might give the impression that our events are held on unpaved roads. This is not the case; our rallies are conducted exclusively on paved surfaces. Drivers of shiny, low-slung performance cars may enter our events safe in the knowledge that they will not be required to travel off-road (and make no mistake: the canyon roads and desert highways of the Los Angeles area make for a thrilling RoadRally experience!).



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.



Authorized Centers

AutoCraze | FL | 305-358-9021 Distaulo Racing | QC | 514-945-2174 Gateway Racing | ON | 905-983-6454 Performance Speed Tech | TX | 817-512-4780 Spring Mountain Motorsports | NV | 775-727-6363 Wine Country Motor Sports | CA | 707-935-7223 Wine Country Motor Sports | FL | 561-748-5328

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

Subé Sports is the exclusive distributor of PUMA Motorsports products in the USA. www.subesports.com





2014 RUNOFFS DATE TO COME

While locations have been announced for the Runoffs from 2014-'16, specific dates have yet to be released. Mazda Raceway Laguna Seca CEO and General Manager Gill Campbell is hopeful to have the dates for the 2014 Runoffs unveiled in September.



The SCCA has announced the locations of the next three SCCA National Championship Runoffs, including a long-awaited trip to the West Coast and return appearances to two historic venues. National Champions will be crowned at Mazda Raceway Laguna Seca in 2014, Daytona International Speedway in 2015, and Mid-Ohio Sports Car Course in 2016.

The return to the West Coast and Monterey's Mazda Raceway Laguna Seca comes 50 years after the inaugural event at Riverside in 1964. The event alternated between Riverside and Daytona for six years. Once again, Daytona will follow a West Coast event. Mid-Ohio was the Runoffs host from 1994-'05.

"Mazda Raceway Laguna Seca, Daytona, and Mid-Ohio are three of the premier racetracks in the country, if not the world," SCCA President and CEO Jeff Dahnert says. "Each is a

CORKSCREW

Club racers will hit the 11 infamous turns of Mazda Raceway Laguna Seca at the 2014 National Championship Runoffs. true test of our racers and all have unique qualities to help us crown our National Champions."

The annual rotation, a break from recent tradition, came from lengthy discussion among members of the SCCA Board of Directors - as did the trip to the West Coast.

"The future of the Runoffs has been a topic of discussion among the SCCA Board of Directors and the National Staff for well over a year," Dahnert

SCCA RUNOFFS CHAMPS

The SCCA National Championship Runoffs has crowned Club Racing National Champions in a winner-take-all, single-race format since 1964. Of the three venues the Runoffs will visit from 2014-'16, Mid-Ohio (RIGHT) has the most recent Runoffs records, with 12. Only Road Atlanta, with 24, has seen the Runoffs more.





1968 at Riverside International Raceway, in Riverside, Calif.

"The SCCA Runoffs embodies the true essence of sports car racing," Mazda Raceway Laguna Seca CEO and General Manager Gill Campbell says. "This is a great platform for amateur road racers and we are proud to be a part of the crowning of a National Champion."

The road course at Daytona International Speedway is home to the Rolex 24 at Daytona, and hosted the Runoffs previously in 1965, 1967, and 1969. The Runoffs will utilize the 12-turn, 3.56-mile infield and oval circuit that will show off both the handling and horsepower of many Club Racing machines.

"It's been a long time since we've been able to crown SCCA National Champions at Daytona, and we're looking forward to welcoming back the best amateur road racers in the country," Daytona International Speedway President Joie Chitwood III says. "The mix of sports car and open-wheel classes from the SCCA will make for a unique and exciting event."

"It's great to have the SCCA Runoffs back at Mid-Ohio as amateur racing helped build the history of this track," says Mid-Ohio Sports Car Course President Craig Rust. "Over the past few years, many of our fans have asked about the Runoffs returning so we know they will be excited to welcome them back in 2016."

The 2014 event will hold special

The SCCA Runoffs embodies the true essence of sports car racing"

GILL CAMPBELL

continues. "We had two goals for the event moving forward - to move the event around the country geographically, and to continue to visit the country's top tracks. We've accomplished both."

Mazda Raceway Laguna Seca becomes just the seventh track to host the Runoffs in the event's 50-year history, and marks the first time a National Champion will be crowned west of the Rocky Mountains since synergy, as Mazda serves as both the track's title sponsor and the official car of the SCCA.

"Club Racing is the heart and soul of Mazda Motorsports," says Mazda Motorsports Director John Doonan. "We are proud to help bring the biggest Club Racing event in the country to our home track for 2014. We're thrilled that the SCCA will begin its second 50 years of Runoffs history at Mazda Raceway Laguna Seca."



WESTERN AND EASTERN MAJORS CONFERENCES CROWN CHAMPIONS

Independence Day weekend marked the final rounds for the Eastern and Western Conferences of SCCA's U.S. Majors Tour. On the East Coast, Watkins Glen International played host to the final race weekend of that conference, while West Coast racers headed to Portland International Raceway. Coming into the final weekend, a number of competitors had already wrapped up their championship, while other classes saw fierce last-second battles for the points necessary to wrap up the overall titles.

The Northern and Mid-States Conference Championships will be wrapping up by the time this issue reaches your hands, with the championship results appearing in the October issue of *SportsCar*. In addition, a complete points listing can be found online at www.scca.com/majors.

WESTERN CONFERENCE U.S. MAJORS TOUR CHAMPIONS:

GT-1: Michael Lewis

GT-2: Erich Joiner GT-3: Dave Humphrev GT-L: John Bower AS: Christopher Qualls EP: Gary Gist FP: Sean Powers **HP:** Mike Cummings STU: Marc Hoover STL: Oscar Jackson T1: Michael von Quilich T2: Pratt Cole T3: Tom Wickersham T4: Lance Stewart BS: Derrick Ambrose SM: Elliott Skeer CSR: Miles Jackson DSR: Chris Farrell \$2000: David Ferguson SRF: Todd Harris FA: James Blackwell FB: Larry Vollum FC: Michael Manning

FF: Stan Townes

FV: Dennis Andrade

F500: Jeff Jorgenson

FM: T.J. Fisher

EASTERN CONFERENCE U.S. MAJORS TOUR CHAMPIONS:

GT-1: Dillon Machavern GT-2: Russ Snow GT-3: Steve Lustig GT-L: Robert Lentz AS: Jeffrey Werth EP: Donald Walsh FP: Richard Fohl **HP:** Bradley Davis STU: David Brand STL: Raymond Philibert T1: George Winkler T2: Matthew Pullano T3: Brian Kleeman T4: I. Brian Price BS: Robert Davis SM: Danny Steyn CSR: Jacek Mucha DSR: Dennis Hanratty Jr. S2000: Hawley Chester SRF: Cliff White FA: John Burke FB: Alex Mayer FC: Chuck Moran FE: Paul Schneider FF: Lewis Cooper III FM: Robert Noell FV: Stevan Davis F500: Jack Walbran





SOLO NATIONALS REGISTRATION

The end of early registration for the Tire Rack Solo National Championships is near. Once the clock strikes midnight on Aug. 9, the late entry fee of \$300 goes in to effect for all those wishing to compete at the Sept. 3-6, 2013, event at Lincoln Airpark in Lincoln, Neb.

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 JUNE 2013

REFERENCE LEGISTRE CONTROL LEGISTRE					
NAME	REFERRALS	REGION			
Warren Leach	34	San Diego			
Brian Ghidinelli	29	San Francisco			
Gayle Jardine	19	Cal Club			
Karen McCoy	14	Oregon			
Carol Deborde	13	Reno			
Jeremy McCauley	14	Allegheny Highlands			
Robert Crawford	12	Washington DC			
Michael Adams	10	Tennessee			
Colin Fiedler	10	Milwaukee			
Simi Ritch	10	Ohio Valley			

There are 1,529 additional members with at least one referral.

REGION LEADERS

(Category based on 2012 year end membership.)

(Category based on 2012 year end membership.)				
REGION	GROWTH	RETENTION		
Jumbo (800+):				
Houston	9.1%	89%		
Cal Club	7.4%	85%		
Detroit	7.0%	90%		
Large (401-799):				
Land O' Lakes	17.2%	95%		
Texas	13.2%	92%		
New York	13.0%	90%		
Medium (200-400):				
Kansas	72.5%	94%		
Lone Star	24.1%	88%		
Reno	20.7%	89%		
Small (<200):				
Allegheny Highlands	43.5%	87%		
Montana	39.4%	85%		
Pan American	32.1%	82%		

MSX LAUNCHES WITH 2014 NATIONAL CONVENTION

SCCA and National Trade Productions, Inc. (NTP) have announced a new, unique event: MSX, the North American MotorSports Expo, launching March 7-9, 2014, at the Charlotte Convention Center, in Charlotte. N.C.

The Club has partnered with NTP to create a conference and expo expanding the annual SCCA National Convention and Hall of Fame Induction. Targeted toward SCCA's membership base, national car clubs and associations, as well as enthusiasts from around the country, MSX will provide educational programs and seminars for current and potential participants in SCCA competition and an exhibit hall devoted to racing parts, equipment, safety, and technology.

"We frequently hear that our members would like more content geared toward building, maintaining and driving competition cars at our National Convention," SCCA President and CEO Jeff Dahnert says. "Likewise, there has never been a show to specifically cater to the programs that SCCA offers - road racing, autocross, and rally. Our partnership with NTP gives us the opportunity to provide that for our current and potential members."

Located in Charlotte to provide easy access to the largest concentration of SCCA members and motorsport enthusiasts in the country, MSX will provide product and



performance solutions for those who buy and drive in all forms of SCCA competition.

"Charlotte's longstanding history and culture within the motorsports industry makes it the perfect location to stage an event for the best amateur racing organization in America," says NTP Chairman and CEO Robert E. Harar.

MSX will feature world-class exhibitors, racing legends, technical seminars, show floor demonstrations, banquets, special events, and more. Complete details and Website will be released soon. For more information about MSX, the North American MotorSports Expo, please contact msxinfo@ntpshow.com or call (703) 706-8227.

SCCA National Convention schedule and registration will be available Aug. 26, 2013.

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:



Members receive a free trial issue and discounted subscription rate of \$16.95 per year to *Classic Motorsports*.

E-Z Up offers members a 25to 30-percent discount on all shelters and accessories.



Receive a complimentary issue and special discounted rates from *Grassroots Motorsports*.



20-percent discount on **Mobil 1** products at Mobil1 RacingStore.com.



SCCA members receive a 10-percent discount on all Simraceway Performance Driving Center courses.



Solo Performance Specialties (**SPS**) offers a 10-percent discount all online purchases of graphics items.

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.

Prodsion Hub Plate Scales

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



Intercomp offers you the most comprehensive line of indicator options

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



SW500™

Cabled Scale System Part # 170125

^{\$}1,090

SW787™

PC Wireless Scale System

(PC Not Included)
Part # 170154-PC

\$1,489

SW650RFXTM

Wireless Scale System Part # 170126-W

\$1,695

SW777RFXTM

Wireless Scale System Part # 170127-WPC

\$1,999







iRaceWeigh™ Module Communicate: Part # 170250

> Get the FREE iRaceWeigh™ App from iTunes®

> > App Store

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

intercompracing.com Worldwide +1 763-476-2531





Robert B Simpson

RUNOFFS REGISTRATION

Gulf Coast

Michael John Saddleton 8/24/1983 Mahoning Valley

8/9/1983

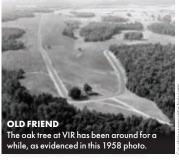
Registration for the 50th running of the SCCA National Championship Runoffs at Road America is in full swing. Have you signed up yet? The deadline for early registration closes on Aug. 23 at midnight, after which point the registration fee increases from \$550 to \$750 for online and \$560 to \$760 for paper entries.

ANNIVERSARIES

SCCA MEMBERS CELEBRATING 25-55 YEARS

55-YEAR MEMBERS		
	0/1/1050	Philadelphia Arizona Des Moines Valley Kansas City Houston Colorado Chicago Detroit San Francisco San Francisco New England Mohawk Hudson Oregon San Francisco Chicago Milwaukee New England Central New York St Louis Central Carolinas Ohio Valley Colorado SW Louisiana Kansas City Atlanta Cal Club Susquehanna Tennessee Atlanta Western Ohio Tesuth Jersey
Skip Barber	8/1/1958	MOHAWK HUUSOH
50-YEAR MEMBERS		
Sam Feinstein	8/1/1963	Philadelphia
William M Macfarlane	8/1/1963	Arizona
Ronald A Sharp	8/1/1963	Des Moines Valley
Glen A Shepard	8/1/1963	Kansas City
Olell A Sheparu	0/1/1903	Marisas City
45-YEAR MEMBERS		
William Karl Gonzalez	8/1/1968	Houston
Mike Shroyer	8/1/1968	Colorado
Alan Varacins	8/1/1968	Chicago
7 Harr Var deline	0,1,1700	oeage
40-YEAR MEMBERS		
Lynn Conner	8/1/1973	Detroit
W Richard Gartman	8/1/1973	San Francisco
Butch S Gilbert	8/1/1973	San Francisco
Philip G Perron	8/1/1973	New England
P		
35-YEAR MEMBERS		
James H Bishop	8/1/1978	Mohawk Hudson
Barbara J Blizzard	8/1/1978	Oregon
Stephan C Doane	8/1/1978	San Francisco
Jordan Harris	8/1/1978	San Francisco
Todd Andrew Heilicher	8/1/1978	Chicago
David J Kettler	8/1/1978	Milwaukee
Paul Krysiak	8/1/1978	New England
Wayne L Kunkel	8/1/1978	Central New York
Timothy A McGinley	8/1/1978	St Louis
Vicki M Outen	8/1/1978	Central Carolinas
Douglas J Rigel	8/1/1978	Ohio Valley
Robert K Schader	8/1/1978	Colorado
Robert D Snider	8/1/1978	SW Louisiana
Bert Swift	8/1/1978	Kansas City
Tony Wilcoxson	8/1/1978	Atlanta
David P Wolin	8/1/1978	Cal Club
Edward P. Womer	8/1/1978	Susquehanna
Luwaru F. Worner	0/1/1970	Susquenanna
30-YEAR MEMBERS		
Eric Wilhem Berg, III	8/16/1983	Tennessee
Sherry L Bilodeau	8/22/1983	Atlanta
Russell E Cramer	8/19/1983	Western Ohio
John Criner	8/19/1983	Texas
Edward R Del Monico	8/30/1983	South Jersey
Rose Del Monico	8/30/1983	South Jersey
Dennis Feeser	8/24/1983	Washington DC
Gregory W Hastings		
	8/22/1983	Blue Ridge
Noel Laurence Hayward		San Francisco
Richard P Judd	8/16/1983	New England
John W Kelley	8/10/1983	Atlanta
Stuart Lumpkin	8/16/1983	Texas
Frank W Moler	8/19/1983	Houston
Sam Moore	8/30/1983	Central Carolinas

Fred M Slick	8/30/1983	Cal Club
Andrew G Timmons	8/16/1983	Wichita
Keith Williams	8/12/1983	Kansas City
		,
25-YEAR MEMBERS		
George Astudillo	8/3/1988	Cal Club
Cherie Board	8/17/1988	Atlanta
Thomas L Board	8/17/1988	Atlanta
Karen J Budnick	8/30/1988	Detroit
John L Campbell	8/29/1988	Florida
Judy Colman	8/30/1988	San Francisco
T Don Dale	8/17/1988	Kansas
Rex T Deffenbaugh	8/25/1988	North Carolina
Larry W Ellis	8/31/1988	Indianapolis
Lee Fleming	8/8/1988	Cal Club
Mark Fosberry	8/16/1988	New England
Todd Green	8/31/1988	South Bend
Mike Gukich	8/23/1988	Colorado
George L Hartenstein	8/30/1988	Susquehanna
Tom Holt	8/30/1988	Lone Star
Bruce E Hunt	8/29/1988	Central Florida
Mary E Justice	8/5/1988	Florida
Chris A Katechis	8/5/1988	Tennessee Valley
Paul R Klich	8/30/1988	Neohio
Cindy Lindstrand	8/26/1988	Milwaukee
Gregory C Maestas	8/24/1988	Reno
Gregg Matocha	8/5/1988	Lone Star
Rodrick W McLane	8/30/1988	San Francisco
Dominick Frank Miliano	8/22/1988	N New Jersey
Raymond Miller	8/15/1988	San Francisco
Marshall S Moore	8/23/1988	Milwaukee
Mark C Pellman	8/31/1988	Central Florida
Mary Ellen Pellman	8/31/1988	Central Florida
Pete Peterson	8/3/1988	Central Carolinas
John W Ploeger	8/23/1988	Northwest
Cheryl A Reupert	8/25/1988	Milwaukee
Ron Rinden	8/15/1988	San Francisco
Paul M Roane	8/16/1988	New England
Roy Rosmanitz	8/17/1988	Atlanta
Nancy Pfeiffer Sargis	8/11/1988	Blackhawk Valley
George Schmitt	8/25/1988	Ne Oklahoma
James Eddie Shelton	8/30/1988	Florida
J David Smith	8/17/1988	Northwest
Robert W Snell	8/12/1988	Western Ohio
Beverly A Stockton	8/18/1988	Central Florida
Norman J Stockton	8/18/1988	Central Florida
Diane Struve	8/25/1988	Des Moines Valley
Travis W Washay	8/31/1988	New England
Kevin M Wheeler	8/12/1988	Florida
Lance M White	8/3/1988	Cincinnati
George H Williams	8/12/1988	South Bend
Ken Yockey	8/24/1988	Kansas City



OAK TREE FALLS

The news came on July 2: The oak tree that defines VIRginia International Raceway has fallen. "We are in shock and mourning," says track owner Connie Nyholm.

The massive oak stood sentinel at the south end of the racetrack, looking out from the highest point on the property at the facility and its 3.27 miles of serpentine asphalt that has come to be regarded as one of the most challenging in North America.

Its branches shaded the apex of the legendary Oak Tree Turn, looking down on the likes of Roger Penske, Walt Hansgen, Tom Kristensen, and Richard Petty as well as a host of race drivers from the brilliant to the not so much.

CLUB MEMBERS TACKLE PIKES PEAK

The 91st running of the Pikes Peak International Hillclimb took place June 30, 2013, with a number of SCCA members, both past and present, making their mark. Included in the long list of former and current Club members are Ken Gushi (finished first in the Exhibition class), Sage Marie (third in Exhibition), David Donner (second in Time Attack), Jeff Zwart (third in Time Attack), and Roy Richards (fifth in Electric).



pert Berrington

8/30/1983 Washington DC

8/9/1983 St Louis

Jav B Morton

Tom Reinsel

THE RETURN OF JOHN MORTON

Bonk Brothers Racing, with the help of Sam Neave's LNA Enterprises, is attempting to bring SCCA Champ John Morton to the 50th Runoffs. Morton took Runoffs gold in 1970-'71 in a Datsun 240Z, also pro racing in Trans Am, Can-Am, IMSA, CART, and at Le Mans. The BBR team is looking to field an EP 240Z for him this time around. For more information, visit www.transam-bsedan.com.



AND THE WINNER IS... Jim Hayter (left) won the SCCA Foundation charity raffle, which was presented by the Foundation's Raleigh Boreen (right). Lim Hayter Jim Hayter Still 2000.00 Bighteen Thousand and 7000 Dellors Here 2012 100A handside has

JIM HAYTER WINS SCCA FOUNDATION RAFFLE

On June 15, 2013, at the WeatherTech Chicago Region June Sprints at Road America, part of the Northern Conference SCCA U.S. Majors Tour, Ohio Valley Region member Jim Hayter was announced as the winner of the SCCA Foundation Winner's Choice Raffle. Hayter wins his choice of a 2013 Mazda Miata MX-5 Club Edition, a 2013 Mazdaspeed 3, or \$18.000 in cash.

A member of the SCCA for 15 years, Hayter started Soloing 1993 through a Miata club. He is currently a race worker in Timing and Scoring at Mid-Ohio and heard about the raffle through an SCCA e-mail blast earlier this year.

The SCCA Foundation is the not-for-profit 501(c)(3) arm of the SCCA that supports select automotive educational and safety programs. Currently, the major efforts are directed toward several youth educational and safety initiatives including the Tire Rack Street Survival Program, Formula SAE, the Carroll Smith's Mentor Cup and the Bob Woods Cup. All proceeds from the raffle go to support the SCCA Foundation's programs of Tire Rack Street Survival, Formula SAE, and historical preservation. More information on the SCCA Foundation is available at www.sccafoundation.com.

DIRECTOR

SCCA BOARD OF DIRECTORS MEETING MINUTES JUNE 7-8, 2013

The SCCA National Board of Directors met at the National Office in Topeka, Kansas Friday, June 7 and Saturday, June 8, 2013. All Area Directors were in attendance: Lisa Noble, Chairman, Dick Patullo, Vice-Chairman, Jerry Wannarka, John Walsh, Bill Kephart, Todd Butler, Secretary; Phil Creighton, Michael Lewis, Treasurer; Dan Helman, Robin Langlotz, Steve Harris, Brian McCarthy, and Bruce Lindstrand.

The following SCCA, Inc. Staff participated in the meeting: Jeff Dahnert, President and CEO; Richard Ehret, Vice President Finance; Howard Duncan, Vice President Rally/Solo & Special Projects; Terry Ozment, Vice President Club Racing; Eric Prill, Vice President Marketing and Communications; Colan Arnold, Vice President Member & Region Services and Aimee Thoennes, Executive Assistant.

The following guests participated: Jim Wheeler, CRB Chairman; John Bauer and Chris Blum, Club Racing Technical Department; and James Hilbert and Christel LeSuer, Mize Houser & Co.

The following is a synopsis of motions from the meeting and may not be in chronological order. For full details, please see the July 2013 Fastrack news.

MOTION: To approve February meeting minutes. Creighton/ Wannarka. PASSED 13-0

MOTION: To accept 2012 financial audit as presented. Lewis/ McCarthy. PASSED unanimous.

MOTION: To appoint current RXB member Warren Elliott as Chairman of the RXB; designate current RXB member Stephen Hyatt as Vice Chairman RXB; and appoint Keith Lightfoot to the RXB. Harris/McCarthy.

PASSED unanimous

MOTION: To approve the request from Utah Region for a waiver of GCR 3.1.1.A to allow them to conduct a cooperative event at Miller Motorsports Park on Aug. 10-11, 2013 with three run SCCA groups. Kephart/Langlotz. PASSED 13-0.

MOTION: To approve staff's recommendation to move the Runoffs annually with the locations for the next three years approved. (Details available on www.scca.com and on pg. 16 of this issue of SportsCar.) Lewis/Kephart.

PASSED Unanimous 12-0 (Wannarka absent)

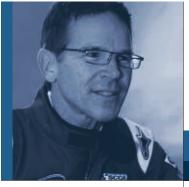
MOTION: To approve Club Racing rules in letters 11309, 11308, for SR1 and SR2 as presented effective 1/1/14. SR1 to be named P1 and SR2 to be named P2 (for Prototype). Current state of these rules are included in an appendix to the minutes in Fastrack. Final rules expected to be presented to BoD in October. Comments for or against to adjust P1 or P2 rules should be submitted via formal CRB rules process at www.crbscca.com/.
Walsh/Butler. PASSED Unanimous 12-0 (Wannarka absent).

MOTION: To approve Club Racing rules in letters 10199, 9681, 11179 as presented effective 1/1/14. Walsh/Butler. PASSED 12-0 (Wannarka absent)

MOTION: To remove from the GCR in its entirety language dealing with National Class Participation Requirements (the 2.5 rule) in GCR 9.1.13. This rule is currently in suspension. Butler/Harris FAILED 5-7 (Wannarka absent)

CCA BOARD OF





POBST POSITION

Randy Pobst

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

The Thrill of Victory

was really hoping I'd get to write this column. You may recall my Agony of Defeat a couple of months back, after a wrist-slitting weekend at Long Beach for the K-PAX Volvo team. My car died on the start, and Alex Figge led the whole way but failed a brake rotor catastrophically near the end. Even worse, his brilliant performance

I was holding them both up, but every time James [Sofronas] put a move on Andy [Pilgrim], I got a little breather"

caught the attention of the rules management, and we got our performance adjusted. It is OK, it's part of a series with wildly varying cars, but everyone hates to get slowed down.

We arrived at the Circuit of the Americas Formula 1 facility in Austin, Texas, with a pound or so less boost in a 97-degree Texas heat wave. Glad I was raised in Florida, I'm used to it, plus the team makes a real effort to cool us in the car. Reposing in the frosty K-PAX driver's lounge, I thought back to the Sebring Central Florida Regional July Fry in 1988, driver's suit sticking to my sweaty body as I pull it on in the back of my van, and I had not even been on track yet. Now I'm spoiled rotten and grateful for it.

We left COTA with a fourth and a third, and I was pleased with the way K-PAX set up for the heat, especially race two. Next up was Detroit, where I'd had pole the year before and won a few years before that. I like the Motor City - I'm a car guy.

The track was revised, with a longer Turn 2 straight, and it ended up feeling like a big improvement. There was also a lot of new pavement, mostly concrete. First session I was bringing in



HEAD GAMES

Be numb to comments from your competitors. <u>Take it all</u> with a grain of salt, or you may end up in the gravel trap. Even if friends aren't trying to mess with your mojo or deliberately mislead you, all people have their own perspectives. From the classic, "I take the kink flat," to, "Zero weight oil in the diff gives me three miles per hour." Be smart about what you hear around the paddock. Go with your gut. Run your own race. Best of all, you'll have no one else to bl<u>ame</u>.



some new rotors, feeling out the slick new cement, and two guys smoked by me, flying 10 minutes into it. One of them shortly ended up backwards into the wall. Never be in a hurry on a street course. Talk about green, these tracks don't see racecars but once a year - it takes time for them to come in, and just a small slip means hello vertical concrete, the ubiquitous Jersey barriers.

This factor is multiplied by the SCCA Pro Racing Pirelli World Challenge format this year. Many double race weekends, exchanging practice time for racing time. A good deal in my opinion, voted on by the drivers a few

RETRIBUTION

The K-PAX team struggled at the Long Beach street course earlier this year, but conquered the beast at Detroit (BELOW) where they picked up a win on the tricky street circuit.



years back. I'm talking about seeing the big picture here. About things like looking at the race schedule ahead of time, recognizing that there isn't much practice, and that rain is likely one day, so reducing on-track risk during that valuable opportunity to maximize lapping: managing risk. A double race weekend on a street course is a little like a 24-hour race; job one is making it to the end.

To that end, WC Vision and series Competition Director Geoff Carter, the man with the hardest job in the world (managing a hundred racers who each believe they should win), chose a rolling start first event, classic World Challenge standing start second. We had a satisfying result in qualifying, not because we made pole - O'Connell nailed it - but because I felt like I got what the S60 had to give. I actually asked Will Moody and K-PAX to put some body roll into the Volvo, and it suits my Showroom Stock roots. I can better read the limit of the Pirelli slicks. Wise Will once wagged, "Soft is grip if you can live with the roll."

The Caddies were as soft as a '59 Deville, I could see it while chasing Johnny. He was out of reach first race, and I had my mirrors full of Andy Pilgrim. Andy had me sweating bullets, making me push myself like a drill sergeant: "C'mon you gravy-sucking pig, is that all you got? Go, go, go; no mistakes!" Shee-yew. He'da had me, but the James Sofronas Audi R8 came up in a hurry to put the personal trainer ass-kicking heat on Mr. Pilgrim. I was holding them both up, but every time James put a move on Andy, I got a little breather. He was quicker than all of us.

The ninja-fighting traffic was a real brain-strainer. Had to plan way ahead, but still couldn't count on the choices of the GTS cars; they make their instant decisions, too. I used the traffic to save my car, braking early when I knew I'd have to slow anyway, keeping the door shut to the guys behind. On the streets, sometimes, lots of times, you just have to wait. When the checkered finally waved, I was elated. It felt like we'd scored a couple places higher than the Volvo had in her, a victory of sorts, but Johnny brought home the gold in front of the Detroit big bosses. Good for him. We qualify again in the morning, and the car was in one piece.

When we're lined up between walls of destruction, starting position is a biggie. A big biggie (I lost my thesaurus). Like probably everyone else, we took what we learned from race one to work to improve race two. Midway through lap two in the qually, the Pirellis were coming in. We already had quick time, but lap three would seal it. The Volvo felt like a Formula F. Then the tranny did a 4-6 upshift on its own, and the engine went soft. Sofronas did his last-lap pole dance again, and we were back to the paddock for heroic save number two by the K-PAX crew - special mention to Jeff Delio and Maciek Kurszewski.

We sat outside pole, and K-PAX owner Jim Haughey chanted p-one Turn 1, p-one Turn 1. Out go the lights and we're by the Audi, Johnny's CTS-V right on our tail. Team Cadillac has found something on the starts - we don't kill them anymore. Uh, oh.

Qualifying and the Volvo start have us in the lead, first time this year for my No. 6, but the Caddy's quicker. He's sizing me up. I can see it in the Turn 2 brake zone. We're both settling in when it goes street-course yellow.

On the restarts, our on-boost torque helps, and all-wheel drive does not need as much tire warming. I get a little gap, but get reeled in before another yellow. Everyone is hanging it out a bit more in race two; too much more, maybe? Belle Isle takes its toll.

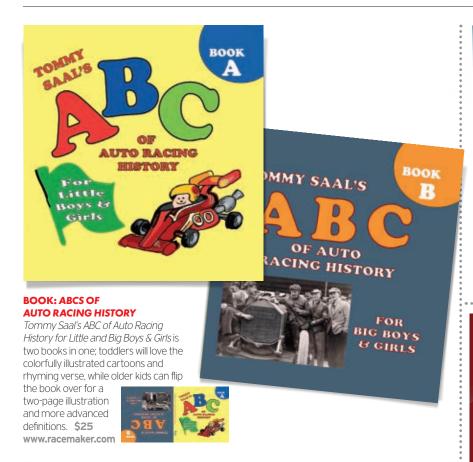
Last restart and we're off well again, but Pilgrim is tag teamed by Audis and then creamed by a couple more cars rushing into disaster. On a later replay, I see a guy make a tight pass for position in the incident, skimming between sitting duck Andy and more-sensible Mustang. That pisses me off. Whether you see a yellow flag or not: If you see a dead car sideways in the middle of the road, it's no passing, folks. What if it were you sitting there?

Climbing back down from my bully pulpit, I feel lucky. We go under the checker before the mess can be cleaned up. We'll take the win. K-PAX maximized its advantages and got a couple good breaks, at least for the No. 6. K-PAX No. 9 Alex Figge had another tough one. For us, it's been 4-3-2-1 in the last four, and it's a great accomplishment for the K-PAX Volvo team. We worked and sweated and clawed our way back to the thrill of victory. This season is far from over. We're still in the championships. The summer is here and the Pirelli World Challenge heat is on!

Output

Description:





AUTO I ASSET SIMI PAINT DEFEND PAINT DEFEND PAINT DEFEND PAINT PROPERTY OF THE PROPERTY OF THE

3M PAINT DEFENDER SYSTEM

The 3M Paint Defender System allows the user to spray a liquid onto their car. which then transforms into a clear, durable film, capable of protecting the vehicle's paint. Since 3M Paint Defender is sprayed on, the layer of protection can be

used on any shape and size vehicle, and is easily removed. \$44.99 www.3m.com



The TVC15, from I/O Port Racing Supplies, allows you to record all in-car radio transmissions with your existing in-car video. A simple plug-in installation will capture all of the radio transmissions between driver and crew, making for a more exciting video playback and a useful training tool.

\$199.95 www.ioportracing.com



TOP GEAR

ESSENTIAL TOOLS, ACCESSORIES, AND GEAR FOR RACERS



SIMPSON SMOKE AIR INFORCER SHARK

Simpson Performance Products has expanded its massive line of safety equipment to include the new Smoke Air Inforcer Shark helmet. This helmet was designed for three-time NASCAR champ Tony Stewart, and includes a lightweight carbon-fiber construction meeting Snell's SA 2010 rating, two face shields, enhanced airflow, and is predrilled for a head and neck restraint. www.teamsimpson.com

ACHILLES R1

The Achilles R1 radial racing slick was specially developed for competition, with an emphasis on steering response, precision, cornering, and grip. The Achilles R1 is currently availably in a number of popular diameters and widths. www.achillesradial.com



CUSCO RACE SEAT

RACE SEAT Cusco has partnered with famed seat manufacturer Bride to bring the FIA-approved Zeta III + C race seat to America. The Zeta seat is also available in a non-FIA approved version, and comes in three different sizes to help fit any size driver. www.cuscousainc.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.

When the heat is on...

0

Brake fluid is the lifeblood of any competition brake system. Wilwood fluids provide the consistent performance that the pros and amateurs have come to rely on to deliver championship level performance, and all without breaking the bank.

EXP 600 PLUS

Super Hi-Temp Racing Brake Fluid

This highly refined racing blend is a proven winner in the most rigorous and demanding categories of NASCAR, IRL, SCCA, GRAND-AM, NASA, USAC, and most other categories of professional motorsports. Low viscosity, high specific gravity, and a unique blend of high lubricity additives will keep the system components performing at their peak while resisting aeration, gassing, and moisture absorption to provide sustained positive response at the pedal.

*EXP 600 Plus is also DOT 4 compliant and fully ABS compatible



Racing Brake Fluid

Hi-Temp° 570 is a fortified DOT 3 compliant premium grade fluid blend that delivers unmatched performance in its class for intermediate temperature range competition and high-end or classic dual-sport street machines. A high dry boiling point, combined with lowered viscosity and a superior blend of additives, provides system friendly resistance to heat or agitation induced fade from aeration and gassing.

*Hi-Temp° 570 exceeds all DOT 3 specifications and is fully ABS compatible





www.wilwood.com

Call Today! 805-388-1188



Braking Solutions for a World in Motion



SHIFTIN' GEARS

WHAT HAS THE **FOUNDATION** BEEN DOING?

For the past couple of months, this column has been used to thank all of the people who have donated to the SCCA Foundation. We will be doing this at least twice a year to make sure we say "thank you" to all of the people who donate. Remember that all of the funds the SCCA Foundation has are through donations and fund raising drives. We do not take any money from SCCA Inc. We do want to make sure that we thank all people who donate because, without these donations, the SCCA Foundation would not be able to support the programs we feel are so important.

We are just touching the tip of the iceberg when it comes to putting on Street Survival schools"

The SCCA Foundation is very involved with Formula SAE and we had representation at both of the U.S. events this year – in Brooklyn, Mich., and Lincoln, Neb. At the Michigan event, we gave away the Carroll Smith Mentor Cup to Dr. Brooks Byam, the faculty advisor for Saginaw Valley State University. The Carroll Smith Mentor Cup is the highest honor a faculty advisor can receive in FSAE. The list of recipients since 1999 is the who's who of faculty advisors from all over the world.

In Lincoln this year, the SCCA Foundation sponsored an evening at the Smith Collection Museum of American Speed. The 200-plus volunteers for the FSAE event had a casual dinner and then spent several hours going through the museum. Bill Smith, the founder of Speedway Motors, has an unbelievable collection of automotive history in his museum.

The SCCA Foundation feels very privileged to be involved with FSAE; what a great way to expose engineering and marketing students to the SCCA.

Another program that the SCCA Foundation is involved with is the Tire Rack Street Survival Program. We are having a very good year with the



RAFFLE WINNER For the last

few months you've been hearing about the raffle to win a car or money via a raffle held by the SCCA Foundation. The winner of that raffle was announced at the June 14-16 Chicago **Region June** Springs. Jim Hayter from vis Center, Ohio, was the winner of the first SCCA Foundation Raffle. The raffle was very successful, and the SCCA Foundation hopes to do more raffles in the future.

FOUNDATION Sports Car Club of America program as the number of schools for both SCCA and the BMW Club are up in 2013. We are also up in attendance for 2013, so the program is going in the right direction.

We are still just touching the tip of the iceberg when it comes to putting on Street Survival schools. Just think what we could do if every region in the SCCA held one Street Survival school.

If your region has put on an event this year or is planning to, thank you. If you have not put on a Street Survival event so far this year, think about doing one this fall or early winter. The SCCA Foundation has provided an SCCA coordinator to make it easy for a region to host an event. Linda Duncan is now in her second year as the coordinator, and things are running very smoothly.

The SCCA Foundation has also added a mentor program to help put on events. If you need some help in the pre-stages, the mentor can help. If you need some help at the actual event, the mentor can also be on site to assist. The goal is to make the Street Survival program easy to work with and to make it a rewarding experience.

This program is one way for the SCCA to give something back to the communities we live in. You can contact Duncan at trss@scca.com for more information.

The Club has a lot of history since its simple beginnings back in 1944 - but how do we keep that history and does anyone really care if we preserve it?

The SCCA Foundation feels that our history is very important and we need to find a way that it can be more accessible for our members.

Members of the SCCA Foundation have been meeting with several organizations around the country that deal with archives and automotive history to try and determine the best course of action for the SCCA Archives. Peter Hylton has done a yeoman's job with the SCCA archives over the past two decades, but will be stepping down as the Club's Archivist at the end of 2013. We continue to search for a person who could fill Hylton's shoes.

I will try and keep the Club abreast of what is going on with the history of the SCCA through this column. If you have an opinion on what we should do with the history of the club, please let the SCCA Foundation know your feelings. If you or someone you know may be interested in being the official SCCA Archivist, please contact anyone on the Foundation board.

The board members of the SCCA Foundation encourage your input. Drop us a note if you have ideas on how we can improve or help the major initiatives of the SCCA Foundation. Contact me at rvboreen@gmail.com and I will pass it on to the entire SCCA Board.

Hope to see you at a racetrack or parking lot this summer and fall!

TECHNIQUE Street Survival schools also teach teens proper vehicle maintenance.



- · Carbon shell, tooled in autoclave
- · Narrow visor
- · Removable, washable inner lining
- Internal mouldings accept drink tubes and intercom
- Snell SA2010 and **FIA 8858 Homologated**

AVAILABLE IN SIZE: XS - XL

We PROTECT.

You DRIVE.



Official Safety Equipment Provider.





FREE SHIPPING ON ALL ORDERS OVER \$100























INSIDE TRACK

DICK KANTRUD IS SOUTHWEST DIVISION'S STEWARD WORKER OF THE YEAR

Dick Kantrud has forgotten more about racing than most of us will ever know. He led the National Championship Runoffs at Riverside in 1968 in an ASR Lola T70 and took fourth. In 1979 at Road Atlanta, he qualified on the front row in an A Sedan Camaro and again led the Runoffs, but a puncture relegated him to eighth. Dick also ran Can-Am, Tran Am, F5000, the Playboy Series and even a few late model dirt car oval races.

It began with a friend's MGA. In 1962 they ran rallies, autocrosses, and even some ice races. "I loved everything about racing right from the very beginning," he says. "The people were wonderful." He began with a TR4 but "everything after that was a V8."

The Can-Am series was just

I loved everything about racing right from the very beginning. The people were wonderful"

DICK KANTRUD

beginning and he thought that looked like a lot of fun, so he bought a Lotus 19/Chevy. In 1969, he ran his first Can-Am at Road America in his Lola T70. Bruce McLaren and Denny Hulme were on the front row ahead of Peter Revson and Mario Andretti. He remembers walking down the pit lane marveling at all the foreign languages and accents of the international competitors.

He also drove McLaren and
Surtees F5000 cars. "Some of these
cars were truly awful but I didn't
know it at the time." The Lola T70
was his favorite. "It was an ex-Penske
car and it was comfortable at
190mph." A big crash at Road
America caused him to move to
sedans, mostly Camaros, and he held
track records at Brainerd, Road
America, Watkins Glen, and
Mid-America. He retired from driving
a couple of times in the 1980s and



then discovered vintage racing, which he ran until 2009.

In the late 1970s at a press day at what is now Brainerd International Raceway, a driver's suit fire safety demo went bad and burned Kantrud's friend Steve Mignone. To make a long story shot, Kantrud and Mignone decided to make a better, safer suit and started the company Pyrotect. They used existing products like Nomex, but also utilized some other fabric products such as Durette and PBI, which Kantrud explains is used during space expoloration. Their aim was to build the safest driver's suit available. Pyrotect was eventually sold and has been owned by Bell for many years.

Kantrud relocated from his native Minneapolis a few years ago to Dallas. "For a while I'd had a Dick Kantrud's dedication to the Steward specialty in the Southwest Divison was recognized when he was presented with the SWDiv BFGoodrich Tires Worker of the

THE OLD BARN

His home track was Brainerd and he fondly recalls evenings at the old barn where they would hang up a bed sheet and show vintage racing films. "We would have upward of 100 people, drivers and workers, say Dick Kantrud. "The social part of it was very important. Everyone helped one another, unlike some other sports where if someone ran into trouble their competitors celebrated." They had guest speakers, the likes of Stirling Moss, Jackie Stewart, and Denny Hulme. Was there a driver who impressed him the most from this golden era? "I was the safety steward once at Road America and I was stationed at the Kink, and Mark Donahue ran across a small patch of dirt that resulted in a distinctive squeaking sound. He did that every single lap. He was head and shoulders above the rest.

senior license but I was approached by two wonderful fellows, Jim Averett and Tom Brown, who asked me to re-up to a full steward's license." Brown noted that Kantrud shares his background in the business of motorsports safety by providing safety demonstrations of driver equipment at Drivers' Schools and Flagging and Communications worker training.

Kantrud is enjoying going to races again. "I'm happy as a clam. Like anywhere, about half of the protests involve equipment and the other half are about driving, either bad or stupid. We have a really good bunch of guys down here; there are not that many protests." He is a proud and humble recipient of the BFGoodrich Worker of the Year award for the Southwest Division.



THE VOLUNTEER INCENTIVE PROGRA

Barbara Dobbs

Theresa L Dobbs

Erin K Ebelmesser

Carl F Dresie

Dixie Eckert

Frank Eckert

Paul H Einhorn

Donald Elston

40+ DAYS

Kevin Carter Ian E Cook Carol Deborde Reno Walter G Michael Lindy T Toland

30-39 DAYS

Cherle Auriemma Janet C Berry Ann E Bowling **Dave Deborde** Casey Jo Geier J Ron Gentry Paul E Gilbert **Dorothy Harrington** Robert Hudson Dennis E Jovce Robert Kosky Raymond Maliszewski South Jersey Leland Miller Sean Norman Jim Rogaski Linda Rogaski Mark R Smith Timothy Stoll Kenneth L Swift Janet V Toland

20-29 DAYS

Scott Anger **Douglas Auriemma** Collins Barber Kathey "Kat" Beimel Robert C Benzin John Boltik Michael Cantu Edward E Cheek Todd A Cholmondeley Cincinnati Robert Crenshaw Fred L Cummings Christine Cwiklinski Charles M Dobbs Robert L Duncan Diane S Eckert Jim Eckert Rachel Forman William Forman John Fred Frank Matthew Geier Louis J Giallanella Wilma Giesy Dale Lee Gogel Rostislav Golyak Dean D Grav Duane L Harrington Carla M Heath Valerie Heun James R Hooker Don Howson Douglas R James Tony Jorgensen Dennis J Kay John Robert Kielb Barbara G Knox Chuck Knox Nathan Kosak

Colorado San Francisco South Jersey Washington DC

Central Florida Arkansas Arkansas Reno Cal Club North Carolina San Francisco Neohio Atlanta Central Florida Great River Central Florida Central Florida San Francisco San Francisco Cal Club W New York Cal Club Washington DC

Milwaukee Central Florida Central Florida Blackhawk VIIv North Carolina Central Florida San Francisco Blackhawk VIIy Arizona Milwaukee Milwaukee Glen Detroit Atlanta Atlanta Washington DC Washington DC Cont'l Divide Cal Club N New Jersey Finger Lakes Philadelphia N New Jersey San Francisco Neohio Washington DC South Jersey Central Florida NE Oklahoma Oregon Milwaukee Milwaukee Cal Club Cal Club

Cal Club

Milwaukee

Lizabeth K Lowy Robert A Lybarger David M MacGregor Pamella MacGregor Karen S McCov Vikki Michailoff Blake R Montgomery Jack Ragaglia Robin Ragaglia Arthur G Robbins Caryl Roberts Lauren Robison **Robert Schmitt** Donald M Seefeldt Judi Sievers Cecilia Smith Lance R Snyder **Bob Stone** Michael D Stringfellow Ronald R Tanton Douglas Tillman Nick Voiat Matt Wojtkowiak Sr Shirley R Zane

12-19 DAYS

Gregory Adams Peter B Allen Carol R Anderson Darrell T Anthony Joshua Ashby Charles E Austin Rick W Bahr William R Banner Cathy C Barnard Cornelia M Bell Craig P Beyers Sherry Bevers Jennifer Bicket Richard Bittmann **Richard Blanton** Tora Bonnier Al Bourdet Jerolyn C Brown Leon Burcum Martin P Burk **Daniel Cain** Tracy Cain Richard A Callaway Karen Cantu Michael Ryan Cantu **George Carpenter Madison Carpenter** Arline Chrt Kenneth W Chrt **Heather Clark** James B Collins Karen R Cook Gary Corsiglia **Kevin Coulter** Jennifer Covne Mathew Coyne **Donna Cross** Allen Davis Mike Davis Sydney Davis Jennifer L DeHart

Peggy S Dietz

Des Moines VIIv Blackhawk VIIv Central Florida Central Florida Oregon Oregon Cent Carolinas Central Florida Central Florida Washington DC Milwaukee Washington DC San Francisco Milwaukee Arizona Cal Club Atlanta Chicago Washington DC Chicago Chicago Atlanta South Jersey South Jersey

Ohio Valley Chicago Arizona N New Jersey Glen Kansas City Oregon Milwaukee S Texas Border San Francisco Washington DC Washington DC San Francisco Central Florida San Francisco New England Chattanooga Glen Atlanta Washington DC Cal Club Cal Club San Francisco San Francisco San Francisco Ohio Valley Ohio Valley Chicago Chicago North Carolina Oregon San Francisco San Francisco Chicago Central Florida Central Florida Kansas City San Francisco Washington DC

Houston

Neohio

Susquehanna

James R Farrar John E Fine Patrick Frank Dave Franks Anthony Gabri Richard Gannoe **David Gernert** Lewis Giesv John H Ginther Mary E Ginther Taylor H Goehring Deborah M Grav Dan C Harrington Elizabeth R Harrison Frederick J Hawley Rick Hayden Douglas Hemperly James Herhst Michael High Mark Hillyer Nancy S Holcomb Robert V Holcomb Dave Irwin James R January Margaret Jardine Art Jaso Richard Jewell J Michael Jones J Tom Jones Susan J Jovce Tyler Kashow Phil Kelley Janet Kielb Kenneth R Killam Peter J Klein Kimberly McFarland Debbie A LaFond John Lakatos Decesed T Land Randall Langer David W Larue **Edward Locke** Charles J Lonsdale **Dwight Loveland** Jeanne A Lovning Patricia Lybarger Dorn R Lynch J Keith Manning Marty Martin Teresa M Massey Lowell McClure Jr Michelle L McColl Rich Mesick Robert Newberg Jane Newbury Timothy R Norstrom

Tracy O'Connor

Detroit Richard John Dobbs Detroit Glen South Jersey **Brittany Lynn Dralle** Finger Lakes Oregon Atlanta Atlanta San Francisco Chicago Steel Cities Atlanta Cont'l Divide Oregon Neohio New England Susquehanna Finger Lakes Blue Mountain Blue Mountain Northwest San Francisco Des Moines VIIv Washington DC W Michigan Chicago Cont'l Divide San Francisco Washington DC Washington DC Central NY Central NY San Francisco Atlanta Cal Club Washington DC Oregon Atlanta Cal Club Central Florida San Francisco Glen Cal Club Oregon New York Oregon Neohio Detroit Steel Cities Milwaukee S West Virginia Chicago Florida Milwaukee Oregon Blackhawk VIIy Chicago Steel Cities Oregon Colorado Neohio Colorado North Carolina Blackhawk VIIy San Francisco

Central Florida

Washington DC

Karen Paul Morriss A Pendleton David Perlman Judi Pfautz **Keith Pfautz** Chuck Phillips Christopher Prevenas Blackhawk VIIv Larry Prince Michael K Raabe **Donald H Randles** John M Ray Kyle M Ray-Smith Beniamin Revnolds Mark S Ross Robert Rund Harold J Russi Bruce A Saunders Jodi Schanaman Peter Sedlak Gerald P Shiloff Christopher Sigmon Sr. North Carolina Angela Slocum Andrew E Smith Gary E Soiney **Betsy Speed** Lee Stanley Louis M Stavoli **Danny Stewart** John M Stewart Karen J Stewart Laura Stich Dean J Stoker Samantha J Stoker Judith Ann Summers James Szokoly C. David Teal Gloria Theen Pam Thompson Marsha E Toombs Michael L Toombs Roberta Treen Mark Troemel Craig J Trotter Thomas F Turner Benjamin Tyler Charleyne B Uznanski Central Florida Peter T Uznanski Dick Wade Shannon Wadsworth Thomas J Walsh Thomas James Ward Lvn Hodges Watts Roger L Williams Anthony Williamson Craig Zane Everett J Zane **Dorothy Zientara** James E Zientara

New England North Carolina New York Wichita Wichita Cal Club Oregon San Francisco Ohio Valley Texas South Carolina Buccaneer Nebraska New England Texas Cal Club San Francisco Neohio Detroit Susquehanna New England Milwaukee Cent Carolinas Buccaneer South Jersey Buccaneer Cal Club Cal Club San Francisco San Francisco San Francisco Ohio Valley Buccaneer South Jersey Central Florida North Carolina Finger Lakes Finger Lakes Florida Milwaukee Oregon San Francisco Cincinnati Central Florida Mahoning VIIy Florida Buccaneer Washington DC Central Florida Steel Cities Atlanta South Jersey South Jersey Milwaukee

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

Milwaukee



FIRSTGEAR



CASEY MCKIBBEN IS BLAZING HIS OWN PATH

In 2010, at age 20, Casey McKibben was making his dream come true as a pro ATV rider, winning races in two different series on the dirt, both off-road and on track. He ran 42 race weekends that year, traveling in an 81-foot motor home/trailer combo with an annual budget approaching \$100,000. Then the recession caught up and the sanctioning bodies began to collapse. Casey's purse money, sponsorships, and factory support from ATV manufacturer KTM and

[McKibben] was running competitive times for the first time ever in a Spec Racer Ford at Sebring"

BRIAN SCHOFIELD

engine provider Honda was drying up.

"All the payout went away," says
Casey. "We were upside down as far as
money coming in." The "we" includes
his father, Charles, and mother, Kathy.
Casey's successful career as an ATV
driver, which began when he was 12,
was over.

In 2011, free of his racing schedule, Casey could concentrate on raising his grade point average at the University of Florida, where he was majoring in mechanical engineering. There was also driving for the Formula SAE team, as well as developing the racecar's fuel cell, training other drivers, and refining the MoTeC data system.

On campus, he was the American Society of Mechanical Engineers (ASME) student vice chairman, organizing a professional development conference and prepping other students for exams. He was the student





SECOND CAREER

Casey McKibben might be young, but he's already on his second motorsports career, exchanging his ATV (BOTTOM) for a Spec Racer Ford.

THE FAMILY SPORT

"I have always had a very competitive mindset and loved many types of racing just because of the exhilarating feel of racing around a track and testing new limits," says Casey McKibben, "but my mom, dad, and sister have been there with me through it all.

"Racing has always been a family sport; the whole family, including the dogs. Racing would not be anything without their support and the time spent with family at the track on the weekends, especially my dad My dad has been a lot of things for me: my investor, my number one fan, my mentor, my best friend; and my hero.'

rep for software company AutoDesk and then became student regional manager for the Southeast, educating users in the latest software available for the VEX Robotics World Championships held at Walt Disney World's ESPN Wide World of Sports Complex in Gainesville. There, he caught the attention of Doug Smith, Disney's manager of Global Technology, who offered him a paid internship in the summer of 2012 and again in 2013.

Early in 2012, family friend Rick Hayes suggested Casey try SCCA Club Racing. Brian Schofield, the wellknown SRF driver (2010 gold medalist and 11-time SEDiv champ) and successful prep shop owner (PM Racing out of Lakeland, Fla.) picks up the story.

"I first meet Casey at Sebring Raceway about two years ago," recalls Brian. "I had a customer ask me if he could let this kid do a session in his car during the test day. At first I didn't think it was a good idea, because he didn't have a license or the experience." But Brian's opion quickly changed.

"[Casey] was running competitive times for the first time ever in a Spec Racer Ford and at Sebring Raceway! A few months went by and I did not hear from them at all. Then one day I received a phone call from his dad telling me that they bought a car from one of my customers and they would be racing with me. I was thrilled."

Casey got his Regional license with Skip Barber Racing and, under Brian's tutelage, began competing at Regionals, winning a few races and finishing fifth in points in the Central Florida Region. This past January, Casey obtained his National license, and while not scoring any wins as of this writing (June), he finished a very credible 12th out of 45 at the June Sprints.

Academic learning remains a key part of his agenda. Not only will he be going for a Masters in mechanical engineering this fall, but after that he intends to pursue a masters in business finance. With the intent of joining the family's many business ventures? "Nope," says Casey. "I see myself working for myself. I want to take my own path."

His racing path is not at all clear at this point. SRF is his ride of choice for this year and next, but after that, it's "whatever gives me the most bang for the buck," says Casey. "Getting seen is important, too." That includes standing on the podium, and if Brian Schofield is any judge of talent, Casey McKibben will be there soon.





ventus R-53

Winning Technology. A design and compound developed for racecars at Le Mans and Super GT is available for the first time for your car.

Winning Performance. At Willow Springs Raceway, the Ventus R-S3 finished with a lap time 1.4 seconds ahead of our main competitor's tire.

Winning Experience. Now you can unleash your car's full potential, and have the same road and driver experience as the professionals.





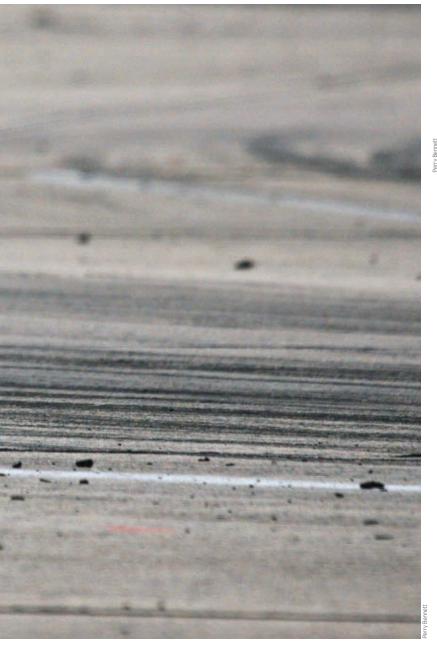
Remember the Mayan calendar apocalypse? It turns out that didn't happen after all - thus here we are with another exercise of near-futility in what we like to call Who Will Win the Tire Rack Solo National Championships. To understand what you're about to read, you need to know one simple fact: There is a giant Solo event each year in Lincoln, Neb., called the Solo National Championships, where roughly 1,200 Solo competitors battle in 70-some classes for the honor of being called

an SCCA National Champion.
Competitors at the Solo National
Championships run the gamut from
seasoned Soloists to those relatively
new to the sport - and everyone
stands a chance. If you've ever
thought you were fast, this is where
you find out how right - or how wrong
- you are.

This year's National Championship event takes place Sept. 3-6 (preceded by the Tire Rack ProSolo Finale) and, every year in this issue, we take our best guess as to who, of those 1,200 If you've ever thought you were fast, this is where you find out how right – or how wrong – you are"

attendees, will win championships in their respective classes. The fact is, however, we're wrong half of the time, so don't take any of this too seriously.

We also like disclaimers in order to make us feel better about our inaccuracies. This year we had our





С STOCK

While a number of drivers have tried over the years to win in the 370Z, only Learic Cramer has tasted success with the Nissan, and she is poised to defend her 2012 title.

LAYING RUBBER

With some 1,200 competitors spread over fours days of competition, the concrete surface at the Lincoln Airpark will be well seasoned. While this particular surface does offer excellent grip, it is also known to create an overabundance of "other people's rubber" on competitors' tires - quick hands are necessary to keep tires in top shape for your next run.

usual challenges of predicting who will walk away with a National Championship jacket, be it weather uncertainty, course dependencies, drivers having a particularly bad day, drivers having a surprisingly good day, and the shockingly long list of those who, as of June (when this article was penned), didn't know what their September plans would entail. We say this every year - but it's true every year.

While there is almost no threat of any Open classes not making the three-car minimum to be eligible to crown a National Champion, there will no doubt be a number of Ladies classes in that situation, and that is going to result in some truly lastminute car hopping among drivers who find themselves in that situation. We also have a number of classes with long lists of legitimate contenders, though they are not any harder to pick than those classes whose drivers are still working on that star power. In both cases, someone will step up and win.

If this upsets you, rest assured that our predictions would have been wrong anyway"

We also decided to take the easy road and not pick winners for provisional classes. If this upsets you, rest assured that our predictions would have been wrong anyway.

Excuses, excuses - let's soldier on and jump into the predictions...

STOCK

We have nine classes in the soon-tobe-renovated Stock category. **SUPER STOCK** is consistently one of the largest classes in Solo, and tends to have a correspondingly deep pool of



STOCK

Many of the top drivers from this class have moved on for 2013 making it more difficult than usual to pick a winner, but we do still expect to see the winning car to be shod with a blue oval – and with Brian Burdette driving.



SS is consistently one of the largest classes in Solo, and tends to have a correspondingly deep pool of contenders"

contenders. This year should be no exception to either of those. It appears that the top drivers have given up on the Lotus (for now), which at least removes a lot of the course dependency variables from the competition. Gary Thomason returns in the now better-prepared Viper, and we expect to see Sam Strano in a C6 Corvette. While Chris Cox, Chris Shay, Chris Fenter, Grant Reeve, and possibly Glen Hernandez are all capable, we had to pick **Mark Daddio** to return to winning form this year driving the Jason Burns Corvette. There are a pair of wild cards waiting in the wings here, the first being multi-time Champ Matthew Braun, who has been trying (without complete success) to take a year off from Solo competition, who might very well find the perfect ride and admit failure on that hiatus. G.J. Dixon might return to try to reprise last year's championship. We have a

number of picks we are pretty confident with, but this isn't one of them.

SUPER STOCK LADIES is not one of the classes we expect to have trouble attracting three entries. **Shelly Monfort** has a streak of four wins going, so why not make it five? Holly Schwedler will be there to keep her honest.

A STOCK has been growing ever since it was constituted from scratch just a few years back. We expect to see the Corvette dominance continue, with Tony Savini finally taking the win. Other Corvette drivers to watch for include Brian Coulson, Paul Brown, Don Slevin, and the Kozlaks, if they make the trip, along with defending Champ Lane Borg. Porsche specialist Steve Lau can't be counted out, and there is a chance that G.J. Dixon will co-drive with Matt Murray in the effort to put a BMW on top of the class.

Meredith Brown ran alone last year in **A STOCK LADIES**. She won't do that again. If there aren't three

While there are no spec classes in Solo, STC leaves little to the imagination. Will your Honda Civic be of the 1989 or 1991 vintage? The only real question here is will Toyo continue to dominate the class, or will the latest offerings from BFGoodrich Tires, Bridgestone, and Dunlop crash the party? Few classes experience more tire conjecture than STC – regardless, we expect Kinch Reindl to win the class

entries here, will she perhaps find a ride in SSL and see if she can be the one to unseat Monfort?

B STOCK will almost certainly be won in a Honda S2000 and, more specifically, the CR variant. Vivek Goel has given up on his NSX and is co-driving with Jason Kupka, and they join James Yom and Ricky Crow in what looks like a futile effort to end what has been an excellent season for Nick Barbato, though as one member of our team said, "many cones will be sacrificed" by drivers in this class.

Teddie Alexandrova has been driving the Ricky Crow Honda, and unless Tory Benya, Roberta Wetzel, or Vanessa Crow can stop her, should be a very tall presence on the B STOCK LADIES podium this year.

Daniel McCelvey, Kenneth Baker, Joseph Barbato, and Bud Collins continue to try to do what just doesn't seem likely, and that is to outrun **Ryan Buetzer** in the Tim Albin Solstice in **C STOCK**. We don't think it's their year to succeed.



SCHROTH Enduro Belt

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



PRO-FIT™

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





New TAKATA Harnesses

Brand new line of Street and Race harnesses

Available in Green and Black

TAKATA

www.takataracing.com

Stilo ZERO Helmets

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





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



Street Touring Roadster is one place we think the outcome could be influenced by course design"

We hope **C STOCK LADIES** has at least three drivers, and if it does and if she hasn't come up with a better way to spend her time in September, **Learic Cramer** is really hard to beat in her 370Z. Lynn Collins can give her a run.

Mark Smith seems to have convinced just about everyone that the Audi TT is the car for **D STOCK**, though Heyward Wagner plans to return in the better-prepared Ed Runnion Genesis to see if he can put in a contrary opinion. We hear that Karl Coleman may show up with a WRX to add to that mix. **Craig Wilcox** and James Feinberg have both been competing in TTs this year, and both have had success.

Pam Eames was one of the first to show that the Audi was perhaps the car for the class. Gwen Baake is gaining comfort in hers, but we're looking for **Connie Smith** to successfully defend last year's **D STOCK LADIES** win. Amy Coleman may spoil the party in her WRX.

E STOCK. Bartek Borowski. Those are practically synonyms. Eric Chiang and co-driver Scott Thursby would like to change that. While we wish them luck, we aren't buying it.

E STOCK LADIES seems unlikely to make, but if it does, **Allison Hill** looks like the driver to beat.

F STOCK seems to have lost an awful lot of its trophy winners from last year. Kevin Youngers is certainly capable of filling that void, but we see Brian Burdette as the best bet.

Mary Lou Holmes should return to defend last year's win in F STOCK LADIES. We hope it will result in a jacket this time.

G STOCK is tough to call. We don't see a lot of these guys during the year, but Nationals time rolls around and all the Celicas come out of the woodwork. Michael Eckert was pretty dominant at the Spring Nationals, William Loring

STREET TOURING

Perhaps no class in the history of SCCA Solo has taken off like STR. It was an instant hit, and continues to be one of the biggest classes at every event. In 2012, there were 51 drivers competing in the Open class, and with the exception of a lone Toyota Spyder, the only path to a trophy was the Honda S2000 or Mazda MX-5. This year the class could be set on its ear by a car that was discounted from the word go. In the hands of Brian Peters, the thought to be overweight and under-tired Nissan 350Z has served notice that this class is not just for nimble droptops anymore.

has a two-year streak to defend, and Mike Moran has been quick in the Andy Thomas Celica, but our money this year is on **Jonathan Rogers** in his counter-culture SRT-4.

Julie Heaton coned away what would have been a dominant G STOCK LADIES win last year in her Mazdaspeed Protege. We expect a repeat this year, minus that critical cone. We haven't heard from Wendi Allen, but if she makes the trip she will be there if Heaton slips up, just like last year.

Greg Reno continues to look unbeatable in his **H STOCK** Mini. Tim Carritte made a valiant try at a second day comeback last year, but we think he'll come up short again this year.

Unless the class doesn't make it and she takes another shot at the Open class, **Barbara Leroy-Boehme** is an easy pick for **H STOCK LADIES**.

STREET TOURING

Six classes will be decided in the healthy and still growing Street Touring category. Chances are all or





World's Most Versatile Camera™



Also available in White and Silver Editions.

HERO3

KEY CAMERA SPECS

- 1080p60 / 960p100 / 720p120 fps
- **4Kp15 / 2.7Kp30 / 1440p48 fps**
- 12MP / 30 fps Burst
- Wi-Fi Built-In
- ❸ Wi-Fi Remote Included
- GoPro App Compatible

See more mounts + accessories at gopro.com

Pro Low-Light Performance

Wear it. Mount it. Love it.™



LCD Touch BacPac™



Wi-Fi Remote



The Frame Mount



Suction Cup



Tripod Mount



Chest Mount, aka "Chesty"



Roll Bar Mount



Adhesive Mounts



nearly all of the Ladies classes will see serious competition. **David Hedderick** has been developing his Mini, and was the only name mentioned as a likely winner for **STREET TOURING FWD**.

Jan Rowe and Katelyn Johnson should duke it out in **STREET TOURING FWD LADIES.** This was a coin flip.

STREET TOURING COMPACT should be really fun to watch, with the competition every bit as close as it should be in a de-facto spec class. This should be a real shootout between defending Champ Jeff Wong, Jason Frank, Morgan Trotter, Will Kalman, and Alejandro Aviles (if he can make the trip), but Kinch Reindl has been too consistently quick this year not to get the nod.

STREET TOURING COMPACT LADIES is one of our easier picks, with Nicole Nagler looking dominant this year. Hilary Anderson might make it interesting driving the Frank car.

CRX drivers David Whitener, Ian Baker, Mike Snyder, and David Montgomery are all capable of taking **STREET**

D STREET PREPARED

Look for the BMW parade to continue in this class, but after two runner-up finishes Eric Campbell may finally get the monkey off his back. **TOURING SPORT**, and we hear that Andrew Hahn is going to be back in the Whitener CRX for another go at it, but we're looking at **Andrew Canak** to edge co-driver Chris Bailey and Kraig Klippel in a battle of Miatas.

Kim Whitener in STREET TOURING SPORT LADIES was one of our unanimous picks. That's usually not a jinx.

STREET TOURING XTREME is one of those rare things: a class with real diversity. We've got BMWs, represented by Jeff Stuart and Brian Heitkotter (assuming he can fit this event into his busy racing schedule, and also assuming he doesn't bring his own Nissan) both driving in borrowed cars, and Neal Tovsen in his own. We've got RX-8s in the hands of Jeff Hurst, Jeff Anderson, and Steve O'Blenes. We have an Integra Type R with Clint Child at the wheel. And then we have the new FRS/BRZ twins. Corey Ridgick may be there to drive the Eric Simmons car. David Santel has shown plenty of speed, but Andrew Pallotta has been too quick, including at Spring Nationals, to ignore.

Six classes will be decided in the healthy and still growing Street Touring category"

We aren't entirely sure who to expect to show up in **STREET TOURING XTREME LADIES**, but there's a good chance Jordan Towns and Christy Carlson will all be there to try to keep **Debbie Kerswill** from a repeat win.

STREET TOURING ROADSTER is one place we think the outcome could be influenced by course design. The wonderfully balanced but not overwhelmingly powerful MX-5s will like a different course than will the more powerful S2000s, as will the heavier but torque-filled 350Z. Max Hayter may be joined by Michael Johnson in MX-5s. S2000s have won STR in both years of its existence at a National class. Nick Bjoin and Ken Motonishi will be co-driving in a daily driven Bjoin family example, and we expect Jonathan Lugod to make a valiant effort at repeating last year's win. David Marcus and Jake Dawson







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





First we'll deal with Super Street Prepared, where Joe Tharpe is the only champ the class has ever had"

have also proven to be quick. But we expect courses to be open enough for **Brian Peters** and his 350Z to shine, not that he needs the course design to favor him.

Annie Gill seems like the obvious choice for STREET TOURING ROADSTER LADIES over Victoria Benya, though we are a bit worried that the months between our deadline and the competition gives her time to change cars; maybe more than once. She does have a bit of a short attention span as far as automobiles go.

John Hale, Geoff Clark, and Robert Irish will all be trying to keep **Josh Luster** from taking the **STREET TOURING ULTRA** crown, returning a rally car to the top of the heap after last year's BMW surprise.

Gretchen Everett has been impressive

this year, and gets our nod for **STREET TOURING ULTRA LADIES**. Michelle Miller and Diane Bollenbecker will be trying to prove us wrong.

STREET PREPARED

Street Prepared has seven classes these days. For some reason, we had a lot of unanimous picks. We'll have to see how that works out. First we'll deal with **SUPER STREET PREPARED**, where **Joe Tharpe** is the only champ the class has ever had. That gives him a streak of - one. We see that doubling to two, though if Mike Johnson runs here, he's always a threat (see the back of the rulebook under "Driver of Eminence"). Johnson's co-driver Courtney Cormier, along with Alex Tziortzis are also problems for Tharpe to deal with.

We don't like to skip classes, but at the moment it appears that **SUPER STREET PREPARED LADIES** may have the same entry it had last year, which was zero.

We had to find a three-sided coin to flip to make a pick for **A STREET PREPARED.** Aaron Miller is the

PREPARE

Things look
good for Mark
Madarash as he
works to extend
his consecutive
winning streak,
which currently
sits at six – one of
the longest in Solo
history. While the
Ford Mustang has
a firm grasp on
F Stock, none have
even come close
to taking down
Madarash's ESP
Pontiac Firebird.

defending champ, and is as likely to win as anyone. The Berry Evo has two drivers in the mix - Marshall Grice and **Tom Berry**. We see age and experience overcoming youth and enthusiasm, though we also see weather conditions playing a part. The Berry car, on BFGoodrich Tires, will like heat more than will the Hoosiers on the Miller car. All of that goes out the window if it's cold, raining, or worse, drying out.

In A STREET PREPARED LADIES we have two drivers with an impressive collection of jackets. Mindi Cross will be driving the Miller Evo, while Christine Grice will be in the Berry Family Evo. They've traded wins this season, we think it's Grice's turn this time.

Robert Thorne in B STREET
PREPARED over his co-driver Chris
Mayfield is the first of our unanimous
Open class SP picks. We have quite a
few newcomers to this class, including
Mark Pfannenschmitt in an S2000
and Ron Williams in a C4 Corvette.
There's also Tristan Littlehale, moving
to this class in an S2000 after taking
STU in a BMW last year - Littlehale
could knock Thorne off the top.





F Street Prepared ought to be fun to watch, but if you've been to an event in Colorado, you've seen the battle already"

Keeping to the unanimous theme, **Amanda Hahn** looks like a good pick for **B STREET PREPARED LADIES**.

C STREET PREPARED wasn't unanimous, but Scott Fraser has won two of the last three championships in the Tom Kubo Miata, and doesn't appear to have slowed down a bit. Bill Schenker and Tim Aro won't surprise us at all if they prove us wrong.

Back in the unanimous mode, **Jodi Fordahl** has been driving the Kubo
Miata this year in **C STREET PREPARED LADIES**, and when Jodi
picks a class, we almost always pick
her, and we are usually right
when we do.

Eric Campbell has been pretty amazing this year, so he gets the nod for **D STREET PREPARED**, but co-driver Alex Shchipkov, John

Vitamvas, and Doug Rowse are capable of taking the class on any given day.

For **D STREET PREPARED LADIES**, we have another unanimous pick: **Olga Bogdanova**, driving the Campbell BMW.

As long as we are on the unanimous kick, we get to **E STREET PREPARED** and **Mark Madarash**. He's got six in a row, and though the field may be getting closer, we don't see that streak stopping just yet in the venerable Pontiac. Dave Ogburn did take the win in drying conditions at the Spring Nationals and, if conditions are ugly, Samuel Krauss might benefit in the Charles Moss Talon, and we don't want to forget Britt Dollmeyer who was runner-up last year.

As with SSPL, we have no indication that there will be an entry in **E STREET PREPARED LADIES**.

F STREET PREPARED ought to be fun to watch, but if you've been to an event in Colorado, you've seen the battle already. Kevin Wenzel will be in his Scirocco, while James Darden and

SUPER STREET

These high-strung machines can take you from hero to zero with the slightest mistake - or even worse, can leave you scrambling for a back-up ride. But when all goes right, it can be sweet. Carter Thompson finally got his well-deserved jacket in 2012, and chances are he will be getting fitted for another one this September.

Jay Yost will be in that familiar green BMW 2002. They trade wins at home, so this isn't necessarily an easy pick.

Jamie Yost was another unanimous pick in **F STREET PREPARED LADIES**, but she will need to watch out for Nikki Edwards.

STREET MODIFIED

Street Modified has just three classes. **Carter Thompson** finally got over the hump in **SUPER STREET MODIFIED** last year, and chances are great that he will repeat. We expect Brian Johns, Jake Namer, and Erik Strelnieks to make it interesting.

Tara Johns will be facing off against **Beth McClure-StreInieks** in **SUPER STREET MODIFIED LADIES.** The nod goes to McClure-StreInieks, but it'll be close.

STREET MODIFIED may be the most course-dependent class we have. We've got relatively small, light, and nimble cars like the 240SX of P.J. Corrales and David White. We have the E36 BMW of multi-time winner Mike Simanyi. We have Martin Kriz in

NO. 82

NOT JUST A NUMBER. THE YEAR JEFF WAS BORN. TO RACE.



When Jeff Bartz was born in 1982 it happened to be on his older brother's birthday. It also happened to be on the very same day his cousin was born. In the same hospital. So when Jeff's passion for fast found him joining SCCA to compete in Autocross, choosing his number was easy. He was born with it.

Sports Car Club of America

SCCA.COM

IS FAST IN YOUR FUTURE? JOIN THE CLUB.

















an STi, as well as Aaron Shoe and Josh Salvage in Evos. And then we have the bulk of Godzilla, **Eric Hyman**'s 740hp GT-R. This is a tough call, but just based on vehicle reliability, we have to lean toward the newer Nissan.

Last year Lana Tsurikova took
STREET MODIFIED LADIES, but
Laurie Hyman has figured out a new
trick sway bra setup this year (yes,
that's what we said), and we think that
may do the trick.

This is a tough call, but just based on vehicle reliability, we have to lean toward the newer Nissan"

Jinx Jordan came up just a bit short in STREET MODIFIED FWD last year, partially due to a cone, but it's hard to imagine that happening twice in a row, and he's had another year to develop the car. We don't want to sell Bryan Mancuso short, but our money's on Jordan.

Speaking of Jordan, **Ginette Jordan** beat a solid class by almost six seconds last year in **STREET MODIFIED FWD LADIES**. No way we can go against that this year.

PREPARED

We've got six classes in Prepared these days, somehow starting with the letter X and proceeding to C. You've got to love history. We have not seen much of Andy McKee this year, which pretty much leaves X PREPARED to Fred Zust and his Lotus - although Tom Ellam seems to think that his experienced RX-3 might have what it takes.

If X PREPARED LADIES has three entrants, it's Alex Zust's. If not, she'll hop over to the Open class and compete.

Mike Maier has won four of the last five C PREPARED championships and crushed the class last year. The list of possible spoilers is long, headed by the Texas contingent of Kurt Janish, Todd Farris, and Jeff Stroh.

C PREPARED LADIES might have more drama than the Open class,



E PREPARED Chris Dorsey

raised the bar in

EP when he built

his Corolla, and

it's doubtful that

him this year.

anyone will catch

with Brianne Maier, Desiree Padberg, and Tracy Lewis chasing **Donna Bartling**.

It's not easy to have a large contrast when you are talking about MX-5s, but we get that in **D PREPARED**. Texan **Drew VanderPloeg** has a first-year, and Ron Bauer has a 2011. Jim Daniels continues to develop his own early Miata, as does Keith Brown, and we are probably going against logic with all the NWR drivers having the opportunity to compete against each other all year.

Chris Dorsey built a Toyota that changed the game in **E PREPARED** a couple of years ago. So far we don't think Tim Smith and Bill Bounds have caught up, though it was pretty close last year – and at some point change (again) seems inevitable.

The only name we could find in **E PREPARED LADIES** was **Amy Smith**.

F PREPARED was, for many years, the sole domain of John Thomas. After a two-year hiatus, we hear he has actually worked on the car, so there's every reason to believe he could be successful. Henry Bjoin could very well repeat. Their problem is that we seem to have another alien in our midst, that being Tom O'Gorman, driving the ex-Leeds Gulick 914 that Dave Montgomery recently acquired.

We have no names to mention in **F PREPARED LADIES**. We'd love to be surprised with a three-car class here.

In G PREPARED and G PREPARED LADIES, we have unanimous picks with Allen and Denise Kugler. The Hondas seem to be taking over, and the Kuglers are at the top of the heap there.

MODIFIED

Modified has six classes. We always talk about whether the Canadians will make the trip to compete in **A MODIFIED**, and this year we understand that Gary Milligan and Joe Cheng are about 50/50 on that happening. That might or might not have an impact on our choice of **Dan Wasdahl** to make it five out of the last six, but the best bet to make us wrong appears to be K.J. Christopher.

Just two years ago, Brianne Corn added her name to the short list of women who have won an Open class. Without that, **Clemens Burger** would have a five-year streak going in **B MODIFIED**. With Corn's distraction of running RallyCross, it appears Burger will get to add another championship. Rachel Saunders is likely to be co-driving with Corn, and though she's



only been out of FJ for a short time, she's ready to contend.

C MODIFIED is enjoying some popularity these days, which means we have a list of possible winners and not a whole lot of confidence in our pick. Jon and Eric Clements, last year's winner Brandon Lavender, Joey Schilling, and Barry Ott should give David Fauth all the competition he needs.

C MODIFIED LADIES will hopefully have its three entrants, and although Jackie Mutschler is shaking off many

Speaking of streaks, Suzanne Segal has won seven of the last nine years in K Modified Ladies. Add one more" years of rust very quickly, **Krystal Lavender** has been looking really tough to beat.

Jeff Cashmore is another driver with four out of the last five championships, his in D MODIFIED, and we also see him making it five out of six. If Peter Raymond can keep his car together, he could add to his own collection of jackets, and Mark Huffman will be in the mix, too.

Ericka Pieracci plans to defend her **D MODIFIED LADIES** championship. The only glitch in that plan might be if it's really hot and Denise Cashmore decides to run there to give the Avons a break from the heat.

E MODIFIED and E MODIFIED LADIES have pretty much been the domain of **Jeff** and **Shawn Kiesel**, and until

C MODIFIED New breath

has entered this class, and CM appears to be stronger than ever. În 2012, David Fauth (BELOW) and Barry Ott broke new ground with a Honda-powered car, and were rewarded with second and third place finishes, respectively. With more seat time in the new Honda package, we expect Fauth to move one slot up the results sheet into first place.

they switch to BM, we don't see that changing.

The two-time **F MODIFIED** champ has sold his car to Scott Newton. Darren Setzer has been awfully quick this year. Scott Nardin is always one to watch, as is Mark Yakich, but it may finally be **Glen Barnhouse**'s turn at the top.

We see no reason to expect **Michelle Quinn** not to make it four in a row
in **F MODIFIED LADIES.**

Unless Jeremiah McClintock can pull out two very good days, **Paul Russell** should add his fifth **KART MODIFIED** championship.

Speaking of streaks, **Suzanne Segal** has won seven of the last nine years in **K MODIFIED LADIES**. Add one more. •







Portland weather is unpredictable in June. The Rose Cup is usually graced with mild temperatures and blue skies, but every so often the Oregon sky clouds over and dumps cold rain on the track. The week leading up to the Rose Cup saw both sun and rain, and even though Friday and Saturday stayed clear, Sunday dawned with overcast and threatening skies. Yet much to the relief of almost every driver, the rain held off and the 53rd Rose Cup went off without a hitch.

Founded in 1961, the Rose Cup is the central event of Oregon Region's racing season, and draws top competitors from Southern California to British Columbia each year. With a few exceptions – including nine times as an SCCA Pro Racing Trans Am race – the Rose Cup has always been a Regional for SCCA's heaviest powerhouse classes: GT-1, 2, 3, Super Production, American Sedan, and ITE.

To give other drivers a chance in the limelight, Oregon Region and the Portland Rose Festival Foundation have added a few more feature races over the years. The SCCA event format is now a National and Regional. Plus, this year the Rose Cup was co-scheduled with the Pirelli GT3 Cup Trophy USA

I actually think I closed my eyes, but I looked up and I was still going straight"

WILL SCHRADER

West series for Porsche 996 and 997 models. The result was three days of intense racing as drivers vie for National points and feature race glory.

FESTIVAL TROPHY: SPEC MIATA

The Festival Trophy was instituted in the 1990s to give every race group a chance to be featured on a rotating



basis. As a feature race, the Festival Trophy was extended to 40 minutes from the usual 30 allotted to a Regional race group. Spec Miata is among the most popular classes in the Pacific Northwest, and 29 Miatas took the green flag.

Polesitter Will Schrader dropped back at the start as seventh-place qualifier and past Regional Champion Ken Sutherland made a charge through the first rows.

"I had the start of a lifetime," says Sutherland. "I went from seventh to first. I'm not sure how that happened but it presented itself and I took it.

ROSE CUP RACE

The Rose Cup
Regional race is
comprised of four
classes, designated
by color (red, yellow,
orange, green).
Of those, red is the
fastest. This year, the
car that won overall
was Matt Crandall
in a red-classed
Ford Mustang. (TOP
RIGHT) The Rose Cup
podium celebration
is always a fun one.



I had a good gap, but it's only a matter of time until they run you back down."

Sutherland held the lead for three laps, but Schrader and sixth-place qualifier Robert Linse were close behind and gaining. By the end of the third lap, the three drivers were exchanging the top three positions several times a lap. No one was able to break away.

"It was an interesting race, to say the least," says Linse. "I had to work my way through the pack as quickly as possible, because every second you spend behind someone who's not up front is a second where they can gap you."

The critical moment for Schrader came around lap seven, when he found a little oversteer coming out of Portland's sweeping Turn 12 onto the front straight.

"I was trying to run with Ken and I wanted to stay ahead of Robert," says Schrader. "I drifted off too far and I bounced off of [Turn] 12. We always think we can save it, so I just kept my foot in it and drifted over. The tail of the car hit the wall and it straightened me out."

Portland installed tire barriers at the exit of Turn 12 and Schrader simply glanced the rear fender of his Miata against the stack of tires. It was nothing short of a miracle that he stayed on track.

"I was kind of surprised that it happened because every other time I've seen anyone else do that, it whips you around and then you hit the wall with the front of the car," he says. "I actually think I closed my eyes, but I looked up and I was still going straight."

Schrader retook the lead a few laps later and held on until the checker, with Sutherland and Linse right behind. Both Sutherland and Linse hoped to change that order when the leaders came to lap traffic, but Schrader managed to open up a single precious second by the time the flag was displayed.

FATHERS AND SONS

The happiest men at the Rose Cup weren't necessarily on the podium, but they were in the races. Bill Harris and Phil Fogg Sr. have been involved in SCCA racing for decades, and they raised their sons in the sport. Harris has seen his son, Todd, win the Rose Cup, the Festival Trophy, and the SRF challenge, as well as scoring second place at the Runoffs. Fogg has seen his sons Steve and Phil Jr. succeed in both SCCA Club and Pro Racing.

"My dad, my brother and I would come to this race when I was a kid, so it's really great to finally drive in this race," Phil Fogg Jr. says.

Both Harris and Fogg competed alongside their sons in the SRF Challenge and saw their boys, Todd and Steve, take first and third in that race. Beyond that, Fogg got to watch Phil Jr. win the Pirelli GT3 Cup Trophy USA West President's Cup race and then take second place in the Rose Cup just hours later.

"It's very cool to be racing on Father's Day and racing with our fathers in the same class," says Todd Harris. "We don't know how much longer we'll be able to do that, so we're soaking in every minute."



FESTIVAL TROPHY The weekend's

Festival Trophy race saw 29 Spec Miatas take the green, with Will Schrader claiming the win. (BOTTOM) Wemme Trophy VP3 winner was E. Michael Smith in a Ford Mustang.

BECOME A PIR EXPERT

Want to learn about the history of Portland International Raceway? The autho<u>r of</u> this article, Jeff Zurschmeide, is also the author of the soon-tobe-released book Portland International Raceway. Retailers like Amazon are already taking pre-orders, with the book to be released in October.

PRODRIVE RACING CHALLENGE: SPEC RACER FORD

ProDrive is the racing school at Portland International Raceway, and owner/chief instructor Todd Harris teaches race craft in Spec Racer Fords, so it's a given that he's going to be hard to beat at his home track. To boost SRF competition throughout the west, Harris and the ProDrive Racing Team put together the West Coast Bragging Rights series - an informal award based on race results in California, Oregon, and Circuit of the Americas in Austin, Texas.

Every time Mike Miserendino comes to a race, it's got me thinking about my A game"

TODD HARRIS

The ProDrive Racing Challenge at the Rose Cup was the final event in the challenge this year, and the results mirrored the series points. Harris won the race and the series, followed by four-time National Champion Mike Miserendino, then ProDrive Racing Team members Steve Fogg and Johnny Tipton in third and fourth positions.

"Any time Mike Miserendino comes to a race, it's got me thinking about my A game," says Harris. "You saw how Mike just showed up at the track and he took second place. That makes it a lot of fun. It makes us all faster."

Fogg qualified in the second spot, and delivered a knock-down-drag-out battle with Miserendino throughout the 40-minute race.

"Todd jumped out and was the class of the field, so the race was not going to be for first. After the first few laps, Mike caught up to me and we had a pretty good battle. I haven't been in that good of a battle in a long time," says Fogg.

Miserendino was making his first Portland appearance in a decade, but he showed the skills that bring him to the top step of the Runoffs podium so often.

"The place has changed a little bit, but it's still a fast-paced, quick track," says Miserendo. "It's a lot of fun and not a lot of time to rest, but I had a great battle with Steve."

National Championship Runoffs competitors and fans should take note of these results. Between



THE WEMME TROPHY: SCCA VINTAGE

In 2009, Oregon Region revived a century-old tradition. The very first national championship race in the United States was held in Portland as part of the 1909 Rose Festival, and it was called the Wemme Trophy, named after a local industrialist and automobile enthusiast. The revived trophy is presented to an SCCA vintage driver who best exemplifies the traditions of sportsmanship, driving skill, and car preparation within SCCA and vintage racing.

This year's award was delivered to Tim Scott. Scott drives a factory lightweight Datsun Roadster. When he's not driving, Scott is a leader in the vintage racing group and helps out in tech and grid.

"I bought the car and
I figured I might as well use it,
but I had no idea what racing
was like until I started," says
Scott. "It's SCCA – the Club—
that's the big part. It's the
people. I started out with the
car but I come back for
the people."



RACER Magazine Sunoco Mazda® Mobil 1 GoPro®

SafeRacer

Mellos Snacks

Hoosier Tire

Road America®
K-1 Speed
TireRack.com
TNT Rescue
K&N Filters
Ale Asylum
Swan Motorsports
TRO Manufacturing
Whelen Engineering

SCCA Club Racing
Chicago Region SCCA
MotorsportReg.com
Power Coating Specialist
Arms Up Motorsport
Design Installation Systems
K-Hill Motorsports
Lindell Motorsports
Northshore Import Sports Cars
Olsson Engineering
One Formula Motorsports
BFGoodrich Tires
HAWK Performance
Pro-One Motorsports
Fall-Line Pro Shop

Advanced Autosports Autobarn Mazda of Evanston Blackhawk Farms Raceway Carl Haas Auto CleanTools/The Absorber **Elite Autosport Goodyear Racing Campbell Ford Fall-Line Motorsports** McMahon Group/Lamers Racing **Millennium Technologies R.A.** Adams Enterprises **Lake Effect Motorsports WeatherTech®** Milwaukee Journal **SCCA Enterprises**

To contact these sponsors or sponsorship opportunities call the Chicago Region Club office at 847-729-2211

June Sprints® is a registered Trademark of the Chicago Region, SCCA

www.junesprints.com





Miserendino's past championships and the fact that four of the top nine drivers from the 2012 Runoffs were at the Rose Cup, this race could be a sign of what's to come in September.

"We race up and down the West Coast together on all different kinds of tracks and we're really equally matched," Miserendino says. "Hopefully one of us will be on the top step and bring the trophy back to the west."

Harris agrees, throwing down the glove: "The Runoffs are the really big picture and the Rose Cup to us is a mini Runoffs. So, we've sharpened the knife and everyone on the East Coast and down south better look out, because the West Coast is coming!"

As soon as you start the car, it's trying to break, but it stayed together"

MATT CRANDALL

ROSE CUP: GT1, GT2, GT3, SP, AS, ITE For the last four years, Matt Crandall has been the driver to beat in the Rose Cup, and only a broken rear axle in 2011 kept him from making it four for four. As in 2010 and 2012, Crandall drove his Weaver Trans-Am Mustang away from the field this year.

Six-time Rose Cup champion
Steve Hodge brought his Super
Production Chevrolet Monte Carlo to
the event, and was widely considered
to be the driver who could challenge
Crandall for dominance. But an
unexpected shunt during Thursday
practice took Hodge out of
contention, leaving the race wide
open for Crandall.

"As soon as you start the car, it's trying to break, but it stayed together and the thing was just bulletproof," Crandall says. "My guys at SpeedSports do an awesome job keeping it together. The car was perfect."

Andy Pearson of Westminster, B.C., made a brave run for a while in his GT1 Camaro, but mechanical difficulties forced him out of the race at lap 16. As Crandall widened his lead, Phil Fogg Jr. drove his Porsche 997 to a strong second-place finish, while Northwest racing veteran Jim Walsh drove his 997 in a pitched race against Portland-based Cindi Lux in her SRT Viper ACR-X.

"She was pressing me, but she did a great job," Walsh says. "There were a lot of times she could have tapped me and gotten by, but she raced clean and hard. I wasn't too focused on catching Phil, I was too busy looking in my mirrors with Cindi behind me! She's a great driver."

Sandwiched between the Mustang out-powering the Porsches by almost 400hp and the more powerful but heavier Viper, Fogg and Walsh were relying on handling and racing skill to keep themselves on the podium.

"We ran consistently, and the lap traffic was good to work with," says Fogg. "There wasn't one guy out there who blocked or did anything inappropriate."

On the podium, Crandall noted that the race was held on Father's Day, and took a moment to recognize his dad in the crowd. "I want to mention my dad, Doug Crandall. He's been helping for the last four years. He's a trouper and he's great."

RESULTS

NATIONAL/REGIONAL | Oregon Region | Portland International Raceway | June 14-16, 2013

NATIONAL

GTI: (2 starters) 1. Matt Crandall (Ford) 1:15.949; 2. Andy Pearson (Chevrolet); GT2: (2 starters) 1. Roger Stark (Chevrolet) 1:24.752; no other finishers; GT3: (1 starter) 1. Collin Jackson (Nissan) 1:21.033; GTL: (1 starter) 1. Lans Stout (Nissan) 1:29.506;

AS: (4 starters) 1. Kevin Smith (Pontiac) 1:26.479; 2. Todd Cook (Ford); 3. John Rissberger (Chevrolet); EP: (1 starter) 1. Kenneth W. Shreve (Mazda) 1:27.965; FP: (1 starter) 1. Jess Heitman (Mazda); 1:26.678;

STL: (6 starters) 1. Matt Schultz (Mazda) 1:32.109; 2. Kyle Keenan (Mazda); 3. Majid Hajarizadeh (Mazda); T1: (1 starter) 1. Will Hunholz (Ford) 1:28.791; SM: (18 starters) 1. Robert Linse 1:31.884; 2. Will Schrader; 3. Matt Schultz; BS: (1 starter) 1. Derrick Ambrose (Mazda) 1:39.856;

CSR: (1 starter) 1. Thomas Hamilton (Amac) 1:16.922; S2: (2 starters) 1. Mark Schue (Swift) 1:20.943; 2. Robert Ames (Lola); SRF: (24 starters) 1. Todd Harris 1:29.209; 2. Steve Fogq; 3. Mike Miserendino;

FA: (1 starter) 1. Snake Livernash (not available) 1:12.255; FB: (1 starter) 1. Rod Rice (Stohr) 1:12.593; FF: (3 starters) 1. Neil Shelton (Crossle) 1:22.934; 2. Mark Keller (Piper); 3. Gunnar Lindstrom (Lola); FM: (1 starter) 1. David Gaylord 1:17.952;

REGIONAL

GTI: (1 starter) 1. Mark Nichols (Chevrolet) 1:21.916; GT2: (1 starter) 1. Greg Pierson (Panoz) 1:21.214; STU: (1 starter) 1. Kyle Keenan (Mazda) 1:33.149; STL: (2 starters) 1. Majid Hajarizadeh (Mazda)(1:36.193; no other finishers; TI: (1 starter) 1. Will Hunholz (Ford) 1:26.512; T3: (Saturday, 1 starter) 1. Lansing Stout (Nissan) 1:30.334; (Sunday, 1 starter) 1. Lansing Stout (Nissan) 1:28.780; SM: (10 starters) 1. Jason Starr 1:32.979; 2. Terrell Garrett; 3. Jeffrey Clark; BS: (1 starter) 1. Derrick Ambrose (Mazda) 1:39.520;

S2: (1 starter) 1. Jason Perkins (Swift) 1:22.768; SS2: (1 starter) 1. Ben Baldwin (Lola) 1:26.198; SRF: (7 starters) 1. James Flynn 1:29.876; 2. John Draneas; 3. Daniel Halloran; FM: (1 starter) 1. David Gaylord 1:18.079;

ITE: (1 starter) 1. Val Korry (Porsche) 1:29.033; ITR: (Saturday, 1 starter) 1. Jarett Freeman (BMW) 1:38.280; (Sunday, 1 starter) 1. Jarett Freeman (BMW) 1:37.678; SPM: (1 starter) 1. Greg Lutomski (Mazda) 1:26.356; PCAI: (2 starters) 1. Joe White (Porsche) 1:22.723; 2. Zac Zawisza (Porsche); PCA2: (Saturday, 3 starters) 1. Robert Boyer (Porsche) 1:26.514; 2. Bob Rygg (Porsche); no other finishers; (Sunday, 1 starter) 1. Val Korry (Porsche) 1:27.882; PCA3: (1 starter) 1. Peter Juvet (Porsche) 1:29.752; SP91I: (2 starters) 1. Doug Russell 1:28.550; 2. Steve Gilmore;

VFSF: (5 starters) 1. Tom Hendrickson (Crossle) 1:27.356; 2. Dan Mullin (Lola); 3. Paul Ingram (Ladybird); VPI: (4 starters) 1. Patty Norlin (Triumph) 1:37.994; 2. Jonathan Keeble (Datsun); 3. John Woodward (Morgan); VP2: (11 starters) 1. Robert Gordon (Volvo) 1:29.282; 2. Steve Gilmore (Porsche); 3. Mike Smith (Datsun); VP3: (6 starters) 1. Norm Daniels (Chevrolet) 1:28.278; 2. E. Michael Smith (Ford); 3. Mark Sorsdahl (Sunbeam).

ROSE CUP

RED: (4 starters) 1. Matt Crandall (Ford) 1:13.988; 2. Phil Fogg Jr. (Porsche); 3. Jim Walsh (Porsche); YEL: (5 starters) 1. Cindi Lux (Dodge) 1:16.857; 2. Steven Streimer (Porsche); 3. Greg Pierson (Panoz); ORG: (6 starters) 1. Joe White (Porsche) 1:22.141; 2. Eddie Nakato (BMW); 3. Zac Zawisza (Porsche); GRN: (5 starters) 1. Greg Lutomski (Mazda) 1:25.849; 2. Kevin Smith (Pontiac); 3. Todd Cook (Ford).

FESTIVAL TROPHY

 $\mathbf{SM:}$ (29 starters) 1. Will Schrader 1:30.759; 2. Ken Sutherland; 3. Robert Linse.

PRO DRIVE RACING CHALLENGE

SRF: (29 starters) 1. Todd Harris 1:28.446; 2. Mike Miserendino; 3. Steve Fogg.

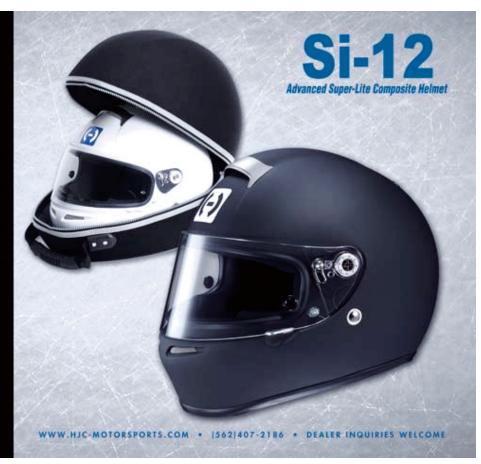
WEMME TROPHY

VFSF: (5 starters) 1. Ron Emmerson (Ralt) 1:19.141; 2. Tom Hendrickson (Crossle); 3. Dan Mullin (Lola); VPI: (5 starters) 1. Patty Norlin (Triumph) 1:36.343; 2. Jonathan Keeble (Datsun); 3. John Woodward (Morgan); VP2: (11 starters) 1. Robert Gordon (Volvo) 1:31.280; 2. Steve Gilmore (Porsche); 3. Mike Smith (Datsun); VP3: (7 starters) 1. E. Michael Smith (Ford) 1:27.990; 2. Norm Daniels (Chevrolet); 3. Steven Powell (FFR Challenge).

ASK ANY RACER AND THEY WILL TELL YOU, WEIGHT IS EVERYTHING. DRIVERS SPEND THOUSANDS OF DOLLARS AND COUNTLESS HOURS TRYING TO SHAVE OFF OUNCES FROM THEMSELVES AND THEIR CAR. FOR SIGNIFICANTLY LESS TIME AND EFFORT, THE SI-12 CAN HELP. MANUFACTURED UTILIZING A TRIWEAVE COMPOSITE SHELL, THE SI-12 IS ONE OF THE LIGHTEST HELMETS ON THE MARKET, IN SOME CASES OVER A POUND LIGHTER THAN COMPETITORS. WHEN WINNING OR LOSING IS DECIDED BY INCHES, DON'T YOU WANT EVERY ADVANTAGE YOU CAN HAVE?



HJC MOTORSPORTS
Keeping the drive alive











The 2013 edition of Chicago Region's WeatherTech June Sprints differed from the 57 that had preceded it. This year, the Sprints utilized a "National and a half" format, with four of the eight race groups racing for points twice, once on Saturday and again on Sunday. The other four race groups will have their second running the end of July at the road America Cat National. As it was, 365 entries were on hand for the weekend's races, which also played an integral part in the Northern Conference of SCCA's inaugural U.S. Majors Tour.

After simply splendid weather on Friday, Saturday was mixed, with

occasional showers. By the start of the first race, the Autobarn Mazda Evanston Challenge for SM, conditions were dry and pleasant. Surprisingly, the 52-car field ran clean, without anyone off in a very crowded first lap, led by fast qualifier Danny Steyn. Craig Berry and Jim Drago relegated Steyn to third on lap four. From then on, Berry led more often than not until Turn 12 of the last lap when the lead group of several cars all took each other out. This let Justin Elder through to a surprise win, followed by Erik Stearns and Chris Haldeman. Berry wound up sixth with the leader of the lap before, Voytek Burdzy, ninth.



After that most confusing finish, race two was for the Millennium
Technologies CSR, DSR, S2, and FB
Challenge. Lee Alexander (Stohr)
grabbed the lead with Jason Miller
(Wynnfurst West-Kohler) and Jacek
Mucha (Swift 016) following. However, a





In GT-2, Trent Hindman was unchallenged, leading all the way in his Porsche GT-3 Cup car. John Buttermore also had an eventful ride, leading T1 easily, only to have to pit to repair a dragging fender. Jerry Onks (Corvette) took over first, only to promptly retire, allowing Buttermore to win after all. Further drama was in GT-3 where Mike Cyphert (Toyota Celica) led all the way until the last lap, when he crashed out, handing the win to Rob Warkocki (Mazda RX-7).

The last race on Saturday was The Elite Autosport Spec Racer Challenge. Fifty cars started with Jeff Beck, gridded 10th, making the most of lap one by vaulting to the lead over John Greene and Scott Rettich in what appeared to be a questionable start. Brian Schofield, the polesitter, ended up making contact with a spun car in Canada Corner on the opening lap and retired.

Beck was shuffled back to third on

The 52-car field ran clean, without anyone off in a very crowded first lap, led by fast qualifier Danny Steyn"

PACE SETTER

It was the Trent Hindman show both days, with him setting a fast enough pace to outrun the other GT-2 cars with time to spare.

WELL DONE

Matt Reynolds (BELOW) added to his areat season with another EP win. (BOTTOM LEFT) Jim Dentici set the pace in GT-Lite and cruised to victory.

blown engine copiously oiled the track, resulting in a lengthy black flag of almost an hour. The race was finally restarted, but cut in length to 11 laps. On the restart, Jason Miller moved smartly past Alexander and opened a comfortable lead, taking the win over Alexander and third-place James French (Swift 14). DSR did not change, with David Locke winning over Tom Bootz - both in Stohr WF-1s. Lawrence Loshak (JDR F-1000) moved past early leader J.R. Osborne (Citation) and pulled away to win over Steve Ott (Astra) and Brian Novak (Nova-Piper). Finally, Bart Wolf (Carbir) was the early leader in S2000, but lost it on the

restart to Michael Bautz (Lola). However, on the last lap, Wolf retook the lead from Bautz, who went off course. with David Doran (Doran JE-1) second.

Next up was the R.A. Adams Enterprises GT-1, GT-2, GT-3, and T-1 Challenge. The opening laps resembled a Trans Am race as Cliff Ebben (Mustang) took the lead from pole sitter Douglas Peterson (Corvette) with Simon Gregg (Corvette) following. On lap four, Peterson drafted Ebben up the front straight and took the lead going into Turn 1. From then on it was all Peterson, further aided when Ebben retired on lap 11. Gregg took second.







lap three as the leaders ran in a very tight pack. On lap four, Jim Gray moved into first followed by Greene and Rettich. Lap five was Rettich's to lead. Lap six was Keith Verges, and so on, as the top spots constantly changed. Lap seven was Rettich, eight through 10 were Denny Stripling, with Rettich leading 11 and 12. The checker flew over a tight bunch, all glued together, with the top three being Rettich, Gray, and Stripling. That was a race!

Sunday was a Chamber of Commerce day: sunny and dry with temperatures in the 70s, and not a cloud in the sky. The first race started at 8 a.m., necessitating some very early rising. It was the Fall-Line Motorsports AS, T2, T3, T4, STU, and B-Spec Challenge. This turned out to be very processional, with all classes unchallenged. Tom Sloe won overall and T2 in a Corvette, while Andy McDermid cruised to the AS win. Eric Wotman took STU in a Subaru STi, while Michael Scornavacchi triumphed in T4. No B-Spec cars were present.

Next was the Chicago Region FV, F500, and FF Challenge. Tim Kautz led over 99 percent of the race in his FF Piper, but unfortunately for him, not the last several hundred yards. Steve Bamford (Mygale) trailed Kautz by just this much for the first 12-plus of the 13 laps. On several occasions, Bamford made a run on Kautz into Turn 1, but could not quite get past. Finally, late in

Sunday was a Chamber of Commerce day: sunny and dry with temperatures in the 70s, and not a cloud"

the last lap, he made his move and this time it worked. Bamford nipped Kautz by 0.02sec! Scott Rubenzer ran third the entire distance in his Citation.

In F500, Michael Mueller (Red Devil) was unchallenged, taking the win. Michael Varacins (Speed Sport) was equally dominant in FV with Charles McCormick (Vortech) securely in second. Ron Whitson (Protoform), Chris Jennerjahn (Vortech), and Bill Johnson (Vortech) ran in a tight group the entire race before finishing in that order.

Sixty-eight cars gridded for the Tro Manufacturing EP, FP, HP, GTL, and STL Challenge. Matt Reynolds (Miata) led the opening couple laps before Jon Brakke (Miata) got past on lap three. However, Reynolds counterattacked and retook the point on lap five. From then on, Reynolds maintained first, with Brakke shadowing him. In FP things were more frantic, as early leader Eric Prill was passed on lap five by Rick Harris and Ken Kannard, all three in Miatas. One lap later, Kannard overtook Harris for first, and maintained it to the finish. In their efforts to catch Kannard, both Harris and Prill had foul

BETTER BONUS

Unlike the first SRF race of the weekend, Sunday's Bonus SRF race went well for Brian Schofield, with him collecting the win over 43 other starters.

FAST ACTION

(BELOW) The nine-car FC field was led by Christopher Miller. (TOP RIGHT) Tom Sloe led T2, and the entire Group 5, to the checker in his Corvette.



luck, Harris retiring to the pits and Prill spinning with a suspension failure. Lawrence Loshak was unchallenged for the HP win in his Honda, while Jim Dentici cruised to the GTL win, also in a Honda CRX. The STL portion saw early leader Jim Drago retire as Bob Schader prevailed in a Miata.

The morning's racing was concluded with the Carl Haas Auto Challenge for FA, FC, FE, and FM. The race was fraught with action as Keith Grant took overall and FA in his Swift 014.a but not without some adventure along the way. Sedat Yelkin (Swift) took the lead at the start with Grant and Jason Byers (Swift) up from eighth on the grid, right behind. On lap five, Byers made his move at Turn 3, but Yelkin got into him, and both went off. This put Grant back in the lead, followed by Jean-Luc Liverato and Michael Mallinen, both in Swifts. This order held to the finish, with Grant stretching a comfortable lead.

Meanwhile, in FC, Gerald Szykulski, making his first start of the year, held a narrow lead over Christopher Miller with Brian Tomasi, also in his first time out, close behind. Tomasi moved past Miller and, when Szykulski suffered a bent wishbone, moved into the lead. Tomasi held it until lap eight, when Miller got past to take the lead and ultimately the win. Douglas Peterson was the early leader in FM, but Daryl Willis made a pass and held it to the end. FE had the least action as Scott







The standard in motorsport engineering with a storied history of innovation and elite performance spanning over 25 years, STACK represents the pinnacle of function and design. Trusting your passion to anything less is simply not an option.







World Class
Instrumentation
www.stackltd.com





THE WISCONSIN GOVERNOR'S AWARD

Each year, a top racing enthusiast is honored at the June Sprints with the Wisconsin Governor's Award. This year's recipient is Mike Froh, who was making his 40th June Sprints start. Froh raced an MG in F Production for decades, and has now switched to a Miata. The new car has given Froh some renewed zip on the track, as he took fourth in FP at this year's Sprints. Froh's first Sprints was in 1972, and he has only missed two since. Off track, Froh is an insurance agent, and his agency handles the Road America account. Mike and his lovely wife Suzy live in Elkhart Lake, Wis.

While Mike is at 40 and counting, an even longer record



may have ended. Jeff Miller, six-time Runoffs Champion, gave this year's Sprints a pass, ending a streak of 44 consecutive events. Miller said that it was time, as his old car just cannot keep up with the latest CSRs. Miller joked that if Froh ties his mark, he will come out of retirement to keep the most Sprints raced record going.



Rettich led all the way with no competition at all.

On Sunday afternoon, the four bonus races were held, starting with the K&N Filter Spec Miata Challenge. While the earlier races were all 13 laps - save the GT event, which was 15 - these four last races were all 12 laps. Most of the same players as the day prior were present, with Craig Berry leading the early laps. But as the race progressed, Erik Stearns and Danny Steyn moved past and finished Stearns, Steyn, and Berry.

Bonus race two was the Absorber Challenge for CSR, DSR, S2, and FB. As the day before, Lee Alexander took the lead in his Stohr, closely followed by the previous winner, Jason Miller (West-Kohler). However, it was not going to be two in a row for Miller, as he slowed drastically at the end of the first lap. Dudley Fleck (Elan) and Kirk Kindsfater (Speads) followed a rapidly disappearing Alexander. Make that a disappeared Alexander, as he pulled off course on the second lap, putting Fleck into first, followed by Kindsfater and James French (Swift 014).

David Locke and Tom Blootz ran 1-2 in DSR, while J.R. Osborne had FB in hand. Saturday's winner, Lawrence Loshak, experienced difficulties and fell back through the field before making a recovery. Bart Wolf led Michael Bautz and Tony Sleath in \$2000. On lap four, Kindsfater wrestled the lead from a slowing Fleck, who shortly retired. James French now moved up on Kindsfater and, at the end of lap seven, was running very closely behind. However, French could not quite catch Kindsfater, and they finished 1-2 overall and in CSR. David Locke was third overall, first in DSR, with Brian Hall, son of 1975 National Championship Runoffs BSR winner Mike Hall and grandson of 1964 EM National Champion Lee Hall, second in a Stohr.

J.R. Osborne led all the way in FB, with Glenn Cooper second and Lawrence Loshak salvaging third. In



FAST FORD (TOP LEFT) the Touring 4 winner was Michael Scornavacci, setting a fast race lap time some three seconds faster than second place.

Michael Bautz gratefully accepted the win, considering it his due after the same fate had befallen him"

S2000, Bart Wolf was on a Sunday drive until the last lap, when his car went "bang" at Turn 3. Michael Bautz gratefully accepted the win, considering it his due after the same fate had befallen him the previous day.

The third bonus race was the McMahon Group Challenge for GT-1, GT-2, GT-3, and T1. Almost half of Saturday's racers, including Douglas Peterson and Cliff Ebben, gave this a pass, which left Simon Gregg relatively unchallenged for overall and GT-1. Trent Hindman repeated his win in GT-2, while Rob Warkocki was the only GT-3 runner. Jerry Onks won in T1 with the only

CELEBRATION

(FAR RIGHT)
Saturday's Formula
1000 winner
Lawrence Loshak
was happy, to
say the least.



other entrant, Robert Schmidt in a Maserati Trofeo, not finishing.

A very long day of racing concluded with the fourth bonus race, the Elite Autosport Spec Racer Challenge II. Largely the same cast that produced the previous day's howler was back for this rematch, only with a more organized start. Brian Schofield took the lead at the green, followed closely by Denny Stripling, Chad Galloway, and Scott Rettich. On Iap two, Rettich passed Galloway for third and then rather remarkably this order stayed the same for the next half dozen laps. On lap seven, Galloway dropped out, but the top three remained static. Keith Verges then moved up and took over fourth, chasing Schofield, Stripling, and Rettich. However, the 12 laps ran out with no change up front until Turn 5 of the last lap when Stripling made a successful pass on

Schofield. But Schofield retaliated, retaking the lead in Turn 12. Schofield, Stripling, and Rettich finished nose to trail in that order.

With that, the 2013 June Sprints concluded. A U.S. Majors Tour with a new format, giving the spectators as well as entrants more miles and racing. Lessons were learned - and perhaps even a preview of what's to come at the National Championship Runoffs this fall.



RESULTS

U.S. MAJORS TOUR/NATIONAL Chicago Region | Road America | June 14-16, 2013

SATURDAY

GTI: (13 starters) 1. Douglas Peterson (Chevrolet) 2:07.594; 2. Simon Gregg (Chevrolet); 3. David Fershtand (Chevrolet); GT2: (5 starters) 1. Trent Hindman (Porsche) 2:17.800; 2. Mark Pauly (BMW); 3. Joseph Sturm (Ford); GT3: (3 starters) 1. Rob Warkocki (Mazda) 2:26.344; 2. Mike Cyphert (Toyota); 3. George Cichon Jr. (Mazda);

T1: (4 starters) 1. John M. Buttermore (Chevrolet) 2:23.028; 2. George Biskup (Ford); 3. Robert Schmidt (Maserati); 5M: (45 starters) 1. Justin Elder 2:44.904; 2. Erik Stearns; 3. Chris Haldeman:

CSR: (10 starters) 1. Jason Miller (WynFurst) 2:05.016; 2. Lee Alexander (Stohr); 3. James French (Swift); DSR: (5 starters) 1. David Locke (Stohr) 2:09.059; 2. Tom Bootz (Stohr); 3. Brian Hall (Stohr); S2: (9 starters) 1. M. Bart Wolf (Carbir) 2:21.381; 2. David Doran (Doran); 3. Tony Sleath (Carbir); SRF: (47 starters) 1. Scott Rettich 2:41.198; 2. Jim Gray; 3. Denny Stripling;

FB: (11 starters) 1. Lawrence Loshak (JDR) 2:11.221; 2. Steve Ott (Astra); 3. Brian Novak (Nova-Piper).

SUNDAY

GTI: (11 starters) 1. Simon Gregg (Chevrolet) 2:10.132; 2. David Fershtand (Chevrolet); 3. Terry Giles (Chevrolet); GT2: (4 starters) 1. Trent Hindman (Porsche) 2:18.804; 2. Mark Pauly (BMW); 3. Tim Gray (Porsche); GT3: (1 starter) 1. Rob Warkocki (Mazda) 2:35.641; GTL: (2 starters) 1. Jim Dentici (Honda) 2:40.892; no other finishers;

AS: (7 starters) 1. Andy McDermid (Ford) 2:29.992; 2. Chris Pedersen (Ford); 3. Prestin Read (Chevrolet); EP: (16 starters) 1. Matt Reynolds (Mazda) 2:30.534; 2. Jon Brakke (Mazda); 3. Steve Smyczek (Mazda); FP: (11 starters) 1. Ken Kannard (Mazda) 2:35.385; 2. Chuck Mathis (Volkswagen); 3. Rick Harris (Mazda); HP: (7 starters) 1. Lawrence Loshak (Honda) 2:44.826; 2. Robert Kelly (Volkswagen); 3. Sam Moore

STU: (2 starters) 1. Eric Wortman (Subaru) 2:34.626; 2. Ronald Pawley (Lexus); STL: (23 starters) 1. Robert Schader (Mazda) 2:38.847; 2. Brian Laughlin (Mazda); 3. Rich Walke (Mazda); T1: (2 starters) 1. Jerry Onks (Chevrolet) 2:29.017; 2. Robert Schmidt (Maserati); T2: (7 starters) 1. Tom Sloe (Chevrolet) 2:27.194; 2. Andy Wolverton (Chevrolet); 3. Andrew Longe (Porsche); T3: (4 starters) 1. Richard Fisher (Volkswagen) 2:34.835; 2. Alan Kossof (BMW); 3. Aaron Kaplan (BMW); T4: (4 starters) 1. Michael Scornavacci (Ford) 2:43.909; 2. Ralph Porter (BMW); 3. Tom Daly (Volkswagen); SM: (44 starters) 1. Erik Stearns 2:45.603; 2. Denny Steyn; 3. Craig Berry;

CSR: (9 starters) 1. Kirk Kindsfater (Speads) 2:05.292; 2. James French (Swift); 3. Jim Downing (Peach); DSR: (4 starters) 1. David Locke (Stohr) 2:08.555; 2. Brian Hall (Stohr); 3. Tom Bootz (Stohr); S2: (8 starters) 1. Michael Bautz (Lola) 2:21.103; 2. Jack Donnellan (Lola); 3. Tony Sleath (Carbir); SRF: (44 starters) 1. Brian Schofield 2:40.831; 2. Denny Stripling; 3. Scott Rettich;

FA: (18 starters) 1. Keith Grant (Swift) 2:04.716; 2. Jean Luc-Liverato (Swift); 3. Michael Mallinen (Swift); FB: (12 starters) 1. J.R. Osborne (Citation) 2:08.541; 2. Glenn Cooper (RFR); 3. Lawrence Loshak (JDR); FC: (9 starters) 1. Christopher Miller (Van Diemen) 2:14.353; 2. Brian Tomasi (Van Diemen); 3. Peter Leseur (Van Diemen); FE: (11 starters) 1. Scott Rettich (2:15.570; 2. Steve Grundahl; 3. Curt Harrelson; FF: (16 starters) 1. Steve Bamford (Mygale) 2:23.705; 2. Tim Kautz (Piper); 3. Scott Rubenzer (Citation); FM: (14 starters) 1. Darryl Wills 2:16.767; 2. Douglas Peterson; 3. Dale VandenBush; FV: (12 starters) 1. Michael Varacins (Speed Sport) 2:41.277; 2. Charles McCormick (Vortec); 3. Ron Whitson (Protoform); F5: (12 starters) 1. Michael Mueller (Red Devil) 2:23.483; 2. James Weida (Scorpion); 3. Steven A. Jondal (Red Devil).



BRIDGING THE GAP

I f you are like most of us, the data and video system in your competition car are not packaged together. Maybe you focused on a data system that worked with the engine management you already had, or you pieced together bits and pieces that individually did

what you wanted. Maybe pricing mandated less costly components without all of the bells and whistles. Regardless, past purchasing decisions don't mean you can't get more out of your in-car video.

In the last few years, the world of

in-car video has been reinvented. The latest in small, wearable action cameras make it possible to get almost any shot under any condition. With very affordable pricing, it's almost easier to pick out the cars at your local event that don't have a camera protruding from

transmission from your crew, along with every word the driver says, making it a useful tool during a race and even on test days, when you can make verbal

notes to yourself

about how the

car is acting on

particular corner

the track in a



GEAR UP

When shopping for electronics, think about compatibility and expansion – this will help you get the most bang for your buck.

the roof, side, or any of the seemingly endless places they can be mounted.

While reviewing video of your laps captured from your GoPro, iON, or Drift camera can be a useful tool, it lacks valuable information that a more feature-packed system may offer.

Products like the AiM SmartyCam, ChaseCam, Traqmate, and Race-Keeper package your video along with a variety of track and vehicle data, and they do it almost seamlessly. So, how can you bridge the gap between the wearable action cameras and the fully integrated systems?

If you have a standalone data system or an engine management system that logs vehicle data, you can often combine your video via third-party PC software offered by companies like DashWare, Race Render, or Track Vision.

"Just bring [the video] in to
DashWare," says Randy Chase of
DashWare and ChaseCam. "DashWare
can transcode any input. You can render
a file in any format; it normally doesn't
take more than a few minutes. Input your
data, sync it, customize it, and publish it
as you want. In some cases, people have
a data system already in the car, and the
cheapest thing is always using what
you've already got. There is a long list of
common systems that DashWare will
automatically recognize the data format
and then parse it correctly."

Having the ability to overlay your data files on to your video from an action camera gives you a lot more information to work with when reviewing your races.

In addition to the third-party software option, a number of data acquisition manufacturers offer editing suites that will accept video from an outside source. At the urging of Rod Rojas, Sports Marketing Manager for GoPro, we took a look at Traqmate for its video integration. Traqmate allows its users to take footage from a GoPro or similar camera and sync it via its own editing software.

While these software options do make it possible for your existing in-car camera to sync with data and perform like a more complex, integrated system - and it's hard to beat the price of the modern action cameras - syncing two data sets is not without limitations. Attempts at syncing multiple cameras for a picturein-picture setup will add complexity to the editing; you have to start and stop the camera manually, and don't forget to keep your batteries charged up. But if you can deal with these few minor issues, it is possible to get even more information from your existing in-car camera without breaking the bank.

Looking to buy equipment? A list of advertisers on the following page are a great place to start your search. •

ALL IN ONE

If you are starting a new racecar build and shopping for a complete data and video system, or are just tired of dealing with combining multiple sources, an all-in-one data and video package may be for you.

Race-Keeper, the official Video Data System of the Pirelli World Challenge Championships, is one of a number of manufacturers that offer systems that make it easy to capture all the action with a single device.

"The reality of separate cameras and loggers is you have to source data from two independent systems and make them work together," explains Steve Hoelscher, Manager of Sales and Marketing for Race-Keeper. "Separate cameras and loggers double the operational workload, both before and after the session."

These purpose-built systems can operate seemingly autonomously, and can provide more information, with a lot less work than utilizing separate devices. "Race-Keeper is fully automated," says Hoelscher. "It will automatically boot when the driver starts the car and can be programmed to auto start and stop based on speed."

A system like the Race-Keeper's can operate up to four cameras all synced together. This type of system can also work directly with many of the popular aftermarket ECUs, and even some OEM ECUs, to provide valuable car vitals.

"Race-Keeper's on-board GPS and accelerometer can generate lap times, split times, in-line and lateral g data and mph data," says Hoelscher. "Race-Keeper's CAN data interface will capture engine data from popular racing ECUs and Dash Displays and the OEM OBD-II port on 1996 and newer vehicles. Engine data is displayed along with the primary data from the Race-Keeper system and automatically synced with video."



ADVERTISEMENT

RACELOGIC VIDEO VBOX

Video VBOX by Racelogic is a graphically enhanced, multi-camera video recorder and GPS data logger used by thousands of racing drivers the world over. When coupled with the award winning OLED predictive lap timing display and with easy data analysis in the supplied Circuit Tools software, Video VBOX is the quickest way to go faster.

www.racelogic.co.uk

+44 1280 823803



RACEPAK

Racepak utilizes V-Net technology to transmit the data from up to 12 sensors through a single cable connected to the V series, G2X, G2X Pro data logger, and IQ3 Logger Dash. This technology now allows racers to switch a GoPro HERO2 camera with any event that occurs through the data logger. For more information, e-mail sarah@racepak.com

www.racepak.com (949) 709-5555

RACE-KEEPER

Race-Keeper is a fully integrated and fully automated video data system.
Race-Keeper captures video from up to four cameras, as well as data from the on-board GPS and accelerometer, external sensors, and the vehicle's CAN data interface. The video and data are automatically synchronized and play back together via Race-Keeper Comparo analysis software.

www.race-keeper.com (571) 203-1420



GOPRO HERO3: BLACK EDITION

The Wi-Fi enabled HERO3: Black Edition is the most advanced GoPro ever. No expense was spared during its development, resulting in a GoPro that is 30-percent smaller, 25-percent lighter, and two times more powerful than previous models. Wearable and gear mountable, waterproof to 197 feet (60 meters), capable of capturing ultra-wide 1440p 48fps, 1080p 60fps, and 720p 120fps video, as well as 12mp photos at a rate of 30 photos per second, the HERO3: Black Edition is the world's most versatile camera. Built-in Wi-Fi, GoPro App compatibility, and the included Wi-Fi Remote (normally a separate \$79.99 accessory) make the HERO3: Black Edition all the more versatile still.

www.gopro.com



TRAQMATE TRAQDASH

The TraqDash color touch screen display from Traqmate is extremely powerful, easy to read, and even easier to use, featuring full gauges and a predictive lap timer. Shift, warning lights, and over 300 tracks are preinstalled – you simply turn it on and start lapping. Review your laps and sessions instantly. The system controls HERO2 and Replay XD 1080p cameras. Software works with HERO3 and Contour video.

www.traqmate.com (877) 289-0312



ION AIR PRO CAMERA

The iON camera line features Wi-Fi connectivity and free cloud storage. The unique iON PODZ system extends the capabilities of the iON Air Pro camera. The Wi-Fi capabilities of the iON Wi-Fi PODZ work with the iON app for iOS and Android devices, allowing users to control camera functions and settings, view the action as it happens as a live stream, and replay or immediately upload footage to Facebook, YouTube, or share it via e-mail.

www.ioncamera.com



HARBOR

Ouality Tools at Ridiculously Low Prices

LIFETIME WARRANTY



How do we sell high quality tools at the lowest prices? We cut out the middle man and buy direct from the factories who supply other major brands. It's just that simple! Come see for yourself and use this 20% Off Coupon on one of our 7,000 products*, plus pick up a Free 9 LED Aluminum Flashlight, a \$6.99 value. We stock Automotive Tools, Power Tools, Air Tools and Compressors, **Engines and Generators, Welders, Hand** Tools, Tool Storage, Tarps and much more.

- 1 Year Low Price Guarantee!
- No Hassle Return Policy!
- 100% Satisfaction Guaranteed!
- Over 25 Million Satisfied Customers!
- 430+ Stores Nationwide!



17 PIECE AIR TOOL ACCESSORY KIT CENTRALPNEUMATIC LOT NO. 68236/61449

REG. PRICE \$9.99

7 PIECE RATCHETING PITTSBURGHESS COMBINATION WRENCH SETS SAE **METRIC** LOT NO. 96654/61396 LOT NO. 95552/61400

9 REG. PRICE \$39.99

Item 95552



70 dB **3200 RATED WATTS** Noise Level 4000 MAX. WATTS 68528 PORTABLE GENERATORS REDATOR (212 CC

LOT NO. 68528/69676/69729 LOT NO. 68527/69675/69728. CALIFORNIA ONLY

REG.



Item 67421

\$5.99

3-1/2" SUPER BRIGHT **NINE LED ALUMINUM FLASHLIGHT** REG. PRICE \$6.99

may apply if not picked up in-store. lid through 11/19/13. Limit one cour

30".

11 DRAWER ROLLER CABINET

US*GENERAL

99 REG. PRICE \$299.99



\$219.99

LOT NO. 69295/

Item 67847

ling 800-423-2567. Cannot be used with other disc hase with original receipt. Offer good while supplies



12 FT. 8 GAUGE HEAVY DUTY BOOSTER CABLES PITTSBURGH

REG PRICE \$14 99



\$149.99

CAN & OBD II DELUXE SCAN TOOL LOT NO. 60693/99722 Item 60693 shown

Item 68887

h **REG. PRICE \$119.99**



68498/37052







Order at HarborFreight.com or 800-423-2567 We FedEx Most Orders in 24 Hours for \$699

La Mirada, CA Crest Hill, IL Madison Heights, MI St. Louis, MO Vista, CA Crystal Lake, IL Southaven, MS



SERIES REPORTS

Sports Car Club of America 09/2013

ON RALLYING

ROADRALLY

OV Rick Beattle

SO THIS IS THIS

n May 18-19, 2013, Steel Cities Region rallymasters **Chuck Larouere** and **Bruce Gezon** put their National RoadRally styles to work on a couple of Regional Course events.

Larouere's OR Rally on Saturday and Gezon's Ad-dressing of Cats used National RoadRally concepts adjusted for the shorter Regional rallies.

Contestants appear to have enjoyed the format change.

On the OR Rally, "One key difference was the use of a fixed main road, rather than a variable main road," explains Clyde Heckler. "Not having to change your main road mindset every leg made things quite a bit easier." Heckler and driver Jim Miner teamed up to take first place in Class S with a score of 137. Greg Lester, navigating for Jack von Kaenel, amassed 145 points to finish third overall and first in Class L.

Lester had another take on the difficulty of the event. "Based on comments made by others, and the scores earned by some highly experienced trap rallyists, I think the difficulty of the recent OR rally was on

Course contestants and rallymasters typically want the event winners to be decided by how many traps they avoid"

par with Chuck Larouere's recent Nationals. The nearly static set of Main Road Determinants [only one of which was subject to change during the event] probably lowered the difficulty slightly."

Lester did enjoy it. "Even with our mistakes it was a really enjoyable event. Scenic area. Fun roads. Traps based on solid logic, rather than those that skirt the boundaries of ambiguity."



CAREFUL OBSERVATION AND QUICK THINKING

At least two somewhat anonymous contestants might have observed the time it took an Equipped car to run the Solo course and used that time to know when to cross the finish line on their runs!

Course contestants and rallymasters typically want the event winners to be decided by how many traps they avoid instead of the slight differences in timing on many other types of rallies.

On OR, every team got at least one leg wrong. Larouere was quick to point out that two-thirds of the entrants missed or ignored an open gate that rendered a park road non-existent. With a non-existent road, an apparent crossroad became a T and execution of the instructions put the errant teams on a shorter course.

Even though they were one of the crews that missed the gate,

congratulations are due to the team of **Mike Thompson** and **Fred Rosevear** who finished first overall and first in Class E with 113 points.

That open gate may have let the cats (and dogs) out the following day. Ad-dressing of Cats, in addition to taking its title from the T.S. Eliot poem of the same name, was based on the USRRC GTA rally a few years back. The cat came back for its second life as a Course event.

A cat is a sign containing the letters "C" "A" and "T" in any order. This year, the case of the letters made a difference in whether or not they could be used.

Reports from SCCA's Competition Series



"Cats was definitely nowhere close to the difficulty level of the previous event," says **Steve Gaddy**. "The biggest difference was probably not having the flow charts.... In addition, there were very few actual cats on the rally, as much of it was a Dog Run - defined as a part of the rally where you generally didn't need to look for roads with 'cat' in the name)." Gaddy and **Chris Bean** finished first in Class E and first overall with a score of 66.

Gaddy notes, "One highlight was certainly the Solo course we ran midway through the event. I had never run a Solo, and though this was at just



MORE TO COME

Chuck
Larouere has
announced that
his Steel Haul
Course Rally
will return next
spring, but Bruce
Gezon (RIGHT)
has another event
sanctioned for
this year. Aug.
24-25 will see the
second running
of the Western
Virginia National
Tour Rally

of Winding Tour Rally.
Starting east of Wheeling,
W. Va., the rally will again run in
West Augusta.
West Augusta,
which included much of present day Western
Pennsylvania,
was at one time claimed as part of Virginia.

of Virginia.

The format
will be similar to
last year's tulip
route instructions
but will use run/
work controls.
The scheduled
midday start
and finish should
allow an easier
travel schedule.



15mph, it was a fun thing to try as part of a rally."

Heckler and Miner repeated as top Class S finishers with 116 points. Running in that Class, Heckler looks at the Solo course from a different point of view. "That was easier said than done, and it was quite a challenge for the Stock class drivers to both look where they were going and look at the odometer to give their navigator a reading."

Heckler quickly offered that he and Miner "always enjoy running in western Pennsylvania. The roads tend to be hilly and twisty, and the scenery is usually great as well."

And that is that.



NEXT ON THE CALENDAR

If you are looking to give RoadRally a try, there are now two calendars that can be useful for finding information about upcoming events.

First, the RoadRally Planning Calendar, maintained by **Jeanne English** of Cal Club Region, is available via a link in the left hand column at **scca.com/rally**. Formerly, this calendar was hidden under "Forms and Publications." This calendar contains sanctioned and tentative events and is designed to help rallyists find events they may be interested in entering.

Second, **Cheryl Babbe**, Arctic Alaska Region, has put together what the SCCA RoadRally Board hopes will be a rally calendar available for all clubs. The Website is at **comeroadrally with.us.** Rally organizers are encouraged to submit their events to this site for posting.





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

TRANS-AM ROUND 4: WATKINS GLEN

Doug Peterson and the No. 87
3Dimensional.com Corvette came away with yet another Trans Am victory at the Finger Lakes Wine Country Classic at Watkins Glen International on June 9.

Over the course of the 2013 Trans Am Season, Doug Peterson has shown that he is a force to be reckoned with on the track. Now, it seems he is the man to beat as the 2013 season progresses.

Peterson began the day in third starting position, behind teammate Paul Fix and polesitter David Pintaric. Pintaric, driver of the No. 57 Kryderacing/WRP Investments Corvette, put in a strong showing in yesterday's qualifying - enough to edge out Fix and the No. 4 StopFlex/Beebe Racing/PME/Lamers Corvette by 0.02sec.

Pintaric led the first few laps of the race as the frontrunners kept pace with one another, seemingly feeling out the historic course. Unfortunately, Pintaric's time in front of the pack was short lived as he encountered difficulty, eventually retiring due to transmission issues.

Paul Fix was quick to capitalize, powering the No. 4 Corvette into first place during the fourth lap, taking advantage of his knowledge of what he considers to be his home track. Fix would lead the Trans Am pack for a series of laps until he encountered transmission issues, allowing Peterson to take the lead.

The Tony Ave Racing duo continued in that order for the remainder of the race, continuing to build a solid lead on the rest of the TA class, and finished first and second - the reverse order of their finish at Lime Rock Park where Fix, in his first Trans Am race after a hiatus, came in first and Peterson second.

While teammates Peterson and Fix kept pace to the checkered flag, defending Champion Simon Gregg was entrenched in a back and forth battle with John Baucom and the Baucom Motorsport/Roadraceparts.com Mustang. Gregg, in the No. 1 Gregg Motorsports Corvette, began the race in fourth position and Baucom in fifth. Baucom over took Gregg, as did Amy Ruman, in the No. 23 McNichols Company Corvette, as both drivers moved ahead of the defending champ.

Then, Ruman returned to the pits, leaving Baucom in third, and defending his position against a persistent Gregg. Finally, persistence paid off and the defending champion proved his mettle and overcame Baucom for third place, a position he would hold.

In TA2, two-time defending Champion Bob Stretch started on pole in the No. 98 Wheels America/Fix Rim Mobile Chevrolet Camaro with



SOLID WIN

Cameron Lawrence finished atop the 14 car TA2 field at Watkins Glen with time to spare. Cameron Lawrence in second position. Both Stretch and Lawrence got off to a blistering start, breaking the track record in the second lap of the race.

After a few laps, Stretch managed to build a slight buffer between himself and the No. 11 Ctek/Motorstate/NorthStar Battery Chevrolet Camaro of Lawrence. However, it was not a buffer that he was able to sustain, as Lawrence eventually began to close on Stretch. After challenging Stretch multiple times, Lawrence was finally able to overcome the champion during the 11th lap.

Lawrence was able to defend that position for the duration of the race finishing ahead of Stretch by a solid margin. His victory came on the day of his one-year anniversary with Miller Racing; his first race with the TA2 team also came at Watkins Glen one year ago. Stretch was able to hold second place in the class, despite car trouble. Coming in third was Lawrence's teammate Pete Halsmer in the No. 12 Ctek/Motorstate/NorthStar Battery Chevrolet Camaro.

In TA3, Trans Am's production class, two podiums were featured - one for each subgroup in the growing class. In the American Muscle subgroup, first-time participant Steve Kent Jr. won the race in the No. 17 XLR8Diesel Trucks/SKS Equipment Ford Mustang. Joining Kent on the podium were Rich Jones in the No. 37 JOMAC Bodies & Crances/Deb's Peppers Ford Mustang and Rob Bodle No. 16 Caribbean Food Delights Mustang.

In the TA3 International group, the No. 9 Northern Light Porsche 996 GT3 of David Seuss ended up victorious, just like at Lime Rock Park. Seuss was able to come away victorious after a long and hard-fought battle with the No. 43 Mills Racing BMW M3 of Mickey Mills.

BACK TO BACK

Battling five other cars, David Seuss clinched the TA3 win in his Porsche GT3 Cup car, backing up the victory he claimed in Round 3.

RESULTS

TRANS AM SERIES

Round 4 | Watkins Glen International | June 7-9, 2013

TRANS AM: 1. Doug Peterson (Chevrolet) 1:51.131; 2. Paul Fix (Chevrolet); 3. Simon Greg (Chevrolet); 4. John Baucom (Ford); 5. Cliff Ebben (Ford); 6. Allan Lewis (Chevrolet); 7. Kenny Bupp (Chevrolet); 8. Jordan Bupp (Chevrolet); 9. Amy Ruman (Chevrolet); 10. Jim Peruto (Chevrolet); 11. Kerry Harrisburg (Chevrolet); 12: David Pintaric (Chevrolet).

TRANS AM 2: 1. Cameron Lawrence (Chevrolet) 1:57.499; 2. Bob Stretch (Chevrolet); 3. Pete Halsmer (Chevrolet); 4. Robert Huffmaster (Chevrolet); 5. Gregg Rodgers (Chevrolet); 6. Tom West (Ford); 7. Kurt Roehrig (Chevrolet); 8. Mike McGahern (Chevrolet); 9. Michael Wilson (Chevrolet); 10. Mel Shaw (Chevrolet); 11. Dale Madsen (Ford); 12. Scott Ferguson (Pontiac); 13. John Atwell (Chevrolet); 14. Tom Sheehan (Chevrolet).

TRANS AM 3: 1. David Seuss (Porsche) 2:04.299; 2. Mickey Mills (BMW); 3. Steve Kent Jr. (Ford); 4. Rich Jones (Ford); 5. Rob Bodle (Ford); 6. Robert Korzen (Ford).



Rece Geer

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 back Available in Red or

Blue accent colors

CUSTOM SUITS STARTING AT \$695



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

BLACK NOMEX STARTING AT \$29

CUSTOM NOMEX GLOVES STARTING AT\$149







Uncoated race pistons suffer tremendous abuse; melting, hot spots, detonation, wear, heat, friction and scuffing. Stop it with ceramic! Our coatings; protect parts, cool engine temps, make more power and prolong engine life. TBC Ceramic™ permanently insulates domes from extreme combustion. High revving skirts are protected from wear by PC-9, a .0008" permanent slippery, low-friction barrier which reduces excessive heat, friction and scuffing.

Learn more on our website



www.swaintech.com 963 North Road, Scottsville, NY 14546

585-889-2790







PRO FILE

SCCA PRO RACING
by SCCA/SportsCarstaff

MX-5 CUP TACKLES MOTHER NATURE

Rain is the great equalizer, or so they say. Given enough of the wet stuff, drivers with incredible car control will overcome a lack of horsepower - but when rain falls on a spec series, as it did during the June 16, 2013 Mid-Ohio round of the SCCA Pro Racing Playboy Mazda MX-5 Cup, inclement weather can prove that those who are often at the point end of the field throughout the season truly have earned their stripes.

Elliott Skeer, driver of the No. 17 Pelican Replacement Windows/ ZoomZoomNation.com/Alpinestars MX-5, is no stranger to the MX-5 Cup podium, and on this particular June weekend, not even a deluge could slow him.

"Earlier in the day, Patrick [Gallagher] and I were in the golf cart thinking it might rain," Skeer says of the race that went from dry condition to completely soaking. "We talked to a couple locals and they said dry tires were the way to go."

Taking a guess, both drivers started

on dry tires. "We went out there and it was nice and dry; then, seven laps in, it starts pouring. We knew we had to pit soon, but we weren't sure if a yellow was coming out. As soon as we pitted, the yellow comes out, but I had confidence in our team. I knew our team was going to have an awesome pit stop, and they didn't disappoint.

"As the very last car in line, I knew I had a lot of work to do to get back up front, but [after the restart] I started picking my way through." Despite the soggy rollercoaster race, Skeer pulled off the win - his third of the season.

Christian Szymczak, driver of the No. 34 ALARA Racing MX-5, entered this wet weather race with three wins and he, too, was pondering tire choice prior to the green flag.

"We started off making the gamble by putting on drys," Szymczak says. "The rain took us all by surprise. In the changing conditions, and the overall uncertainty, it was really hard to figure out where to put the car. It was a real crapshoot out there for the first couple laps.



TOUGH CALL
Like the rest of the
MX-5 Cup field,
Christian Szymczak
started the Mid-Ohio
race on dry fires and
had to pit once the
skys opened and
rain began to fall.

WET AND WILD

Elliott Skeer's car control skills came shining through at the Mid-Ohio round of MX-5 Cup. "Once it started to rain hard, it was obvious to put on wets, so that cleared it up a bit, making it easier to figure out what needed to be done. As the line developed we were able to settle in, click off laps, and finish strong..."

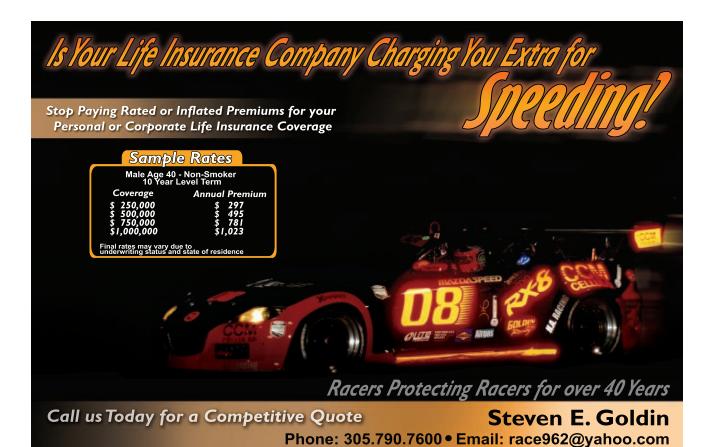
While MX-5 Cup drivers were struggling with the consequences of tire choice and fast changing weather conditions, Kenton Koch, driving in the Skip Barber Mazdaspeed Pro Challenge – a series within a series that races alongside MX-5 Cup – had the advantage of starting the race on wet-weather tires (as did all in Skip Barber cars).

It was really hard to figure out where to put there car. It was a real crapshoot"

CHRISTIAN SZYMCZAK

"About halfway through the race, when it really started coming down, we were able to pick off a lot of guys," says Koch of his charge to the front - a charge that involved an all but perfect run, with only one off-track excursion.

Like Skeer and Szymczak, Koch has proven his racing skills with a number of wins, and this race put an even larger exclamation point on his racing resume. Koch wound his way through the entire field to finish first, besting the entire MX-5 Cup field in the process and becoming the first Skip Barber series driver to take the overall win.









STEPPING IT UP

As this edition of *SportsCar* reaches mailboxes, SCCA members across the NEDiv will be making a final decision whether to attend perhaps the two most important amateur motorsports events of the year: the TireRack Solo National Championships in Lincoln, Neb., and the 50th running of the National Championship Runoffs at Road America. What will be the determining factor for you this year?

For some, it's a financial issue, while for others it's a matter of vacation time. Some drivers may wonder whether it is worth all of the effort to step it up to this level of competition since the vast majority who try, will go home defeated. But for roughly 2,000

Solo and Club Racing drivers and workers, the question is a no-brainer, as these are the not-to-be-missed events of the year. I have friends in Solo who have missed entire seasons of regular competition but still make the trip to the Solo Nationals - even knowing their chances of winning or claiming a trophy in a car they haven't driven all year are remote.

Why do so many choose to "step it up" for this ultimate challenge?
Undoubtedly, many are driven by a competitive spirit to be the best, and these events are the opportunity to prove it. For most, it is the chance to see and learn from the best in the sport. For everyone, it is the opportunity to connect one more time with good friends before the competition season is over. This is what the SCCA's anthem (revealed this year at the SCCA National Convention) is talking about when it says: "There is a kindred spirit found here, mixed with

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.

DIVISIONS

emotion and adrenaline that turns fierce competitors into fast friends."

Many regions in the Northeast Division are able to help out competitors and workers who want to attend Runoffs and Solo Nationals. For example, Philadelphia Region provides a modest tow and fuel fund for drivers and workers for both events. Some regions organize caravans to the event, or even hire car transporters to haul racecars for a group. Splitting hotel rooms to the limits of the hotel's rules (or beyond) to save on costs is a common effort. Once at the event site, there's no shortage of on-site cookouts, impromptu car repair assemblies, and shared course analysis.

I encourage you not to wait to step up your game – attend one or both of these important events this year. If you don't already see a discussion thread on our local region Web forum or e-mail list talking about these events, start



one. Ask questions and you'll get a ton of advice. Don't let October sneak up on you and leave you regretting that you missed these fantastic events.

TIME TO VOTE

Speaking of stepping up, there is an important election coming up in the Northeast Division. Three members have stepped up to run for the Area 2 Director position, following six years of distinguished service by Jerry Wannarka. Area 2 covers the Blue Mountain, Central Pennsylvania, NEPA, Philadelphia, Steel Cities, Susquehanna, South Jersey, and Washington DC Regions. The announced candidates are (in alphabetical order): Mike Collins, Terry Hanushek, and Stephen Hyatt. You should take the time to learn about each of the candidates and participate in voting, which will take place Oct. 15-Nov. 15.

CONTACT

Jeff Jacobs

(267) 251-5736 cablelawyer@aol.com



DAN LIDDY SURVIVES INTERSTATE ACCIDENT

"For over 25 years I've enjoyed being a racecar driver and a skydiver," says Central Florida Region member **Dan**

SERVICE TO THE CLUB

Area 2 Director Jerry Wannarka has served on the National Board of Directors for six years, holding the position of Chairman for three. Three candidates have thrown their hat in the ring to replace Wannarka at the end of his term, with voting taking place Oct. 15-Nov. 15.

Liddy. "I never even broke a bone, not even when I hit the wall at Daytona head on. But with this, they tell me I'm lucky to be alive."

In early March, Liddy was exiting I-275 when his evening took an unexpected turn. "It was March 3, about 9:30 p.m., at an I-275 exit ramp," he explains. "A young man entered the wrong way at high speed and collided with my car. I was going roughly 75mph at the time, and I don't know whether I was able to slow any, but I did steer away from the impact. He hit my left front, causing heavy damage to the car, and to me."

The other car flipped over, killing the driver. "He was found to be very drunk, with a blood alcohol content of 0.273, or nearly four times the legal limit," says Liddy.

"I was pulled from my car by a bystander, and then transported to Bayfront Medical Center in St. Petersburg. I knew I had a broken upper leg, but wasn't aware of any other injuries. They operated on my leg the next day, inserting a steel rod down the center of the bone and fixing it with screws top and bottom - a standard repair for this type of injury.

"For the first two days I was so delirious that I would speak only Spanish - a minor talent of mine. For the next 10 days I was delirious and in and out of consciousness. I even called fellow SCCA friend **Bob Tone** at 2 a.m., asking him to come rescue me! Other imaginary visitors included **Hector Ferrer**, and **Miki Moerwald**. I remember dreaming that Miki and I met in a bar somewhere, wearing fire suits, and I was asking her to rescue me also!

Eventually, I gained my sanity back and continued to gain strength.

"On about March 15, I was 'rescued' and taken to Health Care South in Sarasota. Finally, on April 2, I was released to come home. My good friend and classmate, **Bill Woodfin**, volunteered to stay with me full time until I could get another caretaker. Two weeks later, my other very best friend, Gracie, from Brazil, arrived, and stayed from then until June.

"I am eternally indebted to both of them for their unselfish devotion to my needs. Though I still use a wheelchair for most of the day, I can get around on a walker."

"I credit God, my racing training and reactions, and my Toyota with the fact that I'm still here," he says. "I replaced that Toyota with a new one just like it."

Liddy began racing with a 1957 Triumph at the Fort Myers track when he was 19. Eventually he took Drivers School at Roebling and Daytona. He has raced ITC, GT-4 and GT-L. Liddy is also an avid skydiver, with over 1,100 jumps.

"Racing and skydiving are both considered hazardous sports," he says. "But they are very safe if the rules are followed. My racing students heard that from me constantly!"

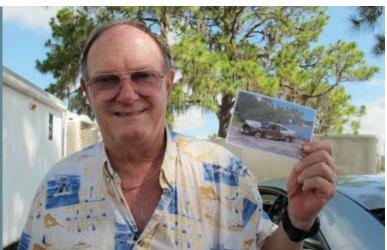
Liddy also hopes to resume volunteering at SCCA events this fall.

CENTRAL CAROLINAS REGION "SOLO CUP TEAM COMPETITION." FULL OF FUN

Central Carolinas Region member **Eric Peck** writes us: "Our Solo core group
discussed ways of encouraging both
competition and camaraderie. The
result was The Solo Cup Team

GOING STRONG

Longtime Central Florida Region member Dan Liddy shows off a photo of his destroyed Toyota. On March 3, Liddy was hit head on by a drunk driver on the interstate. Recovery was no small matter, but Liddy hopes to resume volunteering at SCCA events this fall.



san Youn

Competition. In coordination with a neighboring club, individual members formed seven teams of six drivers. The teams earn points based on PAX position in the final results. An additional twist is that PAX results are split into brackets, and each bracket earns points [1-30, 31-60, and so on]. This means that beginner drivers and those with less competitive cars can also earn points for the team. The tongue-in-cheek banter between teams, and the Red Solo Cup trophies, all add up to another layer of fun."

CONTACT

SUSAN H. YOUNG

(386) 956-6601 youngpv@earthlink.net



MX-5 CUP HITS MID-OHIO

At the June 14-16 Diamond Cellar Classic at Mid-Ohio Sports Car Course, among the Rolex Sports Car series, IMSA Prototype Lites, Continental Tire Sports Car Challenge, and SCCA IT/ Miata Shootout, the SCCA Pro Racing Playboy Mazda MX-5 Cup saw some breathtaking racing with the interesting weather conditions.

Twenty-year-old Patrick Gallagher is having the time of his life. Having won SCCA championships in F500 (2010) and FE (2012), he made the transition to professional racing by earning a ride with CJ Wilson Racing. In June, Gallagher described racing the No. 28 Miata in the MX-5 Cup series as fun, and especially cool to be with the CJ Wilson team.

Having qualified fourth for Sunday's race, Gallagher took a few moments on Saturday evening to give his thoughts on the series. "To drive up front is tough, as the cars are pretty much equal and fighting for a podium finish is getting tougher," Gallagher said. When asked where he'd like to be racing in the future, he smiled and nodded his head toward the track, where the Rolex DP and GT cars were blasting by. "Out there," he said.

A GOOD CAUSE

There was a lot of attention on Gallagher that weekend - on his racing

and his helmet. Sometimes more on his helmet

The Ohio State University Buckeye themed helmet was listed on ebay. com. To promote the auction, pictures were taken in the paddock of Gallagher dressed in his racing suit with the helmet and a football. "That helmet was like having a new baby," Gallagher laughed, "People would come to see it and talk about it more than the race team. But it's all for a good cause."

The bidding closed after 33 bids for \$1,725, with CJ Wilson's Children's Charities donating the funds to the Nationwide Children's Hospital in Columbus, Ohio.

BUT WAIT, THERE'S MORE

The pro teams weren't the only ones having fun that weekend at Mid-Ohio. That weekend, SCCA Club Racers gave it their all with a 48-car field for lots of thrills for the fans.

"I got to co-drive with my son at Mid-Ohio on Fathers Day," said racer Mark Seiler. "Does it get any better than that? Although we finished eighth out of 11, we were the only car to pit and do a driver change. Sometimes racing isn't about our finishing position on track, but how we finish in life."

What did another young racer think of racing on a pro weekend? Teasing Corey Albright that it'll look good on his resume, his happy response was that when he visits the kids at the Children's Hospital of Dayton, he's going to say that he "raced professionally!"

PRO ATTITUDE



Does "racing professionally" make people have a super ego? Not for IMSA Prototype Lites driver Christian Potolicchio. Prior to racing on Saturday, fully suited in his helmet and HANS Device, he stopped by the grid canopy. Usually, that means the driver is in need of information or a drink of water. However, he simply wanted to personally thank the grid volunteers. He shook their hands and, in his sweet Venezuelan accent, said, "And now I go to race!"

Youth and its enthusiasm and energy are good qualities to have for racing. However, this column in the next issue of SportsCar will show that age isn't the only factor that makes for good racing, as we highlight one of our veteran members who is still going strong.

CONTACT

NANCY SCHILLACE

nhschillace@wowway.com



REMEMBERING JOHN SAUCIER

The SCCA is filled with incredibly unique, talented, and smart people. The Midwest Division was blessed with one of the greatest: John Saucier. Sadly, we lost John in January at the age of 74.

Among his many talents, Saucier was a great storyteller with plenty to tell. When you look at his life and career, you just know there was a never-ending treasure trove of fascinating experiences and history for him to share.

Yes, he won 29 titles during his nearly 52 years as a member of the Oklahoma Region. For Rocky Entriken, the MiDiv points keeper and statistician, "The amazing thing about John Saucier is not just the 29 titles, but also the longevity. His first title was in Formula A in 1970, his 29th title was in Showroom Stock C in 2011 - that's across 42 years! Also, that spread includes the fastest class in SCCA at the time, Formula A (which, it should be noted, is not Formula Atlantic, but the 5-liter Chevy-powered monsters of the late 1960s and early '70s), to the slowest class in SSC."

ALL NEW

SA2010 CARBON FIBER CFG HELMET



20% LIGHTER

than our current helmet







www.gforce.com

RACECAR for Sale or Rent!

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

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

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



2013 TRANS AM SCHEDULE

Sebring International Raceway, Sebring, Fla. Sun, March 3 Canadian Tire Motorsport Park, Bowmanville. Ont. CA Sun, May 19 Sat, May 25 Lime Rock Park,

Lime Rock, Conn. Sat, June 9 Watkins Glen International, Watkins Glen, N.Y.

Road America, Elkhart Lake, Wis. Fri, June 21

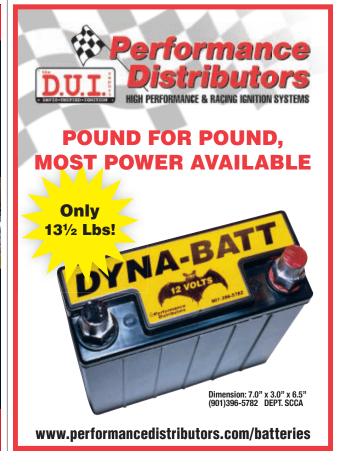
Sat, Aug. 17

The Mid-Ohio Sports Car Course, Lexington, Ohio Sun, Sept. 1 Brainerd International Raceway, Brainerd, Minn.

Virginia International Raceway, Danville, Va. Sun, Sept. 29 Sun, Nov. 3 Road Atlanta, Flowery Branch, Ga.

Sun, Nov. 17 Daytona International Raceway, Daytona, Fla. Eleventh Location

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





Those 29 titles came in Formula A (1970-'72), Formula Super Vee (1972-'74), Formula C (1975), Showroom Stock A (1989), and Showroom Stock C (1990-'11). That's 20 consecutive GLDiv Showroom Stock C titles.

His bride of 46 years, Sandra, recalled that SSC was his favorite class, "He always said, if you can race Showroom Stock you can race anything," she says.

He didn't qualify for, but crewed at the National Championship Runoffs when the event alternated between the East (Daytona) and West (Riverside) tracks. He made all but one of the Runoffs at Road Atlanta, every championship-crowning Runoffs at Mid-Ohio and Heartland Park, plus two at Road America. He attended all 26 Ponca City events and counted that track and Stuttgart among his favorites. He even helped Anatoly **Arutunoff** layout the course at the Hallett Motor Racing Circuit.

Prior to the SCCA, Saucier raced motorcycles, including a temporary stint as part of a county fair touring stunt show where he raced a motorcycle inside of a metal ball. Once offered the opportunity to run moonshine for a bootlegger in Oklahoma City, Saucier said no.

Saucier's father served in the Air Force, and a then-four-year-old Saucier was at Pearl Harbor when it was bombed - and could recall the events. After Saucier himself served in the Air Force, working as an air traffic controller, he worked for the FAA and Tinker Air Force Base near Midwest City, Okla. He was also a Hoosier Tire distributor.

A chief instructor for quite a few Drivers Schools, Saucier included among his students 1996 Indy 500 winner Buddy Lazier and a young Dorsey Schroeder, who went on to win the 1989 SCCA Trans Am and 1990 IMSO GTO titles.

Out of all of his lifelong adventures and accomplishments, Saucier was most proud of his son, Randy, as both a father to his twin granddaughters and as a racecar driver who won two SCCA National Championships.

Entriken, who is the Chair of the MiDiv Rules Committee, notes that work has been completed on what is expected to become the Divisional Championship for Club Racing in 2014 and beyond, retaining the Mid-Am

Championship name. Pending SCCA approval of the new rules set, it includes a Driver of the Year award named for Saucier.

SCCA Board Chairman Lisa Noble sums up Saucier succinctly: "In 1998, I wanted a coach for the Runoffs, so I went looking for the most competitive and strategic thinking driver I could find. My answer was John Saucier. He helped me learn to drive at the next level.

"Those of us who knew and loved John will remember him as one ornery son of a gun with a heart as big as Oklahoma and an unrivaled competitive spirit. He is truly missed."

CONTACT

EILEEN WATERS

eileenwaters10@ymail.com

SOWDIV SUNSET SOUTHWEST DIVISION BY SYDNEY DAVIS

SWDIV MEMBERS RACE TO THE JUNE SPRINTS

The Chicago Region June Sprints is a huge Club Racing event - even here in the Southwest Division. Consequently, a number of SWDiv competitors made the trek to the June 14-16 Road America event in Elkhart Lake. Wis. Some made the journey because it was a National and U.S. Majors Tour,

some because it was the historic June Sprints, and others as a test for the National Championship Runoffs in September. Here's a brief recap of how some of the hometown boys did, broken down by category.

SPEC MIATA

"I really enjoy Road America," says Texas Region's Craig Berry, "We were there to win, and had the speed, just had an issue with the car on each day that hurt us with such an ultracompetitive field. You have to be virtually perfect at Road America, and we were not."

Berry is confident with what his team learned that, come the Runoffs, they will be prepared.

"The June Sprints is a must-attend event," says Texas Region's Chris Haldeman. "My race played out like I thought it would, and I was in a great position on the last lap. Unfortunately, there was a crash entering Canada Corner and [that] really mixed things up at the front. I was happy to make it through, mostly unscathed, and wound up third."

Haldeman bringing home a podium finish during his first appearance at the Sprints was very encouraging for him and he's already making plans for September's strategy.

SPEC RACER FORD

"During the Saturday race I think I was so shocked to find myself leading the race that I lost concentration," says







MoTeC's range of 5 inch Display Loggers incorporate an ultra bright, high resolution colour screen, programmable multi-colour LEDs, and multiple screen layouts.

C125 AVAILABLE

CLUB CHOICE

- Up to 13 inputs and 4 outputs
- Pin for pin compatible with CDL3
- Expandable I/O

2:34.56 245 92.4 89.9 28.4 65.2

LOGGING

Using typical data sets a C125 Display Logger will store over 40 hours of club level logging, while a C185 will store 14 hours of professional level logging.

* Details on www.motec.com/typicallog

C185 COMING SOON

PROFESSIONAL CHOICE

- Autosport connector
- Up to 40 inputs and 8 outputs
- Pin for pin compatible with ADL3
- · Advanced Maths (option)
- T2 Telemetry (option)



Review your logged data in i2.



Powerful analysis. Intuitive software.

C125 RACE LOGGER KIT

Kit includes: • C125 Display Logger

- 10 Hz GPS Ethernet cable
- Two pre-wired buttons
- Ready to install plug-in loom

For more information visit

www.motec.com







Texas Region's **Keith Verges**. "Even though I had my good friend and fellow Texan **Denny Stripling** right behind me, I made a mistake in [Turn] 14 and managed to move back four spots!

"I'd like to take that little lapse back, and see if I could have jockeyed for a win or at least a podium finish during the remaining laps of the race."

Verges is certainly ready for redemption at the Runoffs.

"The SRF Sprints race was crazy," recalls Texas Region member **Denny Stripling**. "After qualifying on the front row, we had a botched start that shuffled the field badly. This led to a 'schmozzle' in Canada Corner on lap one that took out the polesitter and put me way back in the field.

"I caught the lead pack and took the lead about halfway into the race, led for several laps, and then the top three of us had a bit of a breakaway. On the last lap, I made an outside move into Turn 5 but the leader got it wrong under braking and got into me, sending me off track. I gathered her up and chased the lead two down again by Canada Corner but didn't have time to get a run on them, finishing third, a few tenths behind the leader."

Sunday's bonus race was just as much fun for Stripling, and he found himself finishing a very close second. All this success was encouraging for him and he is looking forward to September.

FORMULA MAZDA

"Great weather, a rubbered-in track for Saturday qualifying, new brake pad

compound from Hawk Performance, and new tire construction from Hoosier gave us the advantage, and we qualified 0.2sec under the all-time track record for Formula Mazda," says Houston Region's **Darryl Wills**. "Our strategy was to run a controlled race to gauge tire wear for the Runoffs, win the Sprints, and walk away with plenty of good data to help us three-peat as National Champions."

Will accomplished all three goals and reportedly had plenty of good times at Siebken's bar.

GT-1

"I acquired a 2006 Corvette, new to me, with the hopes of at least equaling last year's third place at the Sprints – and did just that with the Saturday race," says Texas Region's **David**Fershtand. "Then, the bonus race on Sunday gave me an even higher finishing position, and best-ever finish at Road America: second.

Fershtand stayed for the SCCA
Pro Racing Trans Am race the
following week and brought home a
fifth. With all the success, he reports
that he's starting to learn the car and
feel more confident.

E PRODUCTION

"I had a great experience at the June Sprints this year," says Alamo Region member **Matt Reynolds**. "Our main goal was to see where we were in the field and what we could do to improve upon it. We have been working with Carbotech Brakes and Jesse Prather Motorsports to develop the car, and

we were able to see how we stacked up against the competition.

"Jon Brakke kept the pressure on the whole race and traffic played a crucial role in the outcome of the race. We were both putting down similar lap times, but in the end it came down to who got through the traffic easiest."

Reynolds gained a lot of information from the Sprints and is look forward to using that at the Runoffs this year.

CONTACT

TAKING NOTES
Craig Berry's trip

to the June Sprints

at Road America

has helped prepare

him better for this September's

SCCA National

Championship Runoffs.

SYDNEY DAVIS

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



RITES OF PASSAGE

Memorial Day weekend dawned hot and clear as Continental Divide Region (CDR) presented the Rock the Peak U.S. Majors Tour Club races at Pikes Peak International Raceway (PPIR) just south of Colorado Springs, Colo. For 2013, CDR obtained approval to run PPIR in a clockwise direction, using the banked turns on the south end to make up the 1.3-mile circuit. As a result, new lap records were established for each class all weekend long.

Combined with the Majors series (including bonus points, podium ceremonies, victory laps, and more), it was surprising that the entry count was not overflowing. Still, 65 racers spanning seven states were eager to burn rubber as the Mid-States Majors Conference swung through Colorado.

While there were many compelling stories all weekend, one in particular stood out. As a competitor in Touring 3, I had my sights set on racing two of RMDiv's up-and-coming racers. The first was Tommy Boileau, whose racing career has been documented in Pony Express over the past few years. Boileau has gone on to pursue a path as a professional racing driver, with a no less renowned authority than **Bob Bondurant** backing him. Boileau is an instructor at the Bondurant school in Arizona, and it's rumored that Bondurant is exploring his contacts to find funding for Boileau to run a season in Europe - little did I suspect that Boileau and his dad were in talks



with Colorado Region BoD member and BMW guru **Jim Leithauser** to run a Z4 M Coupe in T3!

But that's only half the story: my good friend and fellow Nissan racer Rick Kulach told me more than a decade ago that he'd be taking time off from SCCA racing to help his young son, Derek Kulach, go kart racing for a few years. That appears to be time well spent, as the younger Kulach's budding racing career (which has also been detailed in these pages) would resume at PPIR. After earning his National license and rebuilding his Nismo 350Z for a National Championship Runoffs bid, young Kulach was ready to contest the T3 title at the PPIR Majors.

The first qualifying session found Boileau taking pole position in T3 in the BMW, with my Nissan O.2sec back, and Kulach another few tenths in third. It appeared to be the makings of a good, close race with two of the young lions of RMDiv racing.

The reality was that both Boileau and Kulach left me in the dust as they displayed excellent race craft in surging ahead at the start. For the first half of both the 35-lap races, I had a good view of the struggle for the class lead. Boileau was clearly battling hard and often had the BMW sideways doing it, while Kulach's Nissan was making the most of his BFGoodrich R1-S tires to hold a lead by the slimmest of margins. Both showed excellent car control in avoiding contact, with Kulach edging Boileau for victories both days.

Perhaps the most impressive display from both of them was on the Majors podium. On Saturday, Kulach's quick thinking had him recalling the fact that his first Majors victory also fell on the first anniversary of his wedding to his wife, **Alexandra**.

On Sunday, Boileau took the microphone and gave full credit to his opponent for a hard-fought battle and the good, clean racing they shared. That comment, and the poise with which Boileau delivered it, showed his maturity and will stand him in good stead no matter where he races in the future.

Both young rivals were articulate in crediting their sponsors and supporters in their closing remarks. While it's not the ending I had in mind, there's little doubt the future of SCCA racing – and of the quality of racers



Derek Kulach (00) and Tommy Boileau (34) battled both days in Touring 3 at the May 24-26 U.S. Majors Tour

CLOSE BATTLE

at the May 24-26
U.S. Majors Tour
at Pikes Peak
International
Raceway. Kulach
von out both days
but both proved
they are a force
to be reckoned
with on the track.

the organization develops - has never been brighter.

CONTACT

DAVID MURAMOTO

(303) 752-9777 nissan7gt3@comcast.net



BLOWING SMOKE NORTHERN PACIFIC DIVISION BY SHERRI MASTERSON

DOG DAYS OF SUMMER

You may have noticed that last month's issue was missing this column. Sorry about that, but too many back-to-back SCCA events resulted in time just slipping away. So, let's catch up.

First NorPac's first 2013 U.S.
Majors Tour was hosted by Northwest
Region at Pacific Raceways on May
25-27. The program and format are
new to many drivers, but everyone
enjoyed the victory laps and podium
presentations. Because of the layout
of Pacific Raceways, victory laps aren't
generally done at this facility, so it was
a treat for everyone. The competitor
turnout was somewhat low, but the
weather was bearable with some
damp sessions – nothing like previous
years; that is, until Monday.

On June 14-16, Oregon Region hosted a National and Double Regional Rose Cup. It has been a few years since a National race has been included with Rose Cup races, so was nice to see it back again. The Rose Cup race itself was a Regional, and the overall and Red category winner was **Matt Crandall** of Milwaukee, Ore.; Yellow winner was **Cindi Lux** from Beaverton, Ore.; and Orange winner was **Joe White** from Spokane Valley, Wash.

The final 2013 National races in NorPac were held July 5-7 this year. Oregon Region held a Double U.S. Majors Tour and Double Restricted Regional at Portland International Raceway, while San Francisco Region hosted a Double Rational at Sonoma. Next year, all National races will be U.S. Majors Tour events. If you haven't experienced the new format, you will have plenty of opportunities in 2014.

Next up on every Club racer's schedule should be the 50th National Championship Runoffs, which is held at Road America in Wisconsin. It will be great to see our division well represented.

Oregon Region has changed the date of its final event of the season from Sept. 28-29 to Aug. 23-25 - a Triple Regional with qualifying and a race each day. They have teamed up with the Great American Stock Car Series (GASS) to have the qualities of a pro event with the relaxed, laidback atmosphere that Oregon members are use to. This is also the final event of the Pacific Northwest Challenge.

There is still time to register for the NorPac divisional meetings held in Reno on Oct. 25-26. The January issue of *SportsCar* had a recap of the 2012 event, and I am sure 2013 will be even better. Registration is \$80 per person and includes lunch and dinner on Saturday and many meetings and gatherings. A town hall and a continental breakfast will wrap up the event on Sunday morning. This is a great opportunity to meet face to face with some of the key personnel in NorPac. The Atlantis Casino Resort Spa has special room rates, and more information can be found on the division's Website at www.norpacscca.org.

Help me out and send interesting stories my way. I'm looking for tales of what happens behind the scenes at your events. I am also always looking for members to highlight. There are many people in our Club who do fantastic things and don't get nearly the recognition they deserve. Send me an e-mail and tell me about them.

Finally, good luck to all the Soloists, Club racers, and RallyCrossers heading to their respective National Championship events this fall. Play Safe, have fun!

CONTACT

SHERRI MASTERSON

BlowingSmoke.SCCA@gmail.com



FOR A GOOD CAUSE

In June, Auto Club Speedway hosted a Double Rational Club Racing weekend, but thanks to the generosity of Cal Club Region and the hard work of **Jayson Woodruff**, they did much more.

The Club Racing side of Cal Club offered the use of a pair of auxiliary parking lots that would not be needed for the Rational to the Solo side of Cal Club. Woodruff took the opportunity to put together a practice Solo event, inviting Soloists and Club racers to get some laps around the cones and, at the same time, made the day for some special individuals.

Participants had the option to take passengers from the AbilityFirst program for rides around the practice course on Saturday. "AbilityFirst provides recreational activities for the developmentally delayed community," says Woodruff. This proved very exciting for all who took rides.

A bonus at this practice was no work assignment for participants, as Woodruff had arranged for the Cal State Fullerton Formula SAE team to shag cones in exchange for a donation to the school's FSAE program, while additional proceeds from the event went to AbilityFirst. This meant you could run until your tires corded or you passed out - and many drivers tried.

This program was a win for all involved, and something any region can try. The Club will work with you to reduce your costs on charity events like this, so it is a great way to get involved in your community.

DO IT ANYWAY

Just because the Divisional Solo program is gone doesn't mean you can't have a killer two-day Solo event - and that's exactly what Cal Club Region did. Nearly 200 drivers from all over SPDiv, and even our neighbors to the north, came to the famed Southern California Solo Mecca that is El Toro in late June. The "Super Regional" offered two challenging courses with time hovering in the 70-second range. This event has proven popular as a tuning ground for the upcoming Tire Rack Solo National Championships,

which are just around the corner in Lincoln, Neb.

Super Stock had a great turnout with 12 drivers, and San Diego Region's **Gary Thomason** took top honors, fending off **Chris Cox**, who was visiting from the NPDiv.

As usual, Street Touring R had a strong field, with Cal Club's **Ken Motonishi** beating 20 other drivers to take the win in his Honda S2000. **Jon Lugod**, San Diego Region, took second, while Arizona Region's **Brian Peters** claimed third.

The supplemental Road Tire Rear class had an impressive 25 entries, but all were left fighting for scraps after **Ryan Buetzer** bested the field by more than 4sec in his C Stock Pontiac Solstice.

KELLEY GOES PRO

Cal Club regular **Kyle Kelley** made a trip out to Road America in June to compete in the SCCA Pro Racing Trans Am series and NASCAR Nationwide Series races. Kelley qualified 27th and finished 31st, one lap down, in the Nationwide race, but fared much better in Trans Am. After starting 11th, Kelley avoided trouble on the track and raced his way to the front, eventually finishing third in what was his fourth Trans Am start ever.

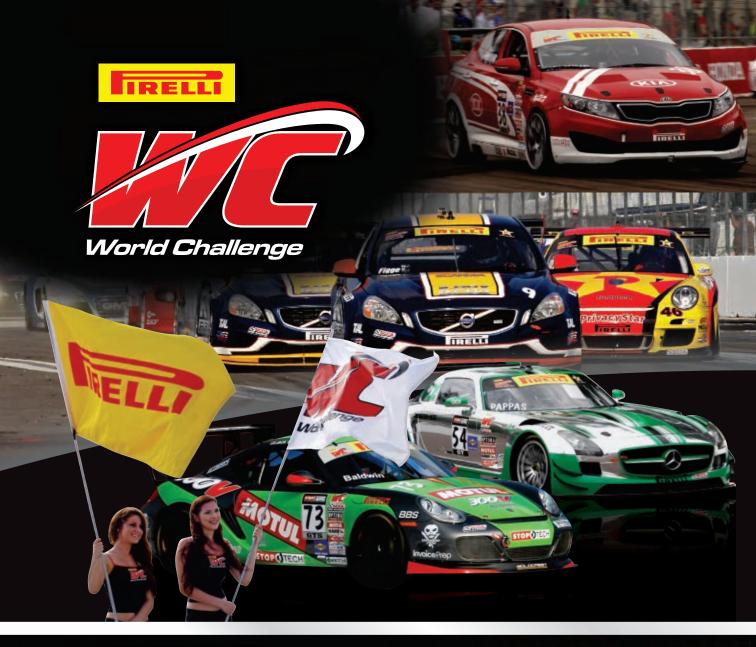
CONTACT

JASON ISLEY

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







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

www.world-challenge.com 🚾 🌃 🖪 📘





















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

Watch it on



All Times Eastern. Subject to Change

www.world-challengetv.com















01 ACCESSORIES | GRAPHICS **V**

I/O PORT EXCLUSIVES!

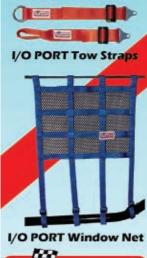


Record your Radio Transmissions onto your In-Car Camera! TVC15 \$199.95

ChatterBox Conversations Onto your In-Car Camera TVC-CB \$64.95



Seat Back Brace \$9995
Bolt-on...No welding...Adjustable
Fits most race seats.





ioportracing.com













GARFIELD, NJ 973.773.3177

WWW.STABLEENERGIES.COM

O1 ACCESSORIES | GRAPHICS V

MYLAPS

BLIND APEX

BRACING

PRODUCTS

RACING ALLVIEW RACING

AeroCatch

GOPTO Service

braille PS682

PAGID

PORTERFIELD

FREE SHIPPING!

- RETAIL STORE
- EXPERT ADVICE
- Huge inventory

01 ACCESSORIES | GRAPHICS ▼

GRAPHICS
Your Best Source for

Professional, High Quality
Competition Graphics

Full Racecar Graphics Autocross Number Sets Track Day Numbers Magnetic • Vinyl • Reusable

Easy Online Ordering www.izoomgraphics.com Phone 918.836.9666

Download Fastrack and stay up to date





Optimum Balance ProductsDesigned and built in England
by racers, for racers.

PegasusAutoRacing.com Æther Advanced Site Search™ Real-time stock status Technical information & articles

Pegasus Auto Racing Supplies

New Berlin, WI 53146

1-800-688-6946 order line 1-262-317-1201 fax line 1-262-317-1200 tech line 02 FABRICATORS | HARDWARE V



02 FABRICATORS | HARDWARE V



Motorsports' leading manufacturer of scale platforms since 1992

What's new for MK Technologies

- MKT1200 Scale Trays
 - Hub-Mounted Set-Up Wheels



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

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



MK Technologies wireless zero deflection scale pads available for all platforms

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

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

02 FABRICATORS | HARDWARE V











Cams

Headers

Engines

Modified Heads

Titanium Racing Parts

Racing Clutches Stroker Kits

Cranks knife-edged

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





www.hypercoils.com

New Patented Collector Designs Exhaust Development and Manufacturing All Types of Race Engines **Current to Vintage**

949.581.2181



02 FABRICATORS | HARDWARE V



Warehouse distributor and dealer for the following products





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

> RENTALS: FC-FF-CF Swift DB6, Crossle

Trackside Support Engine and Transaxle Services Complete fabrication and repair facilities

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

Don't know your NAS from a hole in the ground? We do.



We've been the leading supplier of AN, MS, and NAS Aerospace Hardware and Fasteners to Professional Racing for 25 Years!

AeroCatch[®]

The perfect modern replacement for hood pins and body latches.



Ultra Lightweight Racing Mufflers



ITG Air Filters



COAST FABRICATION We hold racing together.

> Huntington Beach, CA Ph: (714) 842-2603



02 FABRICATORS | HARDWARE V



BRAKE ROTORS

- Formula Ford
- Club Ford
- S2000/FC/DSR/FA

Swift, Van Diemen, Reynard, Ralt, Stohr, West, Carbir, Lola -

Check with us for others

www.campbellmotorsport.com



Made in the USA

03 ENGINES | DRIVETRAIN V



SPEC RACER FORMULA **ENTERPRISE ELAN DPO2** DEALER

ELITE/STAFFS TRANSMISSION IMPORTER

SEE OUR WEB SITE FOR DETAILS.

ww.comprent.ne



PREMIER ENGINE BUILDING AND PARTS SALES.

FORD 1600, 2 LITER FORD

LOTUS T.C., VINTAGE

STOCK & PREPARED PARTS AVAILABLE.

VISA & MC /UPS DAILY

4722 N.E. 148TH AVE. PORTLAND, OR 97230 (503) 255-1123

www.iveyengines.com

03 ENGINES | DRIVETRAIN V

Performance Engines



When only the best is good enough!

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

PAECO Industries (205) 823-7278

www.paeco.com

SAVE THE DATE...

Don't miss out on connecting with 40,000-plus SCCA members in these upcoming must-see issues of SportsCar...

OCTOBER 2013

Featuring: 2013 National Championship Runoffs Preview Materials due: July 30

Reserve your space in **MARKÉTPLACE** now!

04 SERVICES | RACECAR CONSTRUCTORS ▼

SPEC RACER ARRIVE 'N' DRIVE **YOUR CAR OR OURS** LINDELL Motorsports

847.344.5215 www.lindellmotorsports.com

TRACK RENTAL AVAILABLE

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

Located just 20 miles from beautiful historic Savannah, Ga.

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

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

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

04 SERVICES | RACECAR CONSTRUCTORS ▼



05 SAFETY EQUIPMENT ▼



EAST COAST DEALER SALES SERVICE FOR LIFELINE FIRE SYSTEMS

www.comprent.net

706 543-1797



05 SAFETY EQUIPMENT ▼









05 SAFETY EQUIPMENT ▼



Race Roll Bars Drag Race Roll Bars SCCA-IMSA Roll Cages Roll Bar Padding New Coll Facility
Video Camera Mounts
Pro-Cam Restraint Systems
Pro-Latch Restraint Systems
Window Net and Mounting Kit
Custom Race Fabrication
Harpers Stability and Par Harness Stabilizer and Pads Fire Extinguishers

Find all your Fastrack news on

scca.com/fastrack

06 ELECTRONICS **V**



NEW! Magnetic sensor for suspension measurement

- · Low cost, never wears out
- For ALL data systems



See our website for details DATA SYSTEMS www.competitiondata.com (716) 631-2880

06 ELECTRONICS ▼







GPS Data Logger

- Simpler to set up and use
- Powerful and accurate
- Integrated accelerometers for grip use measurement
- Expandable with external sensors



Race/road ready display

- Fully configurable
- Multiple screens of data



\$1095 (DL1 + DASH3lite)

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

06 ELECTRONICS ▼



veracity racing data

Order Online Anytime.

Nobody beats our selection. But we don't stop there, we also deliver legendary support. Our website offers tutorial videos, installation pictures, and more.

Prefer personal communication? We are here for that too, so call us anytime (well, almost anytime).









805.238.1699 paso robles, california veracitydata.com

COMPLETE RACING **RADIO SYSTEMS**

- Affordable The Best Value in Racing!
- Karting Very Lightweight System. Easy to Move from Kart to Kart!
- ChumpCar/LeMans -Budget Enduro System for 24 Hour Racers!
- NASA SCCA BMW CR -2 Levels of Radios, Long or Short Tracks

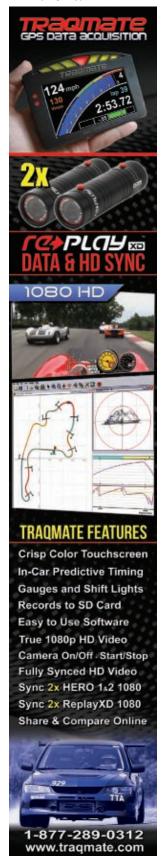
5 Watt, 16-199 Channels, Battery Eliminator for Car Hard Wire, Killer Antennas and much more. Check these out:

- Super Long Track Car Radio -25 Watts - In car Radio
- Portable Track-Side Antenna Tower - Tripod Base, 6 Sections
- 24 Feet Tall, 5/8 wave Antenna, 5.1 Db Gain. Breaks down to 4 Feet!

*NEW! Car Radio to In-Car Camera Interface! Now Capture Radio Chatter and Imbed it in your Race Videos!!! Connects the Car Harness to the Camera.

434-713-3109 clubracingradios.com

06 ELECTRONICS ▼











Now Available New Toyo Proxes RR 845-647-7407

www.philstireservice.com

USED GOODYEAR AND OTHER MAJOR BRAND RACING TIRES

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

(262) 740-0180

JBRacingtires@sbcglobal.net www.JBRacingtires.net



sales@porterfield-brakes.com





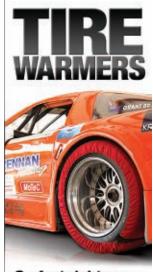
07 TIRES | WHEELS | BRAKES ▼







07 TIRES | WHEELS | BRAKES ▼



Go fast right away Set hot pressures Save heat cycles 1.866.HOT.TIRE



08 FUELS | OILS | LUBRICANTS ▼

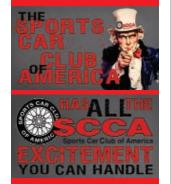


08 FUELS | OILS | LUBRICANTS ▼



09 TOOLS | SHOP EQUIPMENT | CANOPIES ▼





10 DRIVING SCHOOLS, AIDS | KARTING ▼

EnduranceKarting.com

All Karts Provided | Schools & Races Beginner to Pro

Average Age is 39

at these tracks: Lime Rock, CT Instructional Video (on our website)

John Ground Company (Company Company Com 704-992-2812

13 WANTED V

TRACK MANAGER POSITION Roebling Road Raceway

Facility is a 2.02 mile paved road course located on 160 acres 40 mile west of Savannah Georgia The job entails the complete day to day management of the track and it's ancillary systems and facilities The job is a 24/7 commitment and includes onsite housing as part of the compensation package

The track manager reports to the Buccaneer Region RE and the Board of Directors Qualifications required include past track management or comparable employment history The selected applicant will be required to pass a background and credit check

The target date for the new management is

Dec. 1, 2013 The deadline for submitting is Sept.30, 2013

Ted Migchelbrink RE Buccaneer Region 215 Calley Rd., Savannah, Ga 31410 email tmigchelbrink@rocketmail.com

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

MINIMUM BILLING: \$99

NEXT AVAILABLE: OCT 2013

Reserve space by: July 31

Materials due: Aug 2

Mails: Aug 16

TO PLACE BUSINESS CLASSIFIED:

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

BUSINESS CLASSIFIED CATEGORIES

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



PERSONAL CLASSIFIEDS

25 words 1 x **\$39** +photo **\$64**

25 words 2 x **\$54** +photo **\$100**

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

MINIMUM BILLING: \$39

Additional words (over 25): 70¢ ea.

NEXT AVAILABLE: OCT 2013

Reserve space by: July 31

Materials due: Aug 2

Mails: Aug 16

TO PLACE PERSONAL CLASSIFIED:

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

PERSONAL CLASSIFIED CATEGORIES

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

20 PRO RACING V



TWO (2) X 2011 RILEY CAMAROS > Full race car (2 cars) package for Grand Am, World Challenge or Club racing. The cars are almost identically in specifications: Motec power distribution module. Bosch 4.3 motorsport Grand Am ECU and data logger, Bosch MS4 Motorsport ABS system; current Recaro seat, Schroth Belts, custom developed OS Giken; dash technologies; short shifter kit; reverse electronic lockout, race-prepped Tremec transmission; the best of everything. Significant spares package totaling approximately \$85,000 in spares, including spare new transmissions, brake kits, suspension pieces and much more. Asking \$289,000.00, open to reasonable offers or trades. Contact Steve at steve@zsamotorsport.com or (201) **602-8272**. [24872-09]

20 PRO RACING V



2013 MUSTANG BOSS 302S > The 2013 Mustang Boss 302S comes equipped with the 5.0L TIVCT Boss engine with racing calibration and a full safety system. This is an off-road only, race prepped, and turn-key for World Challenge, NASA American Iron, and other racing series. Limited production- only a maximum of 50 units will be produced! Serialized for collectability. This Vehicle does not have a VIN and is not street legal. Contact Tim Schaiberger at tschaiberger@yahoo.com. [24871-12]



1998 TRANS-AM CHAMPION CORVETTE > Multiple race winner with great history. Rocketsports chassis fresh engine complete rebuild ready to race. Generous spares package and spare engines available. Fast safe car ready to win. \$110,000. Contact John at (517) 337-3000 or john@gorsr.com. [24853-10]

21 OTHER PRO SERIES ▼



2010 VIPER ACR-X > Winningest ACR-X in the history of the Viper Cup. Two consecutive National Championships. Every bit of additional equipment and preparation was put into this car. Full data and video Race Keeper system. Fire suppression. Polished wheels. 1 of 50 ACR-Xs built. Detailed engineering and set-ups from two years of racing included. Prepared by Viper Exchange. Racing support and maintenance available. Price: \$112,000. Contact us at (888) 332-9433 or bernie@ tomballdodge.com. [24725-10]

22 OPEN WHEEL | SPORTS RACERS V



SRF #680 > SRF #680 has new engine and some spares. Price \$15,000 0B0. Contact Mike Niehaus at niehaus@ windsorhomes.com. [24869-10]

22 OPEN WHEEL | SPORTS RACERS V



2004 STOHR DSR > Chassis #009 was purchased in 2008. Rebuilt /upgraded by Kevin Mitz, tunnels, no motor or radiators. Roller \$16,000. Contact Tim at (415) 290-2324 or tcollins@ KleenSpeed.com. [24874-22]



SPEC RACER #655 > Spec Racer #655 in perfect condition, Ford transmission installed otherwise a roller, no radiators, fuel or oil. Price \$6000. Contact Tim at (415) 290-2324 or tcollins@ kleenspeed.com. [24875-11]

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]



RADICAL SR3 > 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, high downforce package, graphics package, 3-way adjustable shocks, data logger with advanced dash, professionally prepared by Tatum Racing, no races-just track days, Wilwood 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. [24866-11]



LOLA 89/90 SPORTS 2000 > Winning, fast S2. Super-stiff tub, extra roll cage bracing, nose box. Updated front and rear suspension with Penske shocks. Blueprinted Hewland, strong Elite Ford. 1st place 2011 June Sprints, 2nd 2011 SCCA Runoffs. Asking \$39,900. Consider nice street trades. Contact Alan Andrea (847) 431-5611 or aracer@msn.com. [24876-10]

22 OPEN WHEEL | SPORTS RACERS V

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]



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 & throttle bodies. New oil cooler for new motor. Fresh Hewland 6-speed seguential. 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.

23 PRODUCTION BASED | GT ▼



PORSCHE 944 TURBO > Porsche 944 Turbo has rotisserie build; 375 RWHP a 1.1 bar; 2450 lbs. Fresh Lindsey racing engine & fresh race prepped 6-speed. Retired - \$24k. Contact Rob at Rdpatt951@gmail.com. [24868-10]



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 0B0. Contact Jim King (704) 968-2320 or jfk3@ carolina. rr.com [24817-09]



23 PRODUCTION BASED | GT ▼



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



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



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. [12467-11]



SCCA T2 MUSTANG > Newly upgraded to 2011 5.0 liter drive train. Roll cage built by Fall-Line racing. Raced one National weekend since completion. Complete package, beautiful race car. Spares and tires come with car. Delivery and track support available. \$25,000. More pictures available upon request. **Contact** Alex Krugman at (561) 706-3967. [24882-09]

GT1 CAMARO > Race fab chasis, Trans-Am history, 18 degree 331 motor, 9 inch Ford rear. Race Ready. Spares. \$60,000. Contact Frank Tavolacci in Thornwood, NY at (914) 769-8235 or (914) 557- 6434. [24867-09]

23 PRODUCTION BASED | GT V



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 at (530) 412-0649 or jblacksrf17@ hotmail.com. \$59,000 OBO. [24873-10]



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. 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. [24879-10]

26 TOW VEHICLES | TRAILERS V



50 FT HITECH 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]

PERSONAL CLASSIFIEDS

25 words 1 x \$39 +photo \$64 25 words 2 x \$54 +photo \$100 25 words 3 x \$73 +photo \$134 25 words 4 x \$86 +photo \$164

MINIMUM BILLING: \$39

Additional words (over 25): 70¢ ea.

NEXT AVAILABLE: OCT 2013

Reserve space by: July 31 Materials due: Aug 2 Mails: Aug 16

TO PLACE PERSONAL CLASSIFIED:

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

PERSONAL CLASSIFIED CATEGORIES

20 PRO RACING

21 OTHER PRO SERIES

OPEN WHEEL | SPORTS RACERS 22

23 PRODUCTION BASED | GT

24 SOLO

25 RALLYCROSS

26 TOW VEHICLES | TRAILERS

STREET CARS

28 SERVICES

ADVERTISER INDEX	
ATI	67
Auto Meter	55
Borla	73
Canton Racing	
Chicago Region SCCA	49
FixRim	
FuelSafe	55
G Force	71
GoPro	37
Hankook	
Harbor Freight Tools	61
Hawk Performance	9
HJC Motorsports	51
HMS Motorsports	35
Intercomp	19
K1 Race Gear	65
Kia	7
KW Automotive North Am	nerica C4
Longacre Racing	
Michelin North America	
MOTEC Research Centre	
Motovicity Distribution	
Nissan	95
PFC Brakes	51
Racer Parts Wholesale	
	27
Sampson	65
SCCA	
SCCA MAVTV	75
SCCA World Challenge	
Steve E Goldin SEG	
Sube Sport	
Swain Tech	65
Tire Rack	
Toyo Tires	11
Wilwood Engineering	25

CLASSIFIED AD FORM (MAXIMUM 25 WORDS; EXTRA WORDS 70¢ EACH)

(1	_(2	_(3	_ (4	(5
(6	_(7	_(8	_ (9	(10
(11	_(12	_(13	_ (14	(15
(16	_(17	_(18	_ (19	(20
(21	_(22	_(23	_ (24	(25)
(26	(27	(28	CATEGORY #	

PAYMENT: Full payment must accompany all orders. Checks (payable to RACER Media & Marketing, Inc.), Visa, MasterCard or American Express accepted. All foreign orders must be paid with international Money Order in U.S. funds drawn on U.S. bank. All advertisements are subject to acceptance by publisher.

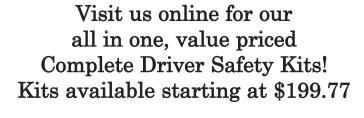
MAIL TO: RACER Media & Marketing

16842 Von Karman Avenue, Suite 125, Irvine, CA 92606

Your One Stop Source!



OMP Technica Plus 2 SFI-5 Suit OMP-IA01830 \$1149.00





Longacre DXI Semi-Pro Scales LAR-72601 \$1139.95



ATL FIA FT3 Sports Fuel Cells ATL-SP1 Varies



RaceQuip Suit Sale! SFI-1 Single-Laver from \$99.95 SFI-5 Multi-Layer from \$259.95



G-FORCE Carbon Fiber Helmet GFR-3028 \$349.99



HANS Sport II Device **HAN-SPORT2** \$635.00- \$645.00



Red Line 15W40 Race Oil RD1-0404 \$12.95



G-FORCE Camlock SFI 16.1 Harness GFR-7000 \$149.99



SPA Technique 2.25L FireSense Fire Supression System SPT-LWM \$421.60-\$615.70



















Your One Stop Source for Racing Parts & Safety Equipment

RacerPartsWholesale.com FREE Shipping on Orders Over \$100!





CALENDAR

SPORTS CAR CLUB OF AMERICA SEPTEMBER 2013 FIND SCCA CLUB RACING, RALLY, AND SOLO EVENTS NEAR YOU









WORLD CHALLENGE

world-challenge.com

Mar 22-24 St. Petersburg, Fla. (GT, GTS double)

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 triple) Jul 12-14 Streets of Toronto, Can. (GT, GTS) (TC, TCB double)

Aug 4-6 Mid-Ohio Sports Car Course, Ohio (GT, GTS) (TC, TCB double)

Aug 24-26 Sonoma Raceway, Calif. (GT, GTS) (TC, TCB double)

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

Trans Am

TRANS-AM SERIES

gotransam.com

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

May 19 CTMP, Ontario, Canada 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.

Doug Peterson (TA); Cameron Lawrence

(TA2); David Seuss (TA3) Jun 21 Road America, Wis.

Doug Peterson (TA); Cameron Lawrence (TA2); Chuck Cassaro (TA3)

Aug 17 Mid-Ohio, Ohio Sep 1 Brainerd Int'l Raceway, Minn.

Sep 29 VIRginial Int'l Raceway, Va. Nov 3 Road Atlanta, Ga.

Nov. 17 Daytona Int'l Raceway, Fla.

PLAYBYY PLAYBOY MAZDA MX-5 CUP

mx-5cup.com

Ohio (double)

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,

Christian Szymczak; Elliott Skeer Jul 19-21 Canadian Tire Motorsports Park, Canada (double)

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



f2000championshipseries.com

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

Tim Minor; Kyle Connery Jul 26-28 Mid-Ohio, Ohio

Aug 9-11 Mid-Ohio, Ohio

Aug 23-25 Summit Point, W.Va.

(all events double weekends)

FI600 Formula F championship

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

Aug 3-4* PIRC/Steel Cities

Aug 8-11* Pocono/Tri-Region

NNJR, Tri Region (860) 678-8356 Tri-Region (609) 352-1757

SOUTHEAST sedivracing.org

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

Atlanta/Alabama (770) 472-0460

MIDWEST midiv.org

Aug 3-4* Majors - Gateway Motorsports Park/St. Louis

St. Louis (314) 6571

ROCKY MOUNTAIN coloradoscca.org

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

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

Aug 3-4*R PIRC/Steel Cities

Aug 3-4 Summit Point/Washington DC

Aug 10-11* NHMS/New England

Aug 16-18 NJMP/Jersey Racing Board

Aug 31-Sep 2 Summit Pnt/Wash. DC

Sep 7-8* NHMS/New England

Sep 14-15 Watkins Glen/Finger Lakes

Sep 20-21 Lime Rock/New York

Sep 28-29* Nelson Ledges/Mahoning

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

Oct 18-20 NJMP/Jersey Racing Board

Finger Lakes (315) 597-9637 Glen (607) 425-4339

Jersey Racing Board (609) 926-4842

Mahoning Valley (330) 418-3328

New England (508) 561-2188

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

Aug 10-11* Daytona/Central Florida Aug 17-18*# Charlotte Motor Speedway/Central Carolinas

Aug 30-Sep 1* Barber Motorsport Park/Alabama, Tennessee Valley Aug 31-Sep 1# Sebring/Central Florida

Sep 14-15*# Homestead/Florida Sep 28-29# Daytona/Central Florida Oct 5-6# Roebling Road/Buccaneer Oct 19-20*# VIR/North Carolina Oct 19-20 Sebring/Central Florida Oct 25-26# VIR/North Carolina Nov 1-3# Road Atlanta/Atlanta Nov 9-10# PBIR/Florida

Nov 30-Dec 1 Sebring/Central Florida Ala/Tenn Valley (770) 472-0460 Buccaneer (912) 897-1944

Central Carolinas (828) 684-2696 Central Florida (407) 568-6902

Florida (561) 318-1383 North Carolina (800) 342-7390 South Carolina (704) 575-5960

GREAT LAKES greatlakes-scca.org Aug 10-11 R Mid Ohio/Cincinnati Aug 31-Sep 1* Mid Ohio/Ohio Valley

Oct 5-6* Mid Ohio/Ohio Valley Oct 19-20 (quad) Nelson Ledges/ Neohio

Cincinnati (513) 528-9217 Neohio (216) 390-2856 Ohio Valley (614) 735-7561

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

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

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

SR = Social Rally

FOR CHANGES

CR = Course Rally

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



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

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

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

Oregon (503) 224-9469 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

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/

Houston

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

SCCA ACCREDITED SCHOOLS

REGIONAL AND NATIONAL

Bertil Roos Racing School

(800) 722-3669 racenow.com

Bob Bondurant School

(800) 842-7223 bondurant.com

Bridgestone Racing Academy

(905) 983-1114 race2000.com

The Jim Russell Racing Schools

(707) 939-7600 jimrussellusa.com

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

Skip Barber Racing School

(860) 435-1300 skipbarber.com

REGIONAL ONLY

Allen Berg Racing School

(888) 722-3220 allenbergracingschools.com

(281) 369-0677 msrhouston.com

Porsche Sport Driving School

(888) 204-7474 porschedriving.com

Spring Mountain Advanced Driving School

(888) VET-4FUN

springmountainmotorsports.com

DRIVERS SCHOOLS

BIR Performance Driving School

(866) 511-7606 birperformance.com

FAASST Performance Driving School

EAST: (877) 266-4429,

WEST: (719) 761-1372 faasst.com

Danny McKeever's Fast Lane Racing

(888) 948-4888 raceschool.com

Pro Drive Racing School

(503) 285-4449 prodrive.net

ProFormance Racing School

(253) 630-5130

School

proformanceracingschool.com

Sports Car Driving Experience

(800) 453-5506

corvetteracingschool.com

Waterford Hills Road Racing Inc.

(248) 623-0070 waterfordhills.com



OFFICERS

Chairman LISA NOBLE Vice Chairman DICK PATULLO Secretary TODD BUTLER Treasurer MICHAEL LEWIS

NATIONAL STAFF

President JEFF DAHNERT
VP Member Services COLAN ARNOLD
VP Program Development

HOWARD DUNCAN

VP Finance RICHARD EHRET VP Club Racing TERRY OZMENT
VP Marketing/Communications ERIC PRILL

PRO RACING STAFF President TOM CAMPRELL

SCCA ENTERPRISES STAFF

President ERIK SKIRMANTS

NATIONAL OFFICE

Sports Car Club of America, Inc. P.O. Box 19400, Topeka, KS 66619-0400

NATIONAL OFFICE INFO, HOURS

Mon-Fri, 8 a.m. to 5 p.m. Central time

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

Pro Racing (785) 357-7223

Solo (785) 232-7656

Licensing (800) 770-2055 or (785) 357-7222, x357

Club Racing Technical Assistance (785) 379-8324

SCCA Enterprises (303) 693-2111 COMMUNICATION ACCESS

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

SCCADIRECTORS

Area 1: Dick Patullo

370 Chapin Road, Hampden, MA 01036 (413) 566-3643; dpatullo@scca.com

Area 2: **Jerry Wannarka**

3284 Danmark Drive, Glenwood, MD 21738 (443) 266-7170; jwannarka@scca.com

Area 3: Robin Langlotz

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

Area 4: Stephen Harris

1619 Chartwell Dr., Dayton, OH 45459 (937) 438-3005; sharris@scca.com

Area 5: Bruce Lindstrand

532 Stiles Ct., Darien, WI 53114 (262) 724-3346; blindstrand@scca.com

Area 6: Lisa Noble

11975 Blue River Hills Road, Manhattan, KS 66503 (785) 539-8604; Inoble@scca.com

a 7: Dan Helman

343 Lago Trace Dr., Huffman, TX 77336

(281) 324-6664; dhelman@scca.com

Area 8: Bill Kephart

4735 Centennial Blvd Colorado Springs, CO 80919 (719) 632-8000; bkephart@scca.com

a 9: Brian McCarthy

1048 Millet Way, Sacramento, CA 95834 (916) 712-5742; bmccarthy@scca.com

Area 10: John Walsh

244 Mendon Center Rd., Honeoye Falls, NY (585) 624-9289 (h); jwalsh@scca.com

Area 11: Michael Lewis 18781 Heritage Drive, Poway, CA 92064

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

Area 12: **Philip Creighton** 3109 Trotter Parkway, Alpharetta,

GA 3000A (678) 366-2100; pcreighton@scca.com

Area 13: Todd Butler

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



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 Cities

Sep 14 CT/PDX Summit Point/ Washington DC

Sep 21-22 PDX Summit Pnt/Wash. DC Sep 28-29 PDX Nelson Ledges/ Mahoning Vallev

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

Aug 3-4 HC Chasing the Dragon/ Central Carolinas

Aug 31-Sep 1 PDX Sebring/Central Florida

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

Alabama, Tennessee Valley **Nov 1-3 PDX** Road Atlanta/Atlanta

Ala/Tenn Valley (205) 422-1417 Atlanta (770) 472-0460 Buccaneer (912) 897-1944 Central Carolinas (828) 684-2696 Central Florida (407) 568-6902 South Carolina (704) 575-5960 Talladega TT PDX (205) 422-1417

GREAT LAKES greatlakes-scca.org
Aug 9-10 CT/PDX Mid Ohio/Cincinnati
Aug 31-Sep 1 PDX Mid Ohio/Ohio
Valley

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

CENTRAL cendiv-scca.org

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/

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

NOT OVER YET Racing runs strong year round, like at CENDiv's Double Regional at Brainerd on Aug. 31-Sept. 1.

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

Nick Barbato; Learic Cramer

Rutherford, N.J.

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, Neb.

TIRE RACK® SCCA SOLO CHAMPIONSHIP TOUR

Aug 3-4 Wilmington Airpark, Wilmington, Ohio

TIRE RACK® SCCA SOLO NATIONAL CHAMPIONSHIPS

Sep 3-6 Lincoln Airpark, Lincoln, Neb.

TIRE RACK MATCH TOUR

Oct 19-20 Arkansas Aeroplex, Blythville, Ark.

Nov TBA California

REGIONAL

Date Track/Region Phone numbers are for Region registrars

NORTHEAST nediv.com

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

SOUTHEAST sedivracing.org

Aug 11 Oak Mountain Amphitheater/ Alabama

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

Sep 15 Oak Mountain Amphitheater/

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

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

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

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

MIDWEST midiv.org

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

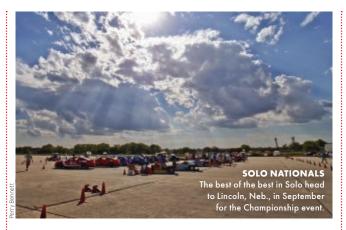
Oct 13 Hutchinson Naval Air Base/ Wichita

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

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

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

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

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

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

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

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

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
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

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/Cai Club

Dec 13 Triskaidekaphobius/Arizona

Border

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

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

Aug 24-25 NOLA Motorsports/Delta **Delta** dcuccia.dc@gmail.com

Lone Star info@texasrallysport.com



ROOTS A JOURNEY INTO SPORTSCAR'S BACK PAGES



10 YEARS AGO...

SEPTEMBER 2003

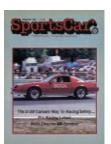
 The SCCA Foundation, which was founded in 1986, announced itself as "renewed, rejuvinated, refocused, and working for you." Since then, the Foundation has expanded to include far more than anticipated, even assisting in life-saving driver education programs.



20 YEARS AGO..

SEPTEMBER 1993

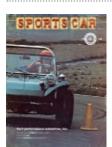
- This issue contained the Who Will Win the Solo Nationals. Many of those names also appear in this month's Who Will Win.
- It was announced that the 1993 Runoffs at Road Atlanta would not use the course's chicane, citing safety as the primary concern.



30 YEARS AGO...

SEPTEMBER 1983

• The cover feature centered on the official pace car of the SCCA, a 1983 Chevy Camaro Z-28. It was noted that in order to pace the SCCA Pro Racing Trans Am race at Summit Point, the pace car was running within two seconds of the SSGT track record.



40 YEARS AGO...

SEPTEMBER 1973

This issue featured an interview with Club and Pro driver John Morton, We'll have to see, but rumors abound that Morton will return to race at the 2013 National Championship Runoffs in a BRE-inspired Nissan.



50 YEARS AGO..

SEPTEMBER 1963

 What would racing be without controversy? In this issue, a letter to the editor argued the pros and cons of different Formula Vee rules proposals. According to the member, one proposed set of rules played favors to one manufacturer over another.



THE ARRC BEGINS

Ten years ago, the Club was celebrating 40 years of crowning Club Racing champions. Consequently, a feature told the story of the first American Road Race of Champions, held at Riverside Raceway in Southern California in 1964.



AFFORDABLY PRO

SCCA is known for affordable professional racing series, and back in 1983 that series was the VW Rabbit/Bilstein Cup. The series pitted inexpensively prepared Volkswagens against each other with action as close as today's MX-5 Cup.



FIRST RESPONDERS

The SportsCar feature Those Road Atlanta Quacks covered the medical personnel at Road Atlanta who help save lives during Club Racing weekends. The story revealed that the track's medical facility was actually thanks in large part to the hard work and dedication of Atlanta-based surgeon Dr. Norman E. McSwain Jr., who became interested in the SCCA, with that interest turning into a desire to keep racers safe.



Innovation that excites

50 YEARS 96 CHAMPIONSHIPS 1 BRAND

Nissan's success at the Runoffs is almost as legendary as the race itself. We congratulate our drivers and all the other SCCA champions over the past 50 years. The real strength of the SCCA comes from its members and their dedication to the sport. Here's to another

Nissan SCCA Champions*

50 years!

- Bob Sharp Jack Scoville 1970 John Morton 1970 John Morton 1971 Robert McQueen 1971 Bob Sharp 1971 1972 Bob Sharp Robert McQueen 1972 1972 Bob Sharp 1973 Bob Sharp 1973 Dave Frellsen 1973 Don Devendorf 1974 Walt Mass 1974 Dave Frellsen 1974 Don Devendorf Bob Sharp 1975 Dave Frellsen 1975 Damon Pleasant 1975 1976 1976 Joe Hauser 1976
- Elliot Forbes-Robinson Elliot Forbes-Robinson Dick Davenport Logan Blackburn 1976 1977 1977 Dick Davenport D.J. Fazekas Frank Leary 1977 1978 Tom Brennan 1978 1978 Dave Frellsen Dick Davenport 1978 1978 D.J. Fazekas 1979 Paul Newman Bill Coykendall Dave Frellsen 1979 1980 1981 Rob Dyson 1981 Joe Hauser Joe Hauser 1982 Sanchez, Luis 1983 Mike Rickman 1983 Jim Roberts 1983 Dave Carkhuff 1983 Izzy Sanchez Larry Hendricks Jim Fitzgerald Morris Clement 1983 1984 1984 1984 Larry Hendricks 1984 Paul Newman 1985 Pepe Pombo 1985 1986 Paul Newman

Scott Sharp Bobby Studdard

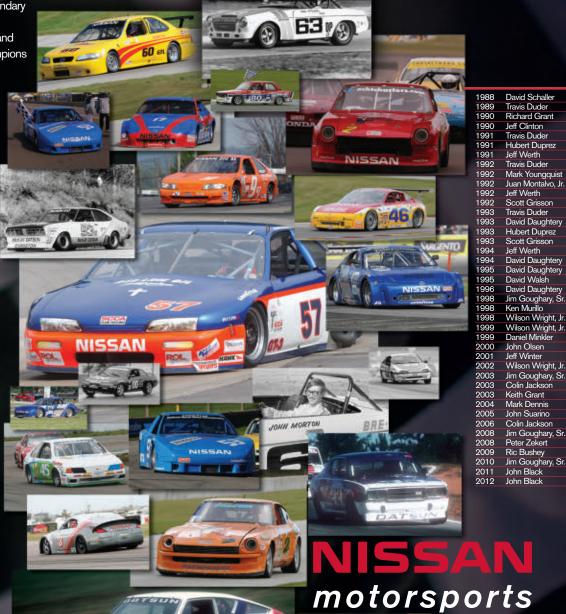
Scott Sharp

Scott Sharp

Morris Clement

1986 1987

1987 1987



*All Nissan Champions are not depicted.

888.833.3225

Email: nmc.race@nissan-usa.com 24-hour fax line: 615.223.3341





KW VARIANT 3 2-way adjustable



CLUB SPORT
2-way adjustable
includes racing top mounts



CLUB SPORT
3-way adjustable
includes racing top mounts



KW COMPETITION
3-way adjustable



*Variant 3 and Clubsport models only