



# 71.10

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### OCTOBER 2013 SPORTSCAR

### SPORTSCAR

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### **ON THE COVER**

This month's cover previews our Who Will Win the Runoffs feature. The photo is of our American Sedan pick, Andy McDermid. Dennis Wood snapped the shot at the July 13-14 U.S. Majors Tour at Gingerman Raceway.



.....

WHO WILL WIN? Enjoy our guesswork as we predict the winners of the 2013 Runoffs



PRESERVING HISTORY There was racing in Elkhart Lake, Wis., before Road America





NORTHEAST SUPER TOUR Racing was tight at the final round of the BFGoodrich Tires Super Tour

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

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Competition GTS-class turbocharged Optima shown.





## A Spectacular Season

f you read last month's column, you'll know that half of this issue is completely made up. That's right, you hold in your hands another *Who Will Win* issue - this one centered on the National Championship Runoffs, held Sept. 16-22 at Road America. While this is the 50th time around for this title event, we still have absolutely no idea what will happen once the green flag waves. What is known, however, is that every aspect of the event, from the racing to the paddock parties, will be exceptional.

# 7 This series has been producing breathtaking races for the win"

How do I know this? I've been following the 2013 BFGoodrich Tires Super Tour, which just wrapped at Watkins Glen International on July 5-7 (coverage starts on pg. 56). Competition at these events has been unmatched, with some spectacular races to the checker - none of this season's six Super Tour weekends disappointed. I only attended two weekends in person, competing at one, but that was enough to see how serious the competition has become.

The U.S. Majors Tour, a 19-race series broken into four Conferences, has also been traversing the country, attracting SCCA's best Club racers. This series has produced breathtaking races for the win, not to mention wonderful displays of sportsmanship - and the battles are only going to intensify when these drivers converge on the Runoffs.

This is on top of the significance of this year's Runoffs. 2013 marks the 50th running of Club Racing's biggest

**y**t

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event. In the early years, the Runoffs alternated between Riverside International Raceway and Daytona International Speedway, eventually moving to Road Atlanta, which it called home for 24 years. The Runoffs has since traveled to Mid-Ohio Sports Car Course and Heartland Park Topeka, and now rests at Road America in Elkhart Lake, Wis. - a city with a history as incredible as the Runoffs (flip to pg. 52 to learn more about how racing saved Elkhart Lake, Wis., multiple times).

To celebrate this year's historic Runoffs, the Club is preparing special events, including driver and worker photos and a massive 50th Runoffs celebration the night before the first championship race. Workers, drivers, crew, and fans alike are welcome to check out the party. Read more about the plans on pg. 35 - and then be there.

### COVERAGE TO COME

This issue marks the last of the championship previews for 2013 - the next three issues will be packed with coverage from SCCA's championship events. The November issue will contain the Tire Rack Solo National Championships and Tire Rack ProSolo National Series, with the Runoffs and RallyCross National Championship appearing in the December issue. The January issue will contain wrap-ups from SCCA Pro Racing's various 2013 series, as well as coverage from the United States RoadRally Challenge.

The best part of the SCCA is that, as a member, you're invited to compete in any and all of these events. That's right; it's time to start planning for the 2014 season! •

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### HEADS UP

The next issue of SportsCar will include extensive championship Solo coverage, including blow-by-blow reporting from the Tire Rack ProSolo Finale (ABOVE).

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# VICTORY IS SWEET

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# VANTAGE POINT JEFF DAHINERT

PRESIDENT AND CEO OF SCCA INC.

**BEING BETTER** 

Not everyone who

takes the green flag

at the Runoffs will finish on the podium.

But it's competing

that will make you

against the best

a better driver

## The Competition

ere at the SCCA, we try to provide a place for everyone to engage his or her passion for motorsports. This can take different forms and involve many levels of commitment, depending on what you are looking for. We have entry-level programs that strive to make it easy to get involved. We have programs that move you up the ladder as you get more competitive - and, we have the highest level competition programs for those who are the most committed and passionate about motorsports. This month we are taking a look at those Club Racers who seek the highest level of competition in amateur road-racing, and the event that provides it: the SCCA National Championship Runoffs.

This year will be the 50th running of our championship event and the last year of our stay at Road America. Qualifying for this annual event is something that many of our racers focus on all year long, attending events and earning a spot in the championship

### There is an old adage in sports that says if you want to be the best, you have to play the best"

field. If you haven't yet seen it, take a look at the "GoPro SCCA Runoffs at Road America" video on YouTube.com. It captures the spirit of what this event is all about. I think Danny Steyn sums it up best when he says, "It's nice to win a championship, but it's even better to win the Runoffs!"

This event will have the absolute best amateur racers in America competing for championships in their respective classes. While there are a number of drivers who have the ability to win the Runoffs, very few will stand on the top step in the winner's circle. You can prepare and plan all you want, but on race day the unplanned can, and does, happen. It's this unknown and uncontrolled aspect of the sport that makes a victory at the Runoffs so much sweeter. There is no series, no best of seven. You get one chance, winner take all.

There is an old adage in sports that says if you want to be the best, you have to play the best. If you want to know how good a driver you are, you need to attend the Runoffs and see how you measure up to the best we have to offer. I remember going to my first Runoffs, which was the last year at Mid Ohio. Two gentlemen came to the race office to get their official finish results. They finished ninth, but you wouldn't have known it. They began jumping up and down and yelling "top 10, top 10!" Their smiles and shouts continued all the way back to their paddock. If making the top 10 provides that kind of reaction, imagine the feeling when you drive around the track with that checkered flag in your hand.

We have a lot of special events planned for this year's 50th, and I hope that whether you are a driver, a member, or a racing fan, you will come and join us in Elkhart Lake, Wis. The atmosphere, the spirit of sportsmanship, the track, and the town make this a very special place and one that needs to be experienced. Next year we will move west to Mazda Raceway Laguna Seca to crown our champions. But, this year's champions have a date with destiny in Wisconsin. Here's to all who make the sacrifices. endure the hours, and strive to be part of our big show. It's all worth it when you get there!



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# INSIDE THE BOARD Lisa Noble

ompetition is in our DNA. With almost 70 years of competition behind us, we can say that the country's best Soloists, Club racers, RallyCrossers, and RoadRalliests continue to drive in the SCCA. Our National Championship events, such as the Tire Rack Solo National Championships, National Championship Runoffs, and RallyCross National Championship, are among the more than 2.000 events that SCCA holds across the United States. We host more National events with the most opportunities to compete with the most cars and most classes - that's a lot of "mosts." We offer the broadest range of competition nationwide and take on all comers - any surface, any place, any time.

The other day, someone asked me how I could say that we are the best amateur racing organization in the country, and I wanted to be sure to answer him. See above...

We are heading into our championship season - the Solo Nationals, the 50th Runoffs, and the RallyCross National Championship all play out the end of the season in order to crown and honor

A new business model for the Runoffs will take the event to Mazda Raceway Laguna Seca in 2014"

the best of their participants. While many competitors set goals to end their long-fought season at a National Championship, only a select few receive that coveted championship jacket or stand at the top of the podium. These events give us the opportunities to honor their dedication and talent.

There is no doubt that there is great power in a championship, in the initial desire to strive toward it, in the heat of battles fought to attain it, and in the glow of realization that you have

## The Best

accomplished something special and unique. Yet each of our competitors and volunteers can find pride in accomplishment or participation in these programs.

CHAIRMAN, SCCA BOARD OF DIRECTORS

There's a wise old saying: All victories are not celebrated on the winner's stand. If the only objective for attending a championship event was the podium, our entries would be sparse. My first Runoffs goal was to not finish last - and I know from personal experience that a first top 10, beating a particular competitor for the first time, and finally making the car perform the way I want it to, are all worthy accomplishments that can define success. I challenge each competitor and volunteer who attends to find that opportunity - to come away from these championship events with a positive experience.

There is no doubt that we perform at the highest levels. To continue to do so means focusing on growth - it means continuing for us to push an aggressive and realistic cultural change. Our programs must change and evolve in order for us to continue to provide the level of service and competition that keeps our competitors striving for those great championships, and our volunteers interested in supporting the endeavor.

It means bringing pride back to the Club in a way we haven't seen since the "good 'ole days." SCCA's best days are not behind us - they're right in front of us, and we have to be open to the changes ahead.

This year's Runoffs will celebrate the 50th running of that event. It will also end our string of years at iconic Road America, signaling one of those cultural changes. A new business model for the Runoffs will take the event to Mazda Raceway Laguna Seca in 2014, Daytona in 2015, and then back to the much loved Mid-Ohio Sports Car Course in 2016, each for one year. This is a truly revolutionary model of event rotation that will give Club members from each part of the country the opportunity to experience the thrill of Runoffs competition.

We are full of a rich history - of who's who in motorsport, decades of competition, top tier talent, excellence in both execution of our events and in competition, as well as an unmatched number of opportunities to compete. Yes, we are the best. •



#### GOALS

Drivers heading to their resepective championship events should have a goal – and that goal doesn't necessarily have to involve running with the front pack. Often, just cracking the top 10 is an accomplishment in and of itself. 12424



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### THANKS WORKERS

While racing in Saturday's big bore U.S. Majors Tour at Watkins Glen, a bit of rubber caught between my door and muffler, causing the door to catch fire. The car was stopped in the bus stop runoff area. A corner worked came running from my left with a fire bottle, jumped the fence, caught his foot on the fence (I think), and landed on the pavement. Despite a hard fall, he proceeded to get up off the asphalt and help extinguish the fire. I don't know who this man is, but I wanted to reach out and thank him for making the effort - and also express my hope than he isn't hurting too much from having taken a fall in doing so. A big thanks to all the corner workers for all they do, all the time.

Roh Lentz

#### **GOOD NEIGHBORS**

Our thanks for the September OnRallying story about Steel Cities Region's The Addressing of Cats Regional Course rally. One of the rally's highlights needs emphasizing, however, in that the event had a huge contribution from our neighbor, Allegheny Highlands Region, by allowing Steel Cities Region to use their Solo course for two legs of our RoadRally. Bryan Smith, AHR Solo Chair, worked within our early morning time restraints and walked the surprised ralliests through the unfamiliar course. The rest of the Allegheny Highlands crew outdid themselves to be great hosts to a bunch of Solo novices. The cooperation between regions as well as sports was fantastic.

Bruce Gezon

ALSO...

Many of you have probably read Bill Secrest's letter to the editor of

WRITE TO SPORTSCAR MAGAZINE: 16842 VON KARMAN AVE., STE. 125, IRVINE, CA 92606 OB E-MAIL SPORTSCAR PACED COM **OR** E-MAIL SPORTSCAR@RACER.COM

SportsCar (Rants, August 2013) with some valid points regarding the scheduling of the Course RoadRally in the USRRC weekend. He doesn't seem to know that one of the three rallies is now a GTA, which further complicates scheduling. To paraphrase, he expects to find a couple of Tour rallies awaiting the entrant and wants to know why the Course rally is "always" scheduled as the middle RoadRally of the three. This leaves the non-Course rallyist with a day to kill and a day's expense to eat.

The USRRC weekend has long been a subject of grumbles and gripes because of the inclusion of the "dreaded" Course rally for those who cherish its existence. Remembering that the Course rally was the staple of all TSD rallying for

the early years of SCCA, it seems the proponents of this mind game version of RoadRallying have gotten older and the newcomers haven't adapted well to the concept. Now many GTAs, another old staple of local rallies then know as "gimmick rallies," have taken a more severe turn toward being a Course rally without calculations. This is funny, in that most of the diehard course rallyists won't even give this breed a try. We seem to be a group of people who can't please them all, so don't even try.

To Bill, I say that you missed your chance to see how it could be to your liking if you had only attended the USRRC offered by Detroit Region last fall. You are "smart enough" to have done well on all of those events. Don't give up on the USRRC just yet - there are plans for the future that address your complaints and, to the dismay of those of us who lived in the Course rally age and still seek them out, Course rallies will continue to survive by themselves, at least until we all die off.

Bruce Gezon

### A CLASSIC METHOD

As an "older" member of the SCCA, I haven't competed in years, but I do try to keep up with all the goings-on within the various types of competition. The last year or two has intrigued me with all of the proposed changes in Solo and Club Racing. Classes that have been around for decades are now being reorganized or eliminated. This is nothing new. In the 1970s and '80s, during the height of my activity with the Club, we were going through the same issues. Since I'm more of a passive member these days, I'm entertained to watch the next generation fight the same battles I fought some 30 years ago. Regardless of what happens, however, members should remember that no matter how your class is affected, time goes on, competition continues, and you should always remember to have fun. That said, I also recommend my tried and true method of getting my way: raise hell at the SCCA National Convention. "Walt" Rogers

### **RACE LESS, GO FASTER**

The August issue's Top Secret features had a few very surprising nuggets of information. My mind was blown with Andrew Aquilante's suggestion to "save your car, save your time." To summarize, he said to learn the track, set the car up, then minimize your time behind the wheel in order to keep the car fresh for the race. I've always been told that there's nothing better than seat time, but no one has ever continued the



the car and know the track. The idea of saving your car to make yourself faster is brilliant. Mike Long

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

## YOU'VE GOT THE HORSES. DO YOU HAVE THE REINS?

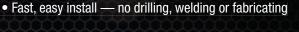
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### WORLD CHALLENGE GEAR

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F or the 24th year, a selection of proven young American drivers will vie for prestigious Team USA Scholarships, which will potentially allow them to follow in the footsteps of former winners such as Jimmy Vasser, Bryan Herta, Buddy Rice, A.J. Allmendinger, Charlie Kimball, Josef Newgarden and Conor Daly.

Eight candidates have been identified from a variety of racing series. Ultimately, two winners will be selected to contest a couple of traditional end-of-season events in England - the Formula Ford Festival at Brands Hatch and the Walter Hayes Trophy at Silverstone, which regularly attracts more than 100 Formula Ford contenders and has been won three times by Team USA Scholarship representatives in the past five years (Conor Daly in 2008, Connor De Phillippi in 2009, and Tristan Nunez in 2012). Each weekend will comprise three races. Additional opportunities will be announced at a later date.

All eight of this year's candidates are SCCA members: Joey Bickers (21, Seattle, Wash.), Jake Eidson (18, Littleton, Colo.), Sean Rayhall (18, Winston, Ga.), Skylar Robinson, (17, Augusta, Ga.), Elliott Skeer (18, Carlsbad, Calif.), Madison Snow (17, Pleasant Grove, Utah), Adrian Starrantino (18, Simi Valley, Calif.), and Aaron Telitz (21, Birchwood, Wis.). The Team USA Scholarship has

#### HEAD OF THE CLASS

Of the eight young racers gunning for the Team USA Scholarship, all of them are SCCA members, including Jake Fidson (ABOVE), who races in the SCCA Pro Racing F1600 Championship Series, and Elliott Skeer (RIGHT), who competes in the SCCA Pro Racing Playboy Mazda MX-5 Cup.

been providing opportunities for talented young American racecar drivers since its formation in 1990. Candidates must be at least 16 years of age and have excelled both in and out of the racecar.

The Team USA Scholarship is supported by a range of companies



### RECORD SETTERS

While owning multiple National Championship titles is not unheard of, having a doubledigit supply is rare. Jerry Hansen sets the record at 27, claiming his titles in Club Racing from 1968-'83. In Solo, John Thomas (RIGHT) is the Open class title master with 17 (1991-'10). Karen Babb holds the Ladies Solo championship record with 20 (1985-'05).





and individuals, including Doug Mockett & Company, the Road Racing Drivers Club and its www. SafeIsFast.com, Cooper Tire & Rubber Company, Mazda, David Heinemeier Hansson, Level 5 Motorsports, Honda Performance Development, NameSilo, Silicon Salvage, McMurry Inc., Parathyroid. com, Dyson Racing, Robertson Racing, PitFit Training, Allen Berg Racing Schools, Sparco USA, RACER Magazine, eFormulaCarNews. com, Speedstar Management, Styled Aesthetic and Manifest Group, as well as numerous past scholarship winners.

For more information, head to www.teamusascholarship.org.



**FRONT RUNNERS** Lance Loughman (20) collected the EP Northern Conference Championship, while Kevin Ruck(3) took the FP title.

### **NORTHERN AND MID-STATES MAJORS CONFERENCE CHAMPIONS CROWNED**

The final round of the U.S. Majors Tour took place Aug. 3-4 during a unique, double Conference weekend. The early August race took place at Gateway Motorsports Park in Madison, III., and counted as the final Majors points weekend for both the Northern and Mid-States Conferences. Entering the weekend, a number of titles were on the line. so many of the races proved intense.

With the Gateway races, the 2013 U.S. Majors Tour wrapped its successful inaugural first year. In all, more than 100 champions were crowned, with some competitors, like Scott Rettich, earning multiple titles. A complete points listing for all four conferences (Eastern, Northern, Mid-States, and Western) can be found at www.scca.com/majors.

The schedule for the 2014 U.S. Majors Tour will be announced later this year on SCCA's Website and in SportsCar.

### **GT-L TO MOVE TO GT-3 AND** PRODUCTION

The September issue of Fastrack included a consolidation proposal for GT-Lite. The proposal states that the Club Racing Board is looking to eliminate GT-Lite, classifying existing cars into GT-3, HP, and FP. Should the Board of Directors approve the proposal, the process would begin in 2014, although GT-Lite would still be a class through the end of the 2014.

The GT-Lite proposal places 1.6-2.0L GT-Lite cars into GT-3, 1.2-1.5L cars into FP, and 0.9-1.2L GT-Lite cars into HP. The



consolidation also includes slowing existing GT-3 cars.

Also noted in the proposal is that this consolidation would incorporate GT-Lite cars with existing logbooks into H and F Production - no new tubeframe builds would be allowed in the two Production classes.

For more information about the proposal, download Fastrack at www.scca.com/fastrack. Thoughts about the proposal should be sent to the CRB at www.crbscca.com.

### NORTHERN **CONFERENCE U.S. MAJORS TOUR CHAMPIONS:**

GT-1: Dick Greer GT-2: Trent Hindman GT-3: Michael Cyphert GT-L: Joel Hipp AS: Scott Schweitzer EP: Lance Loughman FP: Kevin Ruck HP: Aaron Johnson STU: Charles Tobel STL: Bruce Andersen T1: John M. Buttermore T2: Todd Napieralski T3: Kevin Boehm T4: Greg Vandersluis BS: Joel Lipperini SM: Michael Novak CSR: Jacek Mucha DSR: Richard Colburn S2000: Anthony Sleath SRF: Scott Rettich FA: Charles Duncan FB: Brian Novak FC: Robert Allaer FE: Scott Rettich FF: Russell Ruedisueli FM: Jason Vinkemulder FV: Michael Varacins F500: James Weida

### **MID-STATES CONFERENCE U.S. MAJORS TOUR CHAMPIONS:**

GT-1: David Fershtand GT-2: Mike McGinlev GT-3: Robert Herman GT-L: Kent Prather AS: Jim Wheeler **EP**: Matthew Revnolds FP: Fric Prill HP: Chris Albin STU: Thomas Kraft STL: Robert Schader T1: Todd Napieralski T2: Natha Waldbaum T3: Tommy Boileau T4: Stan Ćzacki **BS**: Charles James SM: Jim Drago CSR: Kirk Kindsfater DSR: Richard Colburn S2000: Stephen Meyer SRF: Keith Verges FA: Gaston Kearby FB: James Michael FC: Tex Arnold FE: Henry Donohoo FF: Bill Kephart FM: Alan McCallum FV: Tyler Hunter F500: Timothy Friest





### **MEMBERSHIP DRIVE CONTEST**

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

### **REFERRAL LEADERS FOR JULY 2013**

NAME	REFERRALS	REGION
Warren Leach	40	San Diego
Brian Ghidinelli	35	San Francisco
Gayle Jardine	20	Cal Club
Carol Deborde	18	Reno
Karen McCoy	16	Oregon
Jeremy McCauley	15	Allegheny Highlands
Michael Adams	12	Tennessee
Robert Crawford	12	Washington DC
Richard Meyers	12	Detroit
Brian Mason	11	Kentucky

There are 1,733 additional members with at least one referral.

### **REGION LEADERS**

(Category based on 2012 year end membership.)

REGION	GROWTH	RETENTION
Jumbo Regions (800+):		
Houston	9.9%	88%
Cal Club	7.6%	82%
Detroit	6.8%	88%
Large Regions (401-799):		
San Diego	17.2%	88%
Land O' Lakes	16.6%	91%
New York	14.0%	89%
Medium Regions (200-400):		
Kansas	80.8%	94%
Lone Star	25.5%	86%
Reno	20.7%	85%
Small Regions (<200):		
Allegheny Highlands	47.8%	91%
Montana	42.4%	79%
Pan American	39.3%	82%

### **KEEP UP WITH THE TIMES**

With the National Championship Runoffs around the corner, prepare for the event by downloading the official live timing app of the SCCA, Race Monitor. Race Monitor gives you access to instant timing results through integration with the track's timing and scoring system. Versions are available for iOS, Android, and Windows Phone.



### WORLD CHALLENGE EXPANDS GT CLASS

SCCA Pro Racing Pirelli World Challenge is building on the success of the pilot program that invited the FIA GT3 Audi R8 LMS, Mercedes SLS, and BMW Z4 to compete in 2013, by expanding the program to include all FIA GT3 cars running the FIA approved aero packages for the 2014 season.

"Following two years of extensive research, including a full season of competition, we are pleased to announce the approval of GT3 cars with their FIA approved aero packages to race in our series," says Pirelli World Challenge Director of Competition Geoff Carter. "With the prior inclusion of ABS and traction control, our approval allows manufacturers from around the world a stable platform for customer-focused racing."

Interest from manufacturers currently supplying cars for FIA GT3 has

been positive. "Audi sport customer racing is delighted to continue our relationship with World Challenge," says Brad Kettler, Director of Operations/ Engineering, Audi Sport Customer Racing, USA. "For us, supporting a worldwide model creates advantages: stocking spares as well as streamlining technical information and updates."

Equally excited are existing World Challenge team owners and drivers. "There's something like 14 manufacturers that can provide a turnkey car for the GT class, and I hope that all of them show up on our grid next year," says Tim Pappas, team owner and driver of the No. 54 Black Swan Racing Mercedes-Benz AMG SLS GT3. "Everyone at Black Swan Racing and our friends at AMG Customer Sports will be very happy to have the competition, just as they do in Europe and Asia."

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



**Candlewood Suites Savannah** is offering members a discounted room rates of \$59 per night on studio suites and \$69 per night on one bedroom suites.

### MEMBER BENEFITS

### PERFORMANCE Driving School

Members will get an additional 10-percent discount on all Team FAASST online store purchases from **FAASST Performance Driving School**.



**National Car Rental** offers special discounts of up to 20 percent off retail car rental rates.

### SIF**RIGE**

Receive a 10-percent discount on all orders from **SafeRacer**, as well as free shipping on orders over \$99.

### SPORTS CAR SCAN

Members receive a \$50 discount on digitally archived *SportsCar* magazines from **Sports Car Scan**.



Members receive 20 percent off all Torco oil products from **Torco Advanced Lubricants**.

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**.

# 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

HIGH TEMP<sup>0</sup> 570 Racing Brake Fluid

Hi-Temp<sup>o</sup> 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<sup>o</sup> 570 exceeds all DOT 3 specifications and is fully ABS compatible





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G. H. Engelage

Ted H. Filer

### ERRATA

In the September issue, we printed that Elliott Skeer won the Spec Miata Western Conference U.S. Majors Tour. In reality, Joey Jordan (47) made the trek to Portland for the final race of the weekend, claiming the SM title by 19 points over Skeer, with 107.

### ANNIVERSARIES SCCA MEMBERS CELEBRATING 25-60 YEARS

### 60-YEAR MEMBERS

9/1/1953

9/1/1958

9/1/1958

9/1/1963

9/1/1963

9/1/1963

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9/1/1968

9/1/1968

9/1/1973

9/1/1973

9/1/1973

9/21/1983

Neohio

Texas

Texas

Atlanta

Pan American

Glen, S New York

Middle Georgia

Philadelphia

New England

Central Florida

New England

North Carolina

San Francisco

Milwaukee

Des Moines Vallev

New York

NE Pennsylvania

San Francisco

South Carolina

Indiana Northwest

A. P. Seyler 55-YEAR MEMBERS Noel Armstrong Don Muncy 50-YEAR MEMBERS M. L. Whitey Bennett William H. Brown Jr.

Bill Chambres Clint deWitt Robert Gochnauer Jack F. Marr Helen Mattocks Benny D. McCoin Bruce W. Philbrick

#### 45-YEAR MEMBERS

Robert Lee Anthony Elaine Koveleski Michael E. Luftman R. Allen Olmstead Stephen C. Shepherd

#### **40-YEAR MEMBERS**

Clifford Drake Mark W. Paar Richard Rosenmerkel Robert F. Turetsky

#### **35-YEAR MEMBERS**

Robert Borders Hawley T. Chester Hawley T. Chester Steven Chies Charles A. Cooke Michael H. Farley Arnold Fick William R. Francis John Hicks William C. Hightower Charles H. Mcfarlin Grover McNair Garv Page Robert E. Qualls Kay Conway Roberts Barry K Schonberger **30-YEAR MEMBERS** 

John Bettinger

Steven Blaschak

Michael A Collier

#### 9/1/1973 Chicago 9/1/1978 Central Florida 9/1/1978 Atlanta 9/1/1978 New England 9/1/1978 Land O'Lakes 9/1/1978 Tennessee 9/1/1978 Kansas City 9/1/1978 Chicago 9/1/1978 Kansas, St. Louis 9/1/1978 Kentuckv Central Carolinas 9/1/1978 9/1/1978 Land O'Lakes 9/1/1978 North Carolina 9/1/1978 Chicago 9/1/1978 Tennessee 9/1/1978 Atlanta S Indiana, St Louis 9/1/1978 9/12/1983 SE Louisiana 9/12/1983 NE Pennsylvania

New England

Jason Holehouse David R. Killian Sherri Kulawinski Frank McKinnon Phil Mellor Tim Moriarty Frank G. Muegge Daniel J. Prevenas Jeff Storer Larry Kent Stover Mark Waggoner **25-YEAR MEMBERS** Don Nimi John Annis Joel S. Black Gary J. Bockman Jack Donnellan Rodnev L. Dundas Susan Gabel Katherine Graham Alan Grantham John Adam Grzech John Halbing Jim Hendon Deborah P Henry Todd Houtz Bonnie Janke Barry Johnson Gary W. Kittell Michael R. Kraus Roger Kraus William "Biff" Lahner Robert McPherson Scott R. Miller James Nealon Navis Olsen Tim Pettenati Tommy Riggins Ralph Schubert . Leonard E Seitz Andre Toennis Rudolph W Turchuk Thomas R Volk **Richard Warriner** Timothy B Werner Paul Whitin

9/30/1983 Cal Club 9/12/1983 Houston 9/1/1983 New York 9/12/1983 Neohio Blackhawk Valley 9/30/1983 9/30/1983 Oregon 9/30/1983 Atlanta 9/12/1983 Finger Lakes 9/12/1983 S Illinois, St. Louis Blackhawk Valley 9/30/1983 9/30/1983 Blackhawk Valley 9/21/1983 Buccaneer 9/30/1983 Blackhawk Valley 9/30/1988 Northwest 9/26/1988 Central Florida 9/27/1988 Neohio 9/29/1988 Oregon 9/14/1988 Oklahoma 9/14/1988 Houston 9/30/1988 Central Florida 9/19/1988 San Francisco 9/19/1988 Blue Ridge 9/27/1988 N New Jersey 9/20/1988 NE Pennsylvania 9/27/1988 Texas 9/19/1988 Eastern Tennessee 9/13/1988 Indianapolis 9/15/1988 Nebraska 9/19/1988 Kansas City 9/12/1988 Glen 9/26/1988 Northwestern Ohio 9/15/1988 San Francisco 9/21/1988 Milwaukee 9/26/1988 Atlanta 9/29/1988 Western Ohio 9/30/1988 Buccaneer 9/9/1988 Cal Club 9/27/1988 San Francisco 9/28/1988 Buccaneer 9/30/1988 San Francisco 9/9/1988 Susquehanna 9/26/1988 Houston 9/30/1988 New England 9/12/1988 Atlanta 9/9/1988 Cal Club 9/15/1988 Northwest 9/26/1988 Washington DC

### CHECKERED ELAG CHARLES H. DIETRICH



A legend in SCCA Club Racing, Charles "Chuck" Dietrich passed away on July 7, 2013, at the age of 88. Among his many accomplishments, Dietrich was a member of the Road Racing Drivers Club (RRDC), as well as an SCCA National Champion. Dietrich claimed the G Modified title in 1963, when the series was points based, and backed that up in 1967 with a title in Formula B (ABOVE), scoring a pair of Runoffs poles during his 10 attempts. The RRDC also credits him as the 1969 GT class winner at 12 Hours of Sebring and the 1970 GT winner at 24 Hours of Davtona, Dietrich also served his country in World War II in the U.S. Navy. Memorial contributions can be made to the Shriner's Hospital for Children in Cincinnati, Ohio.

### WATCH THE RUNOFFS LIVE ONLINE

As the SCCA National Championship Runoffs descends to Road America in Elkhart Lake, Wis., for its fifth and final year, all of the action will be captured and streamed live on speedcasttv.com/scca. All of the 24 race groups -- 28 races in total -- can be viewed in their entirety on any device with an Internet connection, including support



for iPads, iPhones, and all Android devices. A talented team of broadcasters will be calling the action. Those announcers include Rick Benjamin, Dorsey Schroeder, Randy Pobst, Jeff Lepper, and Jim Tretow, and our man in the pits, Jon Bisignano, is back for another round as well.

If you miss the live broadcast, on-demand versions will be made available soon after the race has concluded.

#### SPEEDCASTTV.COM BROADCAST SCHEDULE

	FRI, SEPT. 20	SAT, SEPT. 21	SUN, SEPT. 22
8:45 a.m.	STU	F500	Т3
9:45 a.m.	FB	T1	CSR/DSR
10:45 a.m.	GT2/GT3	FM/S2	STL
1:00 p.m.	SM	SRF	EP
2:00 p.m.	FA	FV	FE
3:00 p.m.	AS	GT1	T4/B-Spec
4:00 p.m.	HP	FP	FC
5:00 p.m.	T2	FF	GTL
Times listed are Central time zone.			



### **REGISTER FOR USRRC NOW**

The United States RoadRally Challenge will take place Oct. 18-20, headquartered in Fredericksburg, Va. Rallymasters Steve Gaddy, Dave Head, and Chris Bean have teamed up to bring you GTA, Course, and Tour rallies. Registration for the weekend is \$300 before Oct. 5, with a \$25 late fee kicking in after that. Entry forms are at www.wdcr-scca.org

# PRESS ON REGARDLESS MILESTO

2013 marks the 65th running of the **Detroit Region Press on Regardless** Rally, the oldest continuously run RoadRally in North America. Around the time this issue hits your mailbox, some 20 teams of drivers and navigators will be competing over 525 miles of mostly unpaved roads near Indian River, Mich., during the two-day event, Sept. 6-8, 2013. This TSD (Time-Speed-Distance) RoadRally is not a race, but rather a competition involving precision driving and teamwork between a driver and a navigator.

Press on Regardless first ran in 1949, with entries including an SS100 Jaguar and a 1936 Duesenberg. That first rally started in Dearborn, Mich., and took competitors to Battle Creek and Flint before returning to the start. The first winners drove a 1949 Studebaker.

Since that first presentation, Press on Regardless has been a unique event, going from an SCCA-sanctioned National Rally, to a "brisk" 24-hour TSD event, and then to a closed-road performance event patterned after the European Championship rallies. After

several years as an FIA listed event, it became the first World Rally Championship Rally in the United States in 1972. When SCCA initiated the Pro Rally series, Press on Regardless joined that series and was generally considered not only the oldest but also the longest, toughest, and meanest event on the schedule. Finally, in 1994, Detroit Region decided to return the event

Some 20 teams of drivers and navigators will be competing over 525 miles of mostly unpaved roads"

closer to its roots, and it once again became a TSD RoadRally.

The challenge of a TSD rally is to follow a set of route instructions, which describe both the route to be followed and the speed at which the car should be traveling. Periodically, competitors encounter checkpoints - unknown to them - where the car is timed precisely. The difference between the actual time the car arrives and the

### THEN AND NOW

The Press on Regardless Rally has taken place some 65 times. The rally has gone from a traditional RoadRally to a stop on the Pro Rally circuit and back again. The essence of the rally today (ABOVE) is similar to its original concept (RIGHT and BELOW, 1967).



time the car should arrive, based on the route instructions, becomes the competitor's score. A perfect score is zero, indicating the car arrived exactly on time. Cars are penalized for each hundredth of a minute they arrive early or late.

The 64th running of Press on Regardless will award points for Detroit Region, Great Lakes Division, and National Tour Rally Championship, and the overall winner's names will be added to the Gene Henderson Memorial Trophy, alongside all of the past winners since 1949.

For more information, see the Detroit Regions web site at www.detroit-scca.org.





've never played much, although I've watched a lot of golf with my dear ol' dad over the years (Palmer, Nicklaus, Trevino vintage, and "How's Tiger doing?" modern). When a player sticks it in the rough, has to chip out of sand traps to reach the green, needs to make tough, double-break, 20-foot putts just to make par, they say he's scrambling.

### We're running a lot of street courses in World Challenge this year, at some first-class venues, many with IndyCar"

That's what separates the consistent winners from the flashes in the pan. That's how the July 12-14, 2013, SCCA Pro Racing Pirelli World Challenge races at the Toronto GP was for my No. 6 K-PAX Racing Volvo S60 R-Design.

Always an optimist, I came in feeling good about the place. We've won the great majority of our appearances there. Twice with K-PAX (once in the stopgap Porsche, and once in the S60), and once in the Neuspeed Honda for T.C. Kline in North America Touring Cars back in 1996. As I recall, that's nearly every time we've been there. So, we had a case for positive thinking, not just a mindset from a self-improvement book.

We're running a lot of street courses in World Challenge this year, at some first-class venues, many with IndyCar. Big crowds, complex paddocks and pit lanes, not much practice and concrete walls everywhere. If a team is to survive, they must be on the ball. I have watched with satisfaction as the whole series improves, becoming more professional.

At Toronto, we had one short practice, one qually, one race. In that first session, the track felt familiar and we had quick time early on, but then

# POBST POSITION Randy Pobst

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

# Scrambling



immediately, clut

### WISE OR WIMP

The Pirelli World Challenge race weekend at Toronto (July 12-14) was only a couple of days after the doubleheader at Lime Rock (July 4-6). A few teams skipped the event for those reasons, and in deference to the omnipresent and unforgiving barriers. Wise or wimp, you decide - we each have our choice. Actually, pros do not have a choice. We just show up and go for the win. Like when the all-dirt. 1,000-foot drop offs, Pike's Peak was added to the Bridgestone Supercar Championship back in 1995.

But that was

another column.

smoke appeared from the hood vents. Yikes! Shades of CTMP (old Mosport) last year, where we had a nice on-track K-PAX roast. I shut down the electrics immediately, clutched it to stop oil pressure (lesson learned), and took the Turn 1 escape road through an historic arch, but waited on the messy on-board extinguisher. No foot-high flames, like last year, just smoke.



Engine running great and all systems still functioning – probably a leak. Where I stop I can see a fire truck ahead as I unbuckle in less than 15 seconds, as wisely required by World Challenge, but they do not yet know I am there. Frantic full-body waves wake them up as I raise the hood, CTMP ghosts swirling in my head, but see only a tiny flame flickering out. Now the waves reverse: Don't shoot, don't shoot! No nasty mess needed! Just a power steering leak – relieved, but there goes practice. Four guys outrun me.

In the qualifier, I'm over my head the first few laps, trying too hard while still relearning the circuit. The Volvo is pretty good, a little too pushy; not all bad on a street course. I stop for pressures and rejoin, quickly feeling better. Our time improves a bit, and then we line up the final corner for some last lap magic, blasting out of the blind sweeper flat in fourth, maybe 100mph, right into the debris field of a massive crash.

Tim Pappas was on pace to put the chrome AMG SLS on the front row when the street course bit him, throwing parts and pieces all over in a forged-aluminum yard sale. No yellow, no debris flag, nothing. Fully committed, I center punch a half-shock and control arm, destroying the splitter and cooler, *so* lucky Tim was off to the left - and the standing-start lights go out in just two hours.

By the grace of Jim Haughey, K-PAX Racing, and Volvo, we have a spare S6O, and the team decides to put me in it. New brakes, a tank of gas, and let's go. We start last, but all-wheel drive gets us in the lead pack right away, squeezing through one, rubbing quiet, fast and aggressive Mike Skeen's 'Vette. First time down the long straight to Turn 3, CITYSCAPE

Temporary race circuits in big cities are great, like the one in beautiful Toronto (BELOW), but the potential for damage to the racecar is greatly increased. I see our power ain't what the "A" car was, and it gets worse. Handling, on the other hand, is great, if I go easy on the curbs (almost walled it passing Nick Esayian's Acura as it bounced wildly off my apexing shortcut).

I drive my heart out to hold position with GTS power, as Alex Figge leads in the other K-PAX car. It's plain I cannot win it without a massive multi-car pileup. Mid-race, we darn near get it. I watch a Mustang tag the tires in Turn 6, and as I come back around, I look for a yellow in case he stuck. Nope, he's gone, but the blind sweeper is soaked from the water in that cushion! Alex is backward on the track, and the others have crashed, bounced, and slid their way through. No flag. Again.

Scrambling all weekend, we come home fifth - and proud of it, in a well-done World Challenge field street race with no cautions. •





### **DRIVEN RACING OIL WAX**

Driven Racing Oil Wax is a performance spray wax and cleaner that delivers a smooth, glossy finish and effectively sheds dirt, tire rubber, and track debris. This race-proven product is perfect for cleaning and protecting painted surfaces, full decal wraps, and fiberglass panels. Designed for quick and easy application, this wax will not damage decal, paint, or windows, and cleanup is simple. **\$9.99** www.drivenracingoil.com



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# SHIFTIN' GEARS HAS DRIVING CHANGED?

was watching the national news the other day and NBC had a segment on teen drivers. The statement was made that young adults are waiting to get their driver's licenses. The statistics said that in 2012 only 26 percent of all 16 year olds had a driver's license, yet just 20 years ago, in 1992, 43 percent of 16-year-olds had a driver's license. At first I could not believe the numbers, but the more I thought about it I realized that many of my friends have teenagers who do not drive. What has changed?

Everyday more young drivers become part of the target group for the Street Survival program"

I know when I turned 16, my dad took the day off and we went to take the test to get my license. If I was guessing, I would say that SCCA members with 16-year-olds driving have a higher percentage than 26.

I know I have become more aware of teen drivers since I have become involved with the Tire Rack Street Survival program. Everyday more young drivers become part of the





EDUCATION The Street Survival

schools are about teaching teens how to safely drive their own vehicles. This is done through plenty of in-car instruction, placing the students in various situations.

FOUNDATION

target group for the Street Survival program as they become part of the 15 to 22-year-old demographic. In 2013, the entire program - the schools run by the SCCA and the schools run by the BMW Club - is having record participation. If things continue like they have been so far, it will be the most successful year in the program's history with the number of schools and the number of participants.

The Street Survival program has been the focus of the SCCA Foundation for many years, but for the last two years we have had a national coordinator, Linda Duncan, and an advisory committee chaired by Jeff Jacobs. These two changes have helped create a truly focused effort by the SCCA Foundation to help the program grow.

The SCCA Foundation believes in the Tire Rack Street program, and we feel it is a great opportunity for SCCA regions to make an impact in their community. Why would an SCCA region want to host a Street Survival school? The benefits to a region are plentiful (see sidebar). The Street Survival program is a

"feel good program" and an

opportunity for a region and its members to help young drivers. I know when I have helped with a Street Survival school, I enjoy the drive home because of the good feeling I get from helping young adults be more confident in their driving. I hope this program continues to grow for many, many years; and I know with your help, it will continue to be very successful.

### BENEFITS OF HOSTING A STREET SURVIVAL TO A REGION

- Allows the Club to give something back to the community
- Creates a positive image within the community for the SCCA region
- Gets positive public relations for your region through local media
- Trains teens in defensive driving skills
- Students learn the skills in their own cars
- Allows all members of the Club to interact and focus on a specific goal
- Generates a good feeling about the Club
- Gives property owners a good reason to allow the region to use their parking lot for a charitable cause
- Opens the door for a region to use a parking lot for a Solo event



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# PACESETTER RICK JUNG IN STYLE

et's be honest: When you're picking out your next laptop, TV or iPod speakers, the way they look is a high priority on the list. Price and function is important, of course, but if you're going to look at it everyday, you want it to be stylish. The design aesthetics of electronics is big business, and even Fortune 500 companies with in-house designers need a little help getting creative – that's where Rick Jung and Ciro Design come in.

Jung founded Ciro in 1991 with his wife Joan. The two met at California State University Long Beach, where Jung was pursing a Bachelor's Degree in Industrial Design. As a kid, he didn't know his love for shop class would turn into a career.

"When I went to school, in junior high I probably took 16 shop classes before I got to high school, and that helped form what I do today," Jung

 A lot of my competitors were interested in those custom parts and wanted them for their car"
 RICK JUNG

says. "I thought the shop classes were just fun; I didn't realize it was going to lead to a career."

Both Jung and his wife began working at a popular design firm, Patton Design, after graduating. There, Jung worked with big names like Apple, where he helped create the StyleWriter printer, something new and different at the time, but the small, upright design, became a standard for printers for years to come.

After ascending to a VP level at Patton Design, Jung found that his day-to-day involved too many managerial procedures and not enough hands-on design work. He'd already been doing some projects on the side, which sparked the idea of starting his own design firm. He would head the product end of the house, his wife the graphic design and packaging side. So began Ciro design, named for the beginning letters of his wife's maiden name.

You'd think being the principal and VP of the company, Jung would still spend more of his time managing than actually designing, but with a staff of fewer than 10 people, Jung is

THE BEAST Rick Jung's STU Mitsubishi Evo is a proven powerhouse.



hands-on with every project that comes through the door.

Ciro Design clients come in all shapes and sizes. The bulk is from the consumer electronics industry, such as Logitech, Hewlett-Packard or Microsoft. But Ciro's capabilities expand beyond electronics. For example, the group is currently working on glass water bottles for Starbucks.

"Usually, there are some sort of specifications the client has on a project and then we look at it from a styling point of view," Jung says. "We look at how a user might interact with it and how we can improve its ergonomics.

"Sometimes the client will ask us for some 'blue sky' ideas," he adds. "Or they might have some new, emerging technology and ask us to come up with products that could use that type of thing. It's probably harder when you have no boundaries, because it's hard to define which direction you want to go."

So then, how does one go about designing a better, more attractive keyboard, TV, or water bottle?

"All the project research is put on

#### FORM AND FUNCTION

(RIGHT) Rick Jung's Ciro Design is responsible for a number of stylish and functional products you're probably already familiar with. big magnetic wall panels in the conference room, and a large piece of paper is rolled out on the conference table," explains Jung. "Then, we'll bounce and build ideas off each other while sketching on the common sheet of paper. It's then pinned up, and used for reference for generating design concepts. A lot of times I'll do thumbnail ideations away from the office."

Jung says he finds inspiration for product design in art, architecture, nature, furniture, fashion, and, of course, cars. He and his wife frequent museums when they travel and he keeps up with emerging trends via a vast collection of magazines and books.

"You look at everything and think about design," Jung says. "You never really go home from work. It's sort of a lifestyle. You're always thinking of ways to improve things and make them better. That's the fun and challenging part; how to take everyday products that have been around for forever and make them better."

Jung's passion for Solo has also worked its way into the business. Naturally, with CAD programs and a list of vendors at his disposal, Jung couldn't resist designing a wing and other components for his car. His competition took notice and began to inquire about purchasing their own from Jung, which lead to Ciro Design Racing Products, which now offers a range of wing, aero, suspension, and engine components.

"A lot of my competitors were interested in those custom parts and wanted them for their car, so it grew from there," Jung recalls. "It was a tough decision, but they're my friends, too. I wouldn't say I regretted it, but it definitely made some of my competitors faster."

All this talk of designing parts for Solo cars leads to an interesting question: could Jung and the Ciro team design a better cone?

"Probably," he smiles. "It would leave fewer marks on the car. It's hard

### WORDS Erin Cechal IMAGES Courtesy Rick Jung

to say though. There might be some better materials to use, but it's hard to beat what we've got. They're pretty simple and low cost."

Maybe it won't happen with the orange cone, but it's a safe bet that anything sitting on your office desk is about to be re-imagined by Jung and his team.

### FAST FACTS

- MEMBER SINCE: 2000
- FAVORITE AUTHOR/WRITER: William Gibson
- LAST BOOK READ: American Gods by Neil Gaiman
- FAVORITE ENTERTAINER: Steve McQueen
- FAVORITE MOVIE: Blade Runner
- FAVORITE TV SHOW: SNL
- FAVORITE FOOD: Crab Cakes
- FAVORITE NON-SCCA ACTIVITY: Traveling with my family
- FIRST CAR OWNED: 1974 Mercury Capri 2800
- FAVORITE CAR OWNED: 1994 RX-7 R2
- CURRENT DAILY DRIVER: 2002 E46 M3
- FAVORITE RACE DRIVER: Mario Andretti
- MOST INFLUENTIAL PERSON IN MY LIFE: My father, for teaching me responsibility and to enjoy and experience life, and my grandfather, for showing me the satisfaction of fixing and making things – I still use his tools.





# **MONICA SHAW** IS MIDWEST DIVISION'S RACE ADMINISTRATION WORKER OF THE YEAR

Not surprisingly, Monica Shaw was on the move when I spoke to her. She and her husband, Ron, were covering ground in their motor home returning from the U.S. Majors Tour at High Plains Raceway in Colorado. They would be home very briefly, as shortly after returning home to Des Moines, lowa, they planned to depart for a PDX at lowa Speedway.

Like many in the "Type A" army that is the SCCA, Monica doesn't idle well. "It all started for me back in 1991 when my husband was crewing for a racer. A girl can only hang out in the paddock so long. I didn't want to be the team's chief bottle washer." So when someone offered her the chance to do something, like work corners, she was all over it.

### The position of Race Chair requires a very detail-oriented person. I have lists for everything" MONICA SHAW

Her very first gig was at Gateway, in St. Louis. As a trainee she was given strict instructions not to go over the wall onto the track. But a Spec Racer melee required her supervisor to contravene the original order and over the wall she went. "It was sort of a trial by fire. I liked the rush."

She says that as a corner worker, 99 percent of the time you are watching cars go by, punctuated by 1 percent of the time when it can be terrifying. "You hope things happen somewhere else. Keeping people safe is the number one priority. You need to be prepared for anything."

About 10 years ago a call went out for a new Race Chair, and Monica raised her hand. "It was a big change," she explains. "You see a lot more racing as a corner worker, but as Race Chair I learned what was going on in the background."

She met a lot more people and discovered what it takes to put on an event. "The position of Race Chair



### ESCAPE PLAN

Working corners, Monica advises that you need to make arrangements for everything – especiallyanescape lan should you need to move quickly. Safety, nowever, sometimes has unexpected consequences. 'I was once booed by the crowd in Dallas when I knocked down a photographer, she explains. 'He was taking ictures right ehind our corner station and I'd varned him where my escape route was going to be." A lens bit the dust, but everyone was safe.

requires a very detail-oriented person. I have lists for everything. You have to stay organized and check, check, and re-check."

Behind the scenes, she deals with a mountain of paperwork in advance of the race weekend and myriad details during the weekend. Everything from applying for the race sanction to making sure that the workers have lunches and that the fire extinguishers are in place. She still works corners about half of the time, and she'll go wherever she is needed.

She wasn't at the National Championship Runoffs in 2012, but she got a text telling her that she had won the BFGoodrich Tires Worker of the Year Award for the Midwest Division.

"I felt absolutely great about it," she says. "But I'll tell you what, nobody does it alone. I'm only as good as my team, and I could not have done it without Ron. Folks will tell you, if you get one of us, you get both."

### **ASSEMBLING THE JIGSAW**

Learning the Race Chair position was like putting together one of those big jigsaw puzzles, says Monica. "At first, the separate pieces don't make much sense," 'she says. "You can't see how things are connected. But as you work things out, you begin to get a sense of the relationships and the big picture begins to come into focus. I think it is the same with every position in the Club. Nobody knows it all coming in. There is just too much to absorb. It takes time to work it all out. We need to allow for on-the-job training and give folks time to learn. We want them to come back."

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### MIKE OGREN STRIVES TO BE BETTER THAN THE DAY BEFORE

At 21 years of age, Central Florida Region's Mike Ogren is a young man of many accomplishments, not the least of which is winning the first SCCA National Club race he participated in this past January at Palm Beach Raceway driving his home-prepped H Production 1985 VW Scirocco.

But Mike's SCCA prowess is really just the icing on a very impressive cake, although we should point out the cake is slightly gonzo, a characteristic he inherited from his father (also Mike), who clearly bleeds gasoline and has raced anything that will possibly go fast, from cars to motorcycles whether on asphalt or ice (the latter before the family moved from Rochester to Florida in 1996). Mike Sr. owns and operates Protech Racing Services in Masaryktown, Fla., which includes restoring vintage Corvettes and the occasional Lola T-70. Mike Sr. also prides himself on his front-wheel-drive racing expertise and has, with Mike Jr. doing the editing, written a book titled The Front Wheel Drive Racing Car and offers rent-a-rides in a VW Golf or Spec Miata to anyone interested in getting in on the fun (www.fwdracingguide.com).

This fall, Mike Jr. will be a fifth-year senior at the University of Central Florida, graduating with a major in mechanical engineering and a minor in energy and sustainability. Academically, he is a National Merit finalist and Bright Futures Top Scholar. Those brains have earned him the scholarships needed to keep him in school, but in true gonzo fashion, part of the money was siphoned off to buy his Scirocco - a car once owned by his father - but sold many times since he last raced it in the late 1980s.

"I was in a go-kart at age 4," recalls Mike Jr. "[I] began racing karts shortly after that [and started] autocrossing with SCCA at age 13. That lasted...until they finally asked to see my license. I also raced oval track in high school." (There's much more on his racing adventures at www.ogren-engineering.com.)

Father and son, who worked side by side fixing cars as Mike Jr. was growing up, do all the prep work on the Scirocco. "My dad has been absolutely



### My dad has been absolutely instrumental and irreplaceable in my career" MIKE OGREN

instrumental and irreplaceable in my career," says Mike Jr. "My mom has also been a constant supporter. She accompanies me to most of my races, as she did with my dad when he was still very active as a racer. She has food and drinks ready before and after any session."

Both parents are understandably proud. "Michael has a great capacity for listening and getting along with people," says his mother, Karen. "These traits have been a strong benefit to him in racing and all other areas of his life. He is receptive to new information and processing ways to use it to help him be a better driver, student, and athlete."



Did you notice that Mom mentioned "athlete?" That's because Mike Jr. is a consensus All-American at his chosen sport, one of 14 players recognized at the conclusion of the 2013 season. The sport is ultimate Frisbee, one of the fastest growing collegiate club level sports. Gotta be gonzo! Mike is the captain of the UCF team, which won the silver medal at the team's second trip to the USAU Nationals this spring. In July, he played for Team USA at the U23 World Championships in Toronto and they took home the gold.

Mike Sr. can also be - what else - a little enthusiastic when talking about his son. "My son bought his racecar with his own scholarship money. He has built lots of the car himself. We run his car on take-offs from another class. That's right; he wins races on free tires!"

Mike Jr. is now working summers at Improved Racing in Orlando, Fla., a company which specializes in advanced oiling systems and suspension parts for Corvettes (www.improvedracing.com). He is thinking about taking an engineering position there when he graduates. The owner, Michael Ihns, enjoys stuffing 400-horsepower Corvette crate motors into the likes of Mazda RX-7s and the Nissan 240SX. turning them into rocket ships. High-tech gonzo; sounds perfect. 🧕



### ENDLESS PURSUIT

'There's not much I don't enjoy about racing," says Mike Ogren Jr. "The rush accompanied with 30-plus cars nailing the gas pedal at the drop of the green flag is essentially unmatchable. Knowing that you got on the gas ive feet before the guy in front of you is as satisfying as it gets...other than getting on the gas eight feet before him! The impossibility of a perfect lap allows for an endless pursuit.

"Every time you get in a car on a track or autocross is an opportunity to learn something and improve. Starting out can be tough, and l am lucky enough to have a father who already had motorsports in his blood and knew I did as well. Karts are a great place to start, as they are very pure as a machine while also being comparatively economical."



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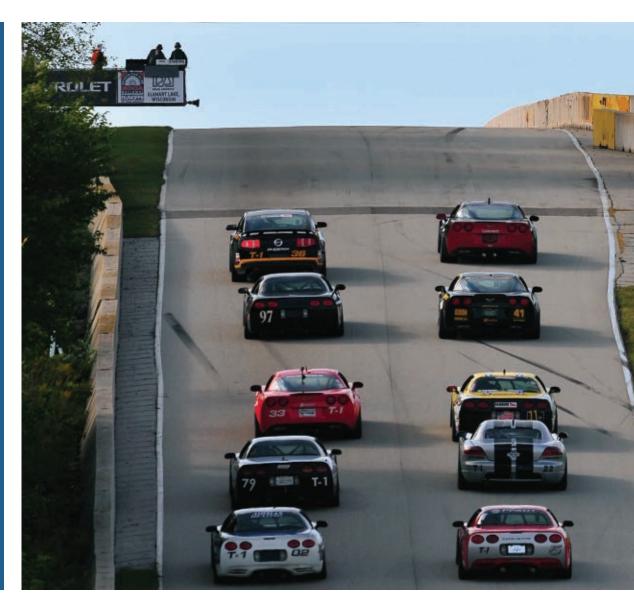
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### HOW TO COMPETE

The drivers listed on these pages have competed all season long to earn their spot at the National Championship Runoffs. The beauty of the SCCA is that you, too, can compete at this event. Qualifying requirements can be found online at www.scca.com/ runoffs under the "Invitation Process" link. But, in a nutshell, you'll need an SCCA Competition License, a racecar that is Runoffs eligible, and you'll need to race in one of a handful of point series to prove you're good enough for the Runoffs. It's quite simple – and a whole lot of fun!



The 2013 SCCA National Championship Runoffs marks a significant milestone, as the Club celebrates the 50th running of the pinnacle amateur road-racing event. For those not in the know, the Runoffs is an iconic, winner-take-all championship for SCCA's Club racers, and is open to any of the Club's competition drivers who qualified for the event.

The first Runoffs took place in 1964 at Riverside Raceway in Riverside, Calif. Throughout the decades, the event has moved to several racetracks (six in total), with the 50th running taking place at Road America in picturesque Elkhart Lake, Wis. This year's Runoffs also marks the fifth and final year for the event at Road America before it starts a three-year rotation between Mazda Raceway Laguna Seca, Daytona International Raceway, and Mid-Ohio Sports Car Course.

Throughout the Runoffs week, a number of special events are scheduled, including a welcome party in beautiful downtown Elkhart Lake (while there, take note of where you are walking as you might stumble across one of the markers indicating the path of historic street races that took place before the construction of Road America. Read more about it starting on pg. 52 of this issue). There's also the BFGoodrich Tires Worker of the Year party recognizing volunteers from a number of specialties who went above and beyond the call of duty during the past season, and serves as a great reminder as to how valuable these individuals are to the sport.

The final special event is a celebratory banquet for the 50th

The pages that follow contain those drivers we feel have what it takes to stand on the Runoffs podium"

Runoffs, which will include a retrospective on the first 49 events.

On-track action kicks off on Monday, Sept. 16, with practice sessions, and then at 8 a.m. Tuesday morning, the track goes hot for



Road America on Sept. 16-22, 2013

MAIN IMAGE Rupert Berrington

qualifying. Racing starts on Friday, Sept. 20, at 8:45 a.m., with Super Touring Under, and closes on Sunday, Sept. 22, with the Grand Touring Lite championship race at 5 p.m.

Like previous years, the schedule features a number of combined race groups, while also including a pair of classes looking to crown their first champions. The Super Touring Lite class ran as an exhibition race in 2012, but that didn't stop two seasoned vets from going at it tooth and nail. Fast-forward 12 months and the class is among the most popular in the Club and, with a championship on the line, the competition will only be more intense. With the absorption of Showroom Stock into the Touring category, the new B-Spec class has received National status. We expect to see a number of the SCCA Pro Racing World Challenge touring Car B-Spec competitors taking on the Runoffs this year.

With an event like the Runoffs, it's easy to get lost among 50 years of racing history, so for now let's take a closer look at the racing that is to come. The pages that follow contain those drivers we feel have what it takes to stand on the Runoffs podium, as well those who will do everything they can to claim that space for themselves. So sit back, flip the page, and get ready to start yelling at the magazine because you can't believe we picked "that guy" to win...

### READY, SET, GO!

The 50th running of the SCCA National Championship Runoffs will see hundreds of competitors vying for one of the 28 class championships that are on the line The action includes everything from production-based sports cars and sub compacts, to open wheeled formula cars and purpose built sports racers.

### **CELEBRATING 50 YEARS**

2013 marks the 50th running of the National Championship Runoffs – that's a big deal. A really, really big deal. Consequently, the SCCA is organizing a few can't miss events which take place in addition to the usual Welcome Party (Monday, Sept. 16) daily town halls (Monday through Wednesday at lunchtime), BFGoodrich Tires Worker of the Year awards (Wednesday, Sept. 18), and the like.

On Wednesday (Sept. 18, specific time to be announced), all Runoffs competitors will want to make their way to the front straight for a unique photo opportunity. "We are going to take an all-driver photo on the front straight," says Terry Ozment, SCCA's Vice President of Club Racing. In addition, Ozment says that group photos will also take place during the week for all of the worker specialties.

On Thursday, Sept. 19, once all qualifying is complete, the 50th Runoffs celebration will kick into high gear with a celebratory banquet. The event will feature images from past Runoffs, displays, trophies, and speeches from the likes of SCCA President and CEO Jeff Dahnert and the Chairman of the Board of Directors Lisa Noble.

"We will also be doing pole awards for the pole sitters for this year's races and will acknowledge the 2013 Workers of the Year," notes Ozment. "The evening will provide lots of time for remembering, and the night will be capped off with music by *First Rush* – they are a band led by Formula F driver Mike Sauce and were the band that closed out our run at Mid Ohio."

Several historically significant cars will also be on display during the Thursday banquet, and there will also be a presentation of the top 10 moments in Runoffs history.

Detailed information for all of this will be available once you arrive at the Road America track.







### **SUPER TOURING UNDER**

RACE 1 FRIDAY 8:45 A.M.

DRIVER	REGION	VEHICLE	C'SHIPS
<ol> <li>Ray Huffmaster</li> </ol>	Detroit	Pontiac Solstice	0
2. Marc Hoover	Arizona	Mazda Miata	1
3. Joel Weinberger	Chicago	Audi A4	1

arc Hoover has what is likely the Harden Strate in Club Racing. With a turbocharger and a big carbon fiber wing, the STU Miata from Hooverspeed simply flies. But that may not be enough to take home the STU crown for the veteran racer, who has been on the podium for the last two years and is looking to stand on the top step this year. He's been there before - in 2001 in D Sports Racer - so he knows how to get there.

"I might have something over Joel Weinberger and his Audi, but I don't know about the Solstice. They didn't do anything to rein in the Solstice, so I don't know what to think," Hoover says.

Ray Huffmaster, father of Rob Huffmaster, will be driving the potent Solstice that Rob piloted to a dominating STU win in 2012. In 2012, Ray proved he has skills behind the wheel as he battled for the win in the then-supplemental STL class.

That said, last year's runner-up, Joel Weinberger, is planning to be there to run for the win regardless of who is piloting the Solstice.

"I'll race my Audi A4 again," Weinberger says. "We got more turbo restriction, but so did everyone. It should be a good battle, and I should be competitive at least."

Additional contenders could include Jim Taggart in his Lotus Exige, and "Irish Mike" Flynn in his BMW 325. Both ran

well last year, with Flynn finishing in fourth position and Taggart in sixth. Taggart won the hard charger award last year after making a brave charge through the field from the back row of the grid, so it remains to be seen what he can do with a good starting position. Eric Heinrich will also be back with a vengeance in his E30 M3 - after a motor failure sidelined him prior to the race at the 2012 Runoffs, we feel he has some unfinished business to take care of.

Jeff Zurschmeide

	LA 1000	0.45 A M	
DRIVER	REGION	9:45 A.M. VEHICLE	C'SHIPS

DRIVER	KEGIUN	VEHICLE	C 2HIP2
<ol> <li>Brandon Davis</li> </ol>	Alabama	Citation	2
<ol><li>Brian Novak</li></ol>	Detroit	Nova-Piper	2
3. Lawrence Loshak	Milwaukee	JDR .	2
••••••			

#### fter last year's dominating

Aperformance, any racing prognosticator would hope that Brandon Dixon would run the 2013 season and return with a solid version of his winning car. However, Dixon decided to not make it easy for us. He sold his winning Citation and hasn't turned a wheel all season. At the Runoffs, he'll be driving the 2010 winning car. He's our pick to win, but others will be looking to capitalize should his plan not completely come together.

Brian Novak has seen the podium before, with a championship of his own in 2011 and a F500 championship in 2007. "The FB competition is going to be pretty heavy this year," says Novak. "J.R. Osborne is now running Brandon Dixon's old car, which is a dangerous combo. Lawrence Loshak is doing excellent in the JDR so far and I'm sure Jeremy Hill and Glen Cooper will be right at the front as always. The two Astra cars on the West

#### SUPER TOURING UNDER

Ray Huffmaster knows what it takes to run up front, winning the STL race at the 2011 Runoffs. With the already proven performance of his Pontiac Solstice which won the STU championship in 2012 in the hands of his son, Rob – we think he will collect his first Runoffs title this year.

Coast seem pretty impressive as well."

Loshak has two championships to his name - EP in 2006 and DSR in 2010. Loshak has proven he can race a similar vehicle to the FB at Road America, so expect a close contest between him and Novak. Glenn Cooper may also be in the hunt, after coming close to the podium in 2010 and 2011.

A dark horse might be Lucian Pancea out of the Northwest Region. Pancea finished third last year after qualifying sixth, so he's got some race craft to bring to the table

But this could turn into the Davis/Novak show. "I think we have a great chance to win this year," says Novak. "We did a lot of development during the offseason and the car is much more developed and improved from when we won in 2011." Meanwhile, Davis assures us he wouldn't be going if he didn't think he could win.

Jeff Zurschmeide

### GT-2

RACE 03 | FRIDAY | 10:45 A.M.

DRIVER	REGION	VEHICLE	C'SHIPS
<ol> <li>Pete Peterson</li> </ol>	Central Carolina	Toyota Celic	a 7
2. Trent Hindman	N New Jersey	Porsche GT3	Cup O
3. Tom Wickersham	San Francisco	Porsche GT3	Cup 1

.....

he battle between the traditional tube-frame GT-2 cars and the production-based tub cars continues to heat up. The Porsche GT3 Cup has become the workhorse of the class, as it not only puts down fast laps, but also has reliability on its side. Tube-frame drivers like Pete Peterson and Jim Goughary have been able to often better the tub-based Porsche camp, but their comparatively temperamental cars need everything to fall into place to take the win.

The 2013 season saw a number of adjustments to integrate the ex-Super Touring Over cars with the existing GT-2 cars. The STO cars are predominately big horsepower cars - great for the straights at Road America, where the typical GT-2 car makes its lap time with handling. While the raw STO power seems like a concern, with past STO winners Scott Tucker and David Pintaric not returning, it seems less likely an STO car will upset the status quo.

When Peterson rolled out his Toyota Celica in 2011, it was fast, but in need of further development. At the 2012 event it looked as though Peterson had the car dialed in, and he had the field covered - right up until a camshaft let go. This year, if the car stays together, Peterson should be able to collect his eighth Runoffs title.

There is a lot of buzz about Trent

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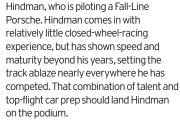
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It's likely no one saw Tom Wickersham coming in 2012 when he put his car second on the grid and won the race, but with more seat time he is certain to be a contender for a podium finish this year.

Right behind these three is a long list of drivers who are capable of finishing up front. We know Goughary will represent the tube cars well, while the tub camp has Mark Boden, Erich Joiner, and John Kachadurian. The STO camp will look to Russ Snow, Jerry Onks, and Joe Koenig, although they'll need something to happen up front in order to get on the podium. The real dark horse is Jason Lee in the Audi R8 LMS - we will see if he can get it up to speed come September.

#### Jason Isley

#### GT-3 RACE 4 | FRIDAY | 10:45 A.M.

DRIVER	REGION	VEHICLE	C'SHIPS
<ol> <li>Mike Henderson</li> </ol>	Cal Club	Mazda RX-7	0
<ol><li>Rob Warkocki</li></ol>	Chicago	Mazda RX-7	]
3. James Hargrove	Oregon	Honda Civic	0

You always want to wait until after the Chicago Region June Sprints to write the Who Will Win articles. Obviously, you need to know who did well at the track that will host the Runoffs, but there's always the possibility of a game-changing event. That event happened in GT-3 this year, when two-time Champion Michael Cyphert crashed in his Toyota Celica. Cyphert is always fast, and the crash will definitely affect the outcome of the Runoffs.

"I may be able to get it fixed in time for the Runoffs," Cyphert says. "If fixed, I'll go."

But with Cyphert's Toyota and the Nissan 350Z of reigning Champion John Black in the question mark column, who else could win this class?

The answer is Mike Henderson - the Mazda RX-7 pilot has been ripping up National racing and the U.S. Majors Tour this year, and he's always fast, finishing second in 2009 and 2010. Then again, 2010 Champion Rob Warkocki is another RX-7 jockey who could take the top step this year.

Another potential podium finisher is James Hargrove. Hargrove campaigns Hondas in both GT-3 and GT-Lite, last year finishing on the podium in the Lite class and finishing fourth in GT-3. "The car's fast in a straight line, and that should be good at Road America," Hargrove points out. "I know we have a car that can go the distance - I think we have a shot."

Wolfgang Maike could also make a play. His Toyota Paseo is fast and he's a keen competitor. Last year's third-place finisher Paul Young will also run fast in his Ford Probe, so don't be surprised if you see him in the mix.

Jeff Zurschmeide

\_\_\_\_\_

SPEC MIATA RACE 5 | FRIDAY | 1:00 P.M.

DRIVER	REGION	C'SHIPS
<ol> <li>Craig Berry</li> </ol>	Texas	0
2. Jim Drago	Mid South	1
3. Elivan Goulart	New England	3
		•••••

n most classes, picking the winner gets easier every year. In Spec Miata, it gets harder. It's harder every year because



Spec Miata has never had a repeat champion. So, each year, the front of the field is filled with more returning champions - all of them excellent Miata pilots. All of them are capable of winning again and breaking the streak.

Chief among those is last year's Champion Jim Drago, who always brings a top-notch game. "I think I can win again, but so can several others," Drago says. "I think there's an equal shot between myself, Craig Berry, and Elivan Goulart."

Craig Berry has certainly paid his dues and earned his place at the front of the pack. Asked who he thinks will run with him, more names appear: "Elivan Goulart, Patrick Sandlin, and Andrew Von Charbonneau, with maybe a surprise from Erik Stearns, who appears to be coming on strong," Berry says.

As always, the June Sprints are instructive. Danny Steyn may prove to be a dark horse challenger. "At the June Sprints, I had pole in Q1 and Q2, and then led several laps before getting knocked off the track," he says. "I re-entered in eighth place and drove back to the lead on the last lap before being taken out with three corners to go." Can you say unfinished business?

So, they won't let me finish this without making a pick. I'm going to respect the Spec Miata streak and pick Craig Berry for the win because he hasn't won before. But no one will be surprised if this is the year the streak falls and Drago or Goulart become the first repeat champions.

Jeff Zurschmeide

#### FORMULA ATLANTIC

RACE 6 FRI	DAY 2:	00 P.M.	
DRIVER	REGION	VEHICLE	C'SHIPS
<ol> <li>Jason Byers</li> </ol>	Milwaukee	Swift .014a	1
2. Keith Grant	Atlanta	Swift .014a	1
3. Michael Mallinen	Kansas City	Swift .014a	1

For six of the past seven years, the winner of Formula Atlantic has driven a car prepped by Mirl Swan. With that history, it's hard to go against a Swan Racing entry. So we won't. Jason Byers is the defending champion, and although he has had a late start to this season, he should be in top form and ready to defend this September. The June Sprints did not go well, but history has shown that the Swan cars peak at the Runoffs.

Keith Grant very much wants to win after bad luck at the past few Runoffs. He has won the June Sprints plus four others as of the end of June and is primed for the gold. Why is he not our

#### SPEC MIATA Year after year,

Spec Miata proves to be one of the most subscribed to classes in Club Racing. The combination of value, close racing, community, and excellent manufacturer support help make it a winner. With more than 60 entrants expected to take a shot at winning, great battles are a certainty. To date, no winner has repeated in this class, and we expect to add another new name to the record books in 2013, with Craig Berry picked to cross the finish line in first place.

favorite to win? Simply put, he told us at the Sprints, "Whatever you do, don't pick me!" Based on his recent Runoffs luck, we thought we'd to what we could to help out - plus, Byers really is fast enough to finish ahead.

Michael Mallinen won two years ago and almost won last year. He is in a Swan Swift and will be in the fight to the end. Should either Byers or Grant make even the slightest bobble, Mallinen will be through for the win.

The wild card is Sedat Yelkin, who has five wins in his Swift. Yelkin has been very fast this season and could finish on the podium. Others to be considered include Jacek Mucha, who year in, year out is a constant threat, and Jeff Kowalik. Jean-Luc Liverato has converted his CSR Swift back to FA specs and is always a threat, while Tyler Hunter is in the third Swan Swift - and we all know what that means.

Tom Schultz

#### .....

#### AMERICAN SEDAN

RACE / FR	IDAY 3:0	00 P.M.	
DRIVER	REGION	VEHICLE	C'SHIPS
<ol> <li>Andy McDermid</li> </ol>	Milwaukee	Ford Mustang	6
<ol><li>Tom Sloe</li></ol>	Neohio	Ford Mustang	1
3. John Heinricy	Detroit	Pontiac Firebird	11

Racing Luck. Perhaps no other class depends on it more. Let's look at last year. Tom Sloe had built up a 23-second margin over the rest of the field before little gremlins invaded his motor. Andy McDermid recounted, "Who knows how it's going to go? I was on the pole by 1.5sec last year and the car broke on the first lap."

2009 Champ Tom Sloe agrees, "I've led a lot of laps at the Runoffs but, unfortunately, not the last one all the way to the flag. I'm hoping this is the year my luck turns around. I'm testing two cars: the older one and the one I built two years ago. I've got Hutter Racing Engines building my motors again. They've taken the likes of Dale Earnhart Jr. to back-to-back NASCAR championships."

Sloe is hoping they will do the same for him, and we have no doubt he'll be in the lead pack.

Our pick for third is John Heinricy. Heinricy had his day end early last year after a first-lap tangle with Tom West, but as a former champion an invite is automatic. You can always count on excitement with these three, and it's hard to bet against any of them. This talented trio has 18 National Championships between them - these guys know how to race.



That's not to say someone else could not end up in the medals or stand atop the podium. We think Jeff Werth has the best shot to write his own name in the AS record book. He has six wins in U.S. Majors Tour competition. Daniel Richardson and Dane Smith, also in Camaros, and Michael Lavigne and David Venhaus (Mustangs) have all had some good finishes and are also a good threat for a podium.

Aaron Bailey, in his fuel-injected Pontiac, has had some great results in Majors competition in the Western Conference, and after his last-lap crash at the 2012 Runoffs, we're betting he's got something to prove this year. In the Mid-States Conference, Jim Wheeler has put his Trans-Am on the top step a number of times. Dane Smith's name pops up again in Majors results in the Mid-States with all top five finishes, and Tom Smith and Boyd Lear in Camaros and Chris Pederson in a Mustang all having logged podiums. With the rollercoaster last year's race turned into, this class could really be wide open. But one thing we can guarantee, it will be a great race - these boys never disappoint!

#### Dee Duncan

#### **H PRODUCTION**

RACE 8 F	RIDAY 4:00	) P.M.	
DRIVER 1. Lawrence Losha 2. Chris Albin 3. Greg Gauper	Southern Illinois	Honda CRX	<b>C'SHIPS</b> 2 0 1

First, let's assume that a couple past champions won't be competing at the Runoffs this year - but if Tom Feller (four championships) or Mike Moser (one title) show up, all that is written here might be moot.

Lawrence Loshak is planning to

compete in two very different classes this year: FB, and HP. He has won in DSR and EP, so he certainly knows how to drive. He has two races on Friday, the second of which is HP. Assuming his week has gone well, he can certainly win in HP. This assumption is for Chris Albin and 2011 HP Champion Greg Gauper to disprove, and they certainly have the ability to do so. Loshak should qualify well and lead when it counts, but Albin and Gauper are likely to lead as well.

The next group won't be far behind, is a great mix of car brands, and will actually include some open-top cars. Ron Bartell hasn't had the best luck at Road America in his MG Midget, but he can be fast, as is proven by his two championship titles. Matt Brannon continues to make progress with his Fiat X1/9 and could be running near the front. Jason Isley will return in his Toyota Yaris, a car that has proven quite capable in the past. Finally, Tim Pitts has shown that he can make his VW Golf go well, and he could certainly be in position for a podium, and FP frontrunner Kevin Ruck will be there in a Honda Civic.

Small bore production classes often suffer from attrition, and this year won't be any different; consequently, the next HP champion could be any of these fellows.

J. Michael Hemsley

#### TOURING 2 RACE 9 | FRIDAY | 5:00 P.M.

	DRIVER	REGION	VEHICLE	C'SHIPS
	Don Knowles	North Carolina	Chevrolet Corvet	te 6
	Tom Sloe	Neohio	Chevrolet Corvet	te 1
	Andy Wolverton	Nebraska	Chevrolet Corvet	te 1
Ī	∧ / hile div	ersity in To	uring 2 stil	1

W exists, the displacement has increased, and the number of potential

GT-3 This class is predominantly made up of purpose built tube-frame silhouette racecars. The Mazda RX-7, Nissan 3<u>50Z,</u> and a number of Toyota and Honda variants can be found doing battle at the pointy end of the field. This year, there are some large question marks hanging over the names of two egular contenders, and that should help give Mike Henderson the edge he needs to win.



championship contenders has changed. The Mitsubishi, Nissan, BMW days are behind us, replaced with American muscle courtesy of the Mustang and C5 Corvette.

We think the gold is a lock here - it's foolish to bet against defending Champ Don Knowles. The only question is what Knowles will be driving. His longtime supporters Phoenix Performance have a Corvette for him to test heads up with his trusty Mustang, so we know he will be prepared - and don't doubt he'll make the right choice.

Tom Sloe and Andy Wolverton will likely occupy the next two steps on the podium. Sloe was the best of the C5 contingent the last few years in T1, and that experience should help give him the edge over C5 convert Wolverton. Other Corvette drivers to keep an eye on are Matthew Pullano, David Sanders, Kyle Kelley, and Natha Waldbaum.

Should Knowles favor the bowtie over the blue oval, we expect Kurt Rezzetano and Pratt Cole to be the quickest of the Fords, but not likely quick enough to challenge for the top three positions.

There are a number of Porsches running out of the Fall-Line shop, which knows how to build winners, but the lack of displacement will likely find them lagging behind on the straights. Should weather become a factor, the rear engine cars could have an edge on corner exit, and that would help Jay Patel and Andrew Longe move up the order.

#### Jason Isley

#### FORMULA 500 RACE 10 | SATURDAY | 8:45 A.M.

DRIVER	REGION	VEHICLE	C'SHIPS
<ol> <li>Michael Mueller</li> </ol>	Milwaukee	Red Devil	2
2. Charles McAbee	Kansas	KBS	0
3. James Weida	Indianapolis	Scorpion	0

he 2012 Formula 500 championship

was effectively the race that never happened, as polesitter Jason Knuteson extended his string of disastrous finishes when his car suffered problems on the formation lap. Since winning the 2008-'09 championships, he has qualified strong but racked up a string of DNFs, so we never got a chance to see a race for the win.

With Knuteson out, Michael Mueller moved up from second on the grid to claim his second consecutive F500 title, more than 40 seconds ahead of the rest of the field. Mueller is looking stronger than ever this season, having recently



FORMULA ATLANTIC The Atlantic cars are flat-out fast. With big wings and big horsepower, they can make quick work of even a long circuit like Road America. In recent years, to challenge for the win you needed to be piloting a Toyota powered Swift – and if you really want to help your odds, it should be prepared by Mirl Swan. That is the exact combination that took Jason Byers to the gold last year and should see him claim another title in 2013.

reset the Road America lap record at Milwaukee Region's Cat National.

"We're having another great season and I feel confident that we'll have the pace come the Runoffs to defend home turf one more time," say Mueller. "With the 50th anniversary, I've been studying some of the statistics and history of the Runoffs, and it's a pretty short list of racers who've won three in a row. This being the last Runoffs at my home track just adds even more motivation."

At the time this was written, there were a number of contenders noticeably absent, and we have not been able to confirm their plans for this year's Runoffs. We think Knuteson would have been the biggest challenger to Mueller. Also missing from the point standings this season are Michael Vacek or Aaron Ellis. With those three out, the rest of the podium is up for grabs.

C.J. McAbee took the silver in 2012, and could easily repeat that. We also expect to see Jack Walbran, Michael Brent, James Weida, and Steve Jondal making a run for the podium.

Jason Isley

#### **TOURING 1** RACE 11 SATURDAY 9:45 A.M. DRIVFR REGION VEHICLE C'SHIPS Andrew Aquilante Philadelphia Chevrolet Corvette 2. Michael Pettiford Chevrolet Corvette 0 Colorado 3. Jerry Onks Chevrolet Corvette Tennessee rying to pick what is essentially a new class can be a challenge, but

considering his prowess behind the wheel and the track record of Phoenix Performance, it's hard to not pick Andrew Aquilante for the win. In 2012, Aquilante was not even planning to attend, but when a last minute opportunity arose, he showed up in a Mustang and grabbed the silver. Just based on the fact that he should be in a Corvette this year gives him our nod for the win.

Of course, Aquilante's chances went from good to great when defending Champ John Buttermore fell victim to a scheduling conflict - Buttermore will likely be watching the SpeedcastTV.com coverage of the T1 race from a hospital room, as he awaits the birth of his first-born son.

The rest of the podium is a bit of a mystery. Michael Pettiford had a great run going in 2012 before a flat tire took him out of contention, and we expect him to be back in his Corvette. Jerry Onks will be pulling double duty, also running his Corvette in GT-2.

The Viper camp should be well represented this year, with Tim Hund returning after a bronze medal finish last year. Kyle Kelley has upgraded to a T1 Viper as well, and he will be very busy, as he is also reportedly running a Corvette in GT-1 and T2.

There are a number of Mustangs trying to make a race of it this year, but it's unlikely they will match Aquilante. On the more exotic side of things, we should see a couple of Porsche entries, and possibly an Aston Martin - but we don't expect to see any of these cars reach the podium.

The potential dark horse comes in the form of T2 drivers. At the June Sprints, Tom Sloe bested T1 on Sunday in his T2 Corvette, and with the T1 allowances a number of T2 pilots could double dip and fight for a step on the podium.

Jason Isley

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#### **FORMULA MAZDA**

RACE 12 SATURDAY 10:45 A.M.

DRIVER	REGION	C'SHIPS
<ol> <li>Darryl Wills</li> </ol>	Houston	2
2. Alan McCallum	Houston	1
3. Douglas Peterson	Buccaneer	1

t's said that nothing focuses the mind so much as the knowledge that one will be executed in the morning, but for a Runoffs champion, losing the crown comes close. That's what happened to Darryl Wills last year, as Alan McCallum stood atop the Formula Mazda podium.

"Losing to Alan last year was the best thing that could have happened to me," says Wills. "I did not bring our best game to the playing field. Losing the championship reminded me how much I cherish this title, and we have put forth a big effort for this year's challenge."

Before anyone dismisses this as bravado, look at the record Wills brings to the table. He was champion in 2010 and 2011, and third place in 2009. So last year's fourth-place finish stung hard, and seems to have motivated him to bring his best game.

"I qualified 0.2sec under the existing track record and 1.3sec under second place," continues Wills. "We feel that the combination of the new brake compound from Hawk and the FM tire from Hoosier will be a big advantage for another Runoffs championship."

But McCallum may have other ideas. After winning last year's race with an amazing hard charge through the pack from an 11th-place start, McCallum will certainly not be easy to beat.

Other contenders could include 2011 and 2012 runner-up and 2004 Champion Dougl Peterson, last year's third-place finisher Steve Jenks, Robert Noell, or the new West Coast hot shoe T.J. Fischer.

"We hope to win," says Fischer. "It'll be a fight for the top spot - hopefully we can show our stuff." Jeff Zurschmeide

#### Jen Zurschmeide

<b>SPORTS 2000</b> RACE 13   SATURDAY   10:45 A.M.				
DRIVER	<b>REGION</b>	VEHICLE	C'SHIPS	
1. Bart Wolf	Milwaukee	Carbir CS2.85	0	
2. Mark Mercer	Colorado	Lola 90/91	2	
3. David Doran	Cincinnati	Doran JE-1	1	

Ordinarily, there would be a Fergus at the top of this list, as John Fergus has won this class seven times and son Corey triumphed last year. But, as of the end of June, John has indicated that it is quite unlikely that either will run this year. That, of course, opens the door wide in a class that has been the Fergus family property for over a decade.

Road America is Bart Wolf's home track, and he has many, many race miles here. Wolf has been on the Runoffs podium several times, but the top step has always eluded him. This year, however - the last year of Sports 2000 as a Runoffs eligible class should be the year that it all comes together for Wolf. He is ready, his Carbir is ready, and things should come together at last.

Mark Mercer has won twice, but he is hard to predict. Mercer is an excellent racer in his well-prepared Lola, but is quite enigmatic as to whether he will come and run. Further, if the track is wet, his car will remain on the trailer. But if he shows, and it is dry, he will give Wolf all he can handle.

FORMULA MAZDA These rotary-powered rockets offer close racing, and many of the top drivers already own a piece of Runoffs gold. Darryl Wills won in 2010 and 2011, but a less than stellar 2012 has made him hungry. However, Wills will have to work hard to stay ahead of defending champ and fellow Texan Alan McCallum.

Past champion David Doran has been running his Doran JE-1 very well this year after a prolonged absence. He has a U.S. Majors Tour win and is always competitive. But the podium is anything but a shoo-in for him, as a couple of others will be tough indeed. David Ferguson has dominated the West Coast events in his Van Diemen, but it is a question as to whether he will make the long tow two years in a row. If he does, watch out. Michael Bautz has been a steady winner in his Lola, including at the June Sprints, and he knows the track.

As we bid a fond farewell to this grand class, the biggest smile should be on the face of Bart Wolf.

Tom Schultz

#### SPEC RACER FORD

RACE 14 SATURDAY 1:00 P.M.

DRIVER	REGION	C'SHIPS
<ol> <li>Brian Schofield</li> </ol>	Central Florida	1
2. Scott Rettich	Ohio Valley	2
3. Mike Miserendino	Cal Club 🤺	4

This is the hardest class to pick. Not only is it one of SCCA's most popular classes, but it also has some of the most talented drivers in Club Racing. To be successful in this class you really need to know how to drive. Sure, setup and chassis balance can't be overlooked, but past that it's all out driving skill. So here's a tip: If cars are still in a tight pack come the end of the race (which they will be), be in second place entering the last lap. It's going to be a drag race up the hill - just ask 2012 gold medalist Cliff White how that works.

Looking down the list, there are no fewer than 15 guys who could win the gold. And, seriously, it's almost unfair that we can only pick the top three - the top 10 would be easier.

2010 National Champ Brian Schofield agrees: "My year has been good but not great. I've had a lot of competition with the new Majors format, but this is only making me a better racer. I think anyone qualifying in the top 10 will have a shot to win."

Schofield is our pick to win only because he has something to prove after going wide and being snookered in the last turn in 2012. Scott Rettich, however, has been nothing short of awesome notching five wins in Majors competition - and why would you count out four-time gold medalist Mike Miserendino? Things worked out last year for Cliff White, so who's to

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say they won't again this year? He bested Schofield at the Majors at Watkins Glen, so he likely has his sights set on a repeat.

Tray Ayers, Todd Harris, T.J. Acker, and Franklin Futrelle have been in the mix all season, and you can't count any of them out. Denny Stripling has two wins, Keith Verges has a couple of wins in Majors and some solid seconds, Craig Reeder is another with a number of wins. A few others who need to be mentioned are Lee Douglas, Adam Gottlieb, Jeff Beck, and 2003 SRF Champ John Black. As always, SRF is a race you don't want to miss.

Dee Duncan

#### FORMULA VEE RACE 15 | SATURDAY | 2:00 P.M.

1.         Michael Varacins         Chicago         Speed Sport         2           2.         Roger Siebenaler         N New Jersey         Mysterian         3           3.         Rick Shields         Steel Cites         VDF         1	DRIVER	REGION	VEHICLE	C'SHIPS
	2. Roger Siebenaler	N New Jersey	Mysterian	2 3 1

The draft, and where you are in the pack entering Turn 14 on the final lap, makes all difference in Formula Vee. Drivers in this class figured out pretty quickly that to have a shot at the win, or even the podium, you had better work together right up until you come out of that final turn. The draft, doubled with an incredibly deep pool of driving talent, really makes picking this podium a wild guess.

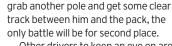
Perhaps the lone exception to needing the draft to win is Michael Varacins. In 2009, Varacins proved his potency behind the wheel with a runaway win - a method of winning he would like to see repeated this year. "It seems everyone is essentially 'teamed up' to make sure I don't get too far in front," says Varacins. "That's why I haven't really been able to break away the past few years. I was close a couple of times last year - another couple of car lengths and I would have been able to shake the draft. I'm hoping with a little extra power this year I might just be able to do it."

Last year, Varacins was running nose to tail with 2011 Champ Roger Siebenaler, and the two crossed the finish line a scant 0.101sec apart, with Varacins claiming his second title.

If Siebenaler, and others, can keep Varacins from slipping away, it's almost anybody's race to win. Thus, the Formula Vee rule of thumb: The driver sitting in second or third as they exit Turn 14 on the last lap has the advantage. However, if Varacins can

**SPORTS 2000** For the first time in over a decade. it's pretty certain that the S2000 title wont go to someone with the ast name of Fergus. The father and son duo of John and Corey Fergus have had a stranglehold on this class, and with neither returning in 2013, a new champ will be crowned. This year also marks a , nilestone as the last

nilestone as the last year for S2000 as a Runoffs eligible class, making this win even more significant. Bart Wolf has scored many medals at the Runoffs, but the gold has eluded him – that should change come September.



Other drivers to keep an eye on are the capable Rick Shields, Gary Blanarik, Chris Jennerjahn, Tyler Hunter and Stevan Davis. Dave Weitzenhof is another one to watch, as he'll be there using the past champion allowance. Jason Isley

#### GT-1

RACE 16 S	ATURDA	( 3:00 P.A	А.
DRIVER	REGION	VEHICLE	C'SHIPS
<ol> <li>Doug Peterson</li> </ol>	Buccaneer	Chevrolet Corvett	re 1
2. Mike Lewis	Cal Club	Jaguar XKR	7
<ol><li>Cliff Ebben</li></ol>	Milwaukee	Ford Mustana	2

Seven-time National Champion Mike Lewis tried to convince us that his trusty Jaguar was a "little long in the tooth" compared to the current Trans Am machines like those prepared by Tony Ave and driven by current Trans Am points leader and former Formula Mazda National Champion Doug Peterson. Peterson has been having a great season in Trans Am - he has made it to the top step in a number of races this season, so we'll go with him as our top pick. However, that's not to say we are counting out Lewis. It will be the usual dogfight at the front.

But you can't count out hometown hero Cliff Ebben and his beautifully prepared Mustang. He, too, has a couple of National titles in the class, and if anyone knows his way around the storied Road America circuit, it's Ebben.

That said, there's a new name on top of the current point standings, a youngster - 18-year-old Dillon Machavern driving a 1963 Ford Falcon that has been tearing up the competition. He has numerous wins and podium finishes and has kept pace with the likes of Amy Ruman, so he could be our dark horse. That's assuming he can make it, since school will be back in session.

Other possibilities include Amy Ruman herself - she always has a great race at the Runoffs. Simon Gregg in the Jim Derhaag-prepared car gets better each year. He finished on the podium last year, so this may be his chance to move up a step. Both of these drivers have had great seasons on both the pro and Club level and could easily figure into the medals. Tom Smith, Richard Grant, and David Fershtand could also be a threat.

Dee Duncan

#### **F PRODUCTION**

RACE 17	SATURDAY	( <b>4</b> :00 F	P.M.
DRIVER	<b>REGION</b>	VEHICLE	Ő
1. Eric Prill	Kansas	Mazda Miata	
2. Ken Kannard	Atlanta	Mazda Miata	
3. Sam Henry	Ozark Mountain	Mazda Miata	

le all know that numerology is bull hockey, but that doesn't make it any less fun. Eric Prill has some numerology going for him. At the Runoffs, he has gotten good results every other year fourth, then third, then second in 2011. His two podiums have come each time he ran the June Sprints. Well, he ran the Sprints this year, and it's the every other year, so it's predictable that he will win. Won't hurt that his car is now sorted, has a new brake master cylinder, and is very fast but that won't make the win easy. Ken Kannard is always fast and will keep Prill honest. Sam Henry will be helping with that as well. No doubt about it, these three will be up front.

That said, FP has an incredible number of fast cars. Past Champions

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If you compete in SRF, you are used to large fields and tight racing with evenly matched cars. It's spec by design, making SRF a true driver's class. You live and die by the draft in SRF, and popping out at the wrong time can take you out of contention. We expect the podium to be the who's who of SRF, and between the three of them there are seven titles. After a misstep in 2012, we are looking for 2010 Champ Brian Schofield to claim another gold medal.

Kevin Ruck (Acura Integra) and Rick Harris (Mazda Miata) are going well and will be in the mix. Meanwhile, David Strittmatter (Lancia Scorpion) and Bill Wessel (Datsun SPL 311) continue to make their non-Miatas go fast.

Speaking of Miatas, Mason Workman, Charlie Campbell, and Don Ahrens are having good seasons and are quick enough to challenge for the podium. And what if John and/or Nigel Saurino (MG Midgets) or Jerry Hinkle (Lotus 7) return to the Runoffs after being away for some years? They are all fast. Then there's the spoiler: Steve Sargis. Sargis is battling issues with his GT-Lite Triumph Spitfire and failed to qualify it for the Runoffs. He says he'll use his past champion's entry for his GT-L Spitfire, but might change plans and run FP instead. In which case, Prill will have company at the front.

J. Michael Hemsley

#### FORMULA F

RACE 18 SATURDAY 5:00 P.M.

••••	DRIVER	REGION	VEHICLE	C'SHIPS
1.	Lewis Cooper III	Central Florida	Van Diemen	1
2.	Tim Kautz	Chicago	Piper	2
3.	Steve Bamford	Atlanta	Mygale	0

The competition at the 2012 Runoffs in Formula F was close, to say the least, with Tim Kautz claiming his second gold medal - a historic first for Honda in the class - by a scant 0.077sec over Lewis Cooper. As we look toward the 50th Runoffs, the competition should be equally as tight, with a seemingly great balance between the Honda- and Ford-powered cars at Road America.

Both Kautz and Cooper report making changes to help increase their chances of standing on the top step of the podium once again. "We are working hard on the car after our loss at the June Sprints," says Kautz. "The car was very fast on short runs, but extremely hard on the tires. We're trying some new suspension and steering things to help the long runs."

For Cooper a second championship would also mean returning Ford to its former glory in the class. "We will make another run at a National Championship with Ford power," says Cooper. "We have worked on the aero on my Van Diemen, amongst other small changes."

Looking to make this a three-way battle will be June Sprints winner Steve Bamford, driving a Honda-powered Mygale. Other drivers we're expecting to see crash the party include 2012 bronze medalist Russell Ruedisueli, Reid Hazelton, and Stan Townes. Jason Isley

#### TOURING 3

RACE 19 | SUNDAY | 8:45 A.M.

••••	DRIVER	REGION	VEHICLE	C'SHIPS
1.	Kevin Fandozzi	Philadelphia	Chevrolet Cobalt SS	2
2.	Chad Gilsinger	Ohio Valley	Acura TL SH-AWD	1
3.	Richard Fisher	Chicago	Volkswagen GTI	0

Class reorganization since last September may have altered the landscape in T3, but all indicators are that the Chevy Cobalt is still the car for the job at Road America. That puts last year's Champ Kevin Fandozzi at the front of the list to win this year. Last year's runner-up Richard Fisher, driving a Volkswagen GTI, is in a similar situation, so we're expecting to see a repeat of last year's epic battle between the two.

That said, Last year's third-place finisher Chad Gilsinger, the 2010 T3

champ, thinks he has the right combination to make a play for the top spot. "I will be running a new Acura TL SH-AWD and think it will have a pretty good chance, but with the rules being changed for almost everyone this year it is hard to say who will have the advantage.

"Kevin [Fandozzi] had significantly more power than most last year," Gilsinger continues. "This year I think my car will be fairly equal to his as far as power goes, but [the Acura] weighs about 400lbs more. I do have all-wheel drive, though, and I think my car handles better, so it should be close."

Another driver to watch is Brian Kleeman in the Nissan 350Z. Kleeman made the T2 podium in a 350Z in 2011, and he's been tearing up the track this year. Last year's GT-2 Champion Tom Wickersham and 2012 SSB Champion Luke Wilwert will both be campaigning in Honda S2000s, and both are capable of putting the Honda at the top of the pile.

"It definitely should be an interesting race," Gilsinger says.

#### Jeff Zurschmeide

#### C SPORTS RACING RACE 20 | SUNDAY | 9:45 A.M.

DRIVER	REGION	VEHICLE	C'SHIPS
<ol> <li>Steve Forrer</li> </ol>	Milwaukee	Ralt RT-41	5
2. Jason Miller	Milwaukee	Wynnfurst Kohler	0
3. Lee Alexander	Cal Club	Stohr WF-0	0

Steve Forrer has won the last three CSR crowns in his Ralt RT-41. While he has raced but once so far this season, he will take advantage of the past champion's allowance to qualify for the Runoffs, and he will be ready to win. Forrer is virtually unbeatable at Road America and it will take a lot to beat him.

This year's CSR field is deep indeed, with a half dozen or more capable of winning. Jason Miller has been knocking on the door but has yet to come through. His six-cylinder, Kohler-powered Wynnfurst West is likely the fastest car, but Miller has been let down too often by reliability issues. If his car has a flawless run, Miller could finally notch a long overdue win.

Lee Alexander has been on a roll this season, with five wins in the bag as of the end of June - he could easily be on the top step in September. At the least, he and his Stohr will mix it up at the front for the entire race. James French is at his home track in a Swift Atlantic and will run up front. Kirk Kindsfater

# *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.



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has shown good speed, as has Dudley Fleck in an Elan-Mazda. Brian French is a past FA champion with many wins at Road America, so he cannot be counted out. From the savvy pro category comes Jim Downing, whose Peach Day 2 can surprise.

Then there is Jacek Mucha. He is always on the podium and has a powerful car in his Swift 016.a, and we would pick him again this year, but there is so much talent that he drew the odd straw this time.

The top three are picked, but it will be a crapshoot. Don't bet against anyone. **Tom Schultz** 

#### Tom Schultz

D SPORTS RACING					
RACE 21	SUNDAY	9:45 A.M			
DRIVER	REGION	VEHICLE	C'SHIPS		
1. Chris Farrell	Utah	Stohr WF1	0		
2. Tom Bootz	Kansas City	Stohr WF1	1		
3. David Locke	Indianapolis	Stohr WF1	0		

3. David Locke Indianapolis Stohr WF1 0 Whith the sports racing category reorganization just around the corner, it looks as though many of the contenders got an early start on their 2014 race program, with some DSR regulars already running in CSR. The combined DSR/CSR race schedule for the 2013 Runoffs also forced those who, in the past, might have double dipped, to pick a side.

So far this year there has been no sign of defending Champ Scott Tucker, who turned the class on its ear in 2012 when he claimed a half-minute margin of victory in his turbo West and became the only racer to break the two-minute mark at Road America in an SCCA class. His 2012 performance may have contributed to some competitors swapping classes a season early. Regardless, the question going into the 50th Runoffs is whether a turbopowered car will be needed to win again. Few who have tested the setup have had the reliability needed to get to the end – even Tucker's amazing run in 2012 was done on a backup engine after losing one in testing. Consequently, it seems reasonable that a naturally aspirated car should be able to get it done, but we won't likely know who is packing what until we all get to Elkhart Lake.

Word on the street is Chris Farrell has been testing a turbo, but he has also shown he is fast enough to run at the front if the group sticks with traditional power plants. Tom Bootz took bronze in 2012, and with the only guys who finished on the track ahead of him out this year, it would make him an easy pick. However, Bootz has reported that this season has been less than ideal for him, and he has some technical issues he will need to keep in check to pick up another gold medal.

David Locke took the win at the June Sprints, and would certainly like to make up for a disastrous 2012 Runoffs. We will also be watching Greg Bell and Garrett Kletjian, both of whom could mess up our predictions.

Jason Isley

SUPER TOURING LITE RACE 22   SUNDAY   10:45 A.M.					
DRIVER 1. Chad Gilsinger 2. Luke Wilwert 3. Oscar Jackson	Ohio Valley	<b>VEHICLE</b> Honda Civic Si Honda Civic Si Honda Civic Si	<b>C'SHIPS</b> 1 0		

At the 2012 Runoffs we saw an epic battle for the Super Touring Lite win, even though there was not a

Eric Prill came so close to claiming his first title in 2012, starting on the pole and leading a good portion of the race until his brakes let him down just over a lap from glory. Prill looks strong this year, likely due to spending more time driving the car than working on it. **Defending Champ** Steve Sargis appears to be focused elsewhere, which should give Prill some relief, but a number of other Miata drivers will be chomping

at his heels.

**F PRODUCTION** 

championship on the line. Ray Huffmaster and Jim Drago raced door handle to door handle, lap after lap, with Huffmaster taking the win. Unfortunately, the rest of the field was well off the pace. With a championship on the line at the 50th Runoffs, however, we expect to see more drivers at the pointy end of the field.

Class adjustments coming into the 2013 season stand to shake things up a bit; and we expect the Honda racers to sweep the podium this year. Past Runoffs Champs Chad Gilsinger and Luke Wilwert have converted a pair of ex-SSB Civics to STL trim, and Oscar Jackson Jr. has been campaigning a similar car on the West Coast with great success. We expect to seen John Schmitt, driving a Honda Prelude, to be close to the front, as well.

Huffmaster's winning RX-8 may have been able to get the job done last year, but it's a different story this year although we do expect to see him not too far behind the leaders. The same is true of Drago, but he and the rest of the Miata camp may be able to draft their way to the front. Robert Schader has built himself a fast Miata this year, and should be up there with Drago.

The wild card will be 2012 STU Champ Rob Huffmaster, Ray's son, who may show in his potent ITS RX-7. A year ago this car could have won, but Rob's no slouch behind the wheel and his skill might be able to make up for a lack of power.

#### Jason Isley

#### E PRODUCTION

RACE 20	SUNDAY	1:00 P.M	•
DRIVER	REGION	VEHICLE	<b>C'SHIPS</b>
1. Matt Reynold		Mazda Miata	0
2. Aaron Downer	/ San Francisco	Mazda RX3	0
3. Jon Brakke	Land O' Lakes	Mazda Miata	3

hen asked for an E Production prediction, one source said, "If you don't pick Matt Reynolds to win EP, then Superman must have bought an EP car." Well, there's no indication that Superman is going to show for the Runoffs, and Matt Reynolds is burning up every track he hits. He's not going to have it easy, though. Aaron Downey's venerable RX-3 (are they all racecars now?) had some problems early in the season, but it appears that he's flat flying now. Then there's Jon Brakke you don't get three EP championships by being slow, and he won't be slow. It's possible, but not likely, that these three will break away.



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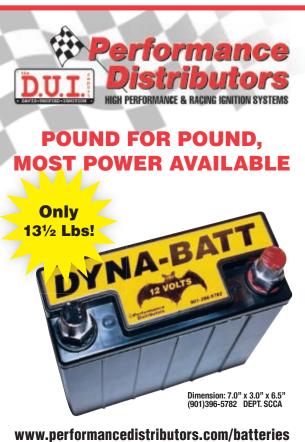
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#### 2013 TRANS AM SCHEDULE

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

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#### **TOURING 3**

This class offers great diversity; cars from Chevrolet, Acura, Volkswagen, Nissan, and Honda are typically battling for the win. The mix of naturally aspirated and turbocharged cars, along with the different drive types, makes it hard to predict the winning setup. Defending Champ Kevin Fandozzi, however, probably has enough left in the tank to claim one more win in the Chevy Cobalt.

Most likely is that Greg Ira will be in the mix for the win in his Datsun Z-car, as he usually is. Ira would make a good pick for the championship, and could do it this year even if the others don't have trouble in the race.

Chasing this group will be an interesting mix of cars, and all could take advantage of any missteps or mechanical issues among the leaders. Sam Halkias makes his tractor (oops, that's Triumph) TR6, go faster every year. Out west, Gary Gist has shown good speed with his Mazda RX-7 this year, as has John Longwell in his BMW 328i. Fellow BMW driver Kevin Leigh has also been fast in a Z3. Then there's Tony Rivera - it appears that he's back in an RX-7, and knows how to build a rotary powerplant.

J. Michael Hemsley

#### FORMULA ENTERPRISES RACE 24 SUNDAY 2:00 P.M.

DRIVER	REGION	C'SHIPS
<ol> <li>Scott Rettich</li> </ol>	Ohio Valley	2
2. Paul Schneider	Central Carolinas	0
3. Curt Harrelson	Tennessee Valley	0

.....

Perhaps this is the class that is closest to a lock - but that was said about Rettich one year ago, and his drive was stalled by a fouled shifter, so anything can happen. Nonetheless, Rettich is the class of Formula Enterprises. As of the end of June, Rettich has notched 10 FE wins, including the June Sprints. With such an impressive streak of wins, plus his dominance of the class over the past few years, to pick anyone other than him would be considered a big stretch. But who could upset the applecart? The first name that comes to the fore is Paul Schneider. Schneider has had a fine season so far; scoring high finishes with great regularity. At the time of this writing, Schneider had four wins and two seconds, and was ranked at the top or near the top of every points table. If Rettich sneezes, Schneider should be there to vault to the top step.

Curt Harrelson has been piling up the points also, scoring big in multiple divisions and U.S. Majors Tour Conferences. He has been a factor everywhere and has to be considered as a genuine contender for the podium. Right with Harrelson should be Justin Hoffman, who has two wins, two seconds, and two thirds. Others to be considered include Mark Eaton, Scott McQueen, and Denny Marklein, all of whom are running well this season.

But the record speaks for itself. Rettich is the one to beat, and barring the unforeseen, should bag another gold medal this September. **Tom Schultz** 

Tom Schult

#### TOURING 4 RACE 25 | SUNDAY | 3:00 P.M.

ace 25 | Sonday | 3:00 P.M. Driver region vehicle c'ships

Lance Stewart	Reno	Ford Mustang	1
Michael Scornavacchi	Florida	Ford Mustang	1
Lee Niffenegger	Cal Club	Honda Civic	1
		••••••	•••••

Touring 4 is brand new for 2013 sort of. The reality is the class is a combination of the old SSB and SSC classes. SSB Cars like Mustang, Civic, and BMW Z4 are more or less the same configuration, but now as a Touring class they can remove interiors and the CRB has more freedom for performance adjustments and components. SSC cars are allowed lighter wheels, aftermarket dampers, and springs up to 500lbs.

So what will be the weapon of choice? Likely the Mustang, and our pick is Lance Stewart behind the wheel. Last year, Stewart was late to the grid and got caught up in the first lap melee, both seemingly taking him out of contention for the win. Despite that, Stewart almost ran down eventual race winner Luke Wilwert (driving a Honda).

2001 Champ Michael Scornavacci, also in a Mustang, will give Stewart a run for his money, and you can never count out Ed Zabinski (2010 champ) or Steve Zink, both piloting Mustangs. See a pattern here?

But let's look at the other cars that might figure into the medals. We are giving the nod to HPD Engineer and 2008 National Champ Lee Niffenegger to finish in the bronze spot. Niffenegger has been working to get the weight reduced on the Honda Civic this season, and has managed to get the minimum weight down to 3100lbs add that to a suspension change and he's managed to stay in the mix. He finished fourth at the 2012 Runoffs, breaking his podium streak in the five previous seasons.

Brian Price has a bunch of wins in Majors competition, but will the quick little Mazda MX-5 have the legs for the long straights at Road America? That remains to be seen. Speaking of quick, there's the BMW Z4 of Toby Grahovec (2005 and '09 SSB Champ). He had a great run at Circuit of the Americas in March and can't be counted out. Wiley veteran Ralph Porter is also in a BMW, and you know what they say about age and treachery!

As far as the old SSC class cars go, James Place looks like he'll be giving it a go in a Chevy Cobalt - but as of this writing, he was the only one we could find.

#### Dee Duncan

B-SPEC RACE 26	SUNDAY	3:00 P.M.	
DRIVER	<b>REGION</b>	VEHICLE	<b>C'SHIPS</b>
1. Joel Lipperini	NE Pennsylvania	Honda Fit	3
2. Shawn Young	Nebraska	Mazda 2	0
3. Robbie Davis	South Carolina	Mini Cooper	0

After last year's four-car race within A race (where a B-Spec race took place, but not by name, as they all ran as Showroom Stock C cars), picking an initial champion for B-Spec is a bit of a dartboard throw. Certainly if we see last year's winner Sage Marie back in

Robert "Robbie" Davis and Charlie James dominated the Eastern and Mid-States Majors Conferences, respectively, in a pair of Mini Coopers, while Derrick Ambrose ran roughshod over the Western Majors Conference in his Mazda 2. The exception to that was Buttonwillow, where Roy Richards drove his Honda Fit to a pair of wins.

But with the standing invitation to all past champions to attend this year's Runoffs, B-Spec could be seen as low-hanging fruit for the 50th Runoffs, and we could see past champions turning up in these low-cost cars for a shot at the title.

One of those past champions is Joel Weinberger, who has a 2011 championship in Super Touring Under and a pair of second-place finishes in 2010 and 2012. He's bringing a team of three Mazda 2 entries. "The Mazda 2 is a bit underpowered, but also the lightest," he says. "One of my teammates is Shawn Young, who qualified on B-Spec pole last year in our Mazda 2. He was ultimately beat by the Honda Fits, but there were extenuating circumstances. And it will help to have two other teammates as wingmen on track this year."

Weinberger and Young will be joined by Tony Kester as their third teammate.

Our pick, however, is three-time National Champion Joel Lipperini. Like some of the others in B-Spec, he's been wheeling his car in the SCCA Pro Racing Pirelli World Challenge Touring Car B-Spec class this season - that and

the fact that all of his championships have come in low-powered frontwheel-drive cars, mean he's hard to bet against.

A ringer who might turn up in B-Spec is John Heinricy, who is rumored to be working on a Chevy Sonic. If he shows up, he'll be hard to beat.

#### Jeff Zurschmeide

#### ..... FORMULA CONTINENTAL RACE 27 SUNDAY 4:00 P.M.

•••	DRIVFR	REGION	VFHICLE	"SHIPS
	DRIVER	KEGIUN	TEINCEE .	
1.	Brian Tomasi	Chicago	Van Diemen RF-08	2
2.	Gerald Szykulski	Land O' Lakes	Van Diemen DP08	1
3.	Chris Miller	Land O' Lakes	Van Diemen	0

ormula Continental is very difficult to call this year. Under the past champion's allowance for the 50th Runoffs, any number of potent FC competitors can run. Some recent FC champions have also indicated that they are not running more than a race or two during the season, but nonetheless may show up at the Runoffs. This does complicate matters.

Brian Tomasi has two titles and says he will bring his self-prepped Van Diemen out to play this September. He has run the June Sprints this season and had some difficulties, but will be ready for the Runoffs. While he will not have much seat time, he has won before, and yows that he will be ready.

Last year's winner, Gerald Szykulski, is undecided whether he will attend, but he did register for the event. He was near invincible last season, and should he show, that record could well carry him to his second straight. His Van Diemen is well prepared by Arms Up Motorsports, giving him an extra edge.

Chris Miller is the only one of the three picks who is running the season



With the defending champion a maybe, and the potential for past champs to take advantage of the 50th Runoffs provisional entry, this class is more challenging than usual to call. Even with limited seat time, two-time **Champ Brian** Tomasi looks like a good pick – but with so much other talent in the class, lets not start engraving the trophy just yet.



and has momentum on his side. He has three wins, including the June Sprints, and will be a tough competitor. Chuck Moran is doing well in the east, with three wins and the points lead, and he is eager to show the rest of the country what he can do. Others who should figure into the equation include Robert Allaer and Steve Bamford.

Four-time Champion Niki Coello is not racing this year, but he lives close by, he has a couple FC cars, and has an invitation, so why not?

#### Tom Schultz

#### **GT-LITE** RACE 28 | SUNDAY | 5:00 P.M. DRIVER REGION VEHICLE C'SHIPS Blackhawk Valley Triumph Spitfire Steve Sargis Kent Prather Kansas Mazda Miata 3. Peter Shadowen Florida Honda CRX

teve Sargis, Kent Prather, and **O**Peter Shadowen all have something to prove - Sargis wants to win in a third class with his Spitfire, Prather wants to repeat, and Shadowen wants to show he can beat those open-top cars. If you thought last year's race was a great one, this year could be one of the best in history, since these aren't the only fast cars in GT-Lite by a long shot. Bobby Lentz (Nissan Sentra SE-R) and James Hargrove (Honda Civic) were on the podium last year, and each wants to move up at least one step.

Jonathan Goodale (Mazda Miata) is always a threat, Bob Clark leads the CENDiv points and has a quick Honda CRX, and then there are the former champions. Jim Dentici leads that group with five championships, two of which have been in GT-Lite. His Honda CRX is a rocket ship when set up correctly. Chris Bovis (Honda CRX) and Peter Zekert (Nissan 200SX) both have one GT-Lite championship. Brian Downey (Nissan 200SX) has a quick car, and he will be looking for opportunities to move forward during the race. All of these guys know how to drive and can win.

Last year it was a small field, but there seem to be more cars running this year. The field should be strong, and maybe it will attract a few drivers who haven't been to Road America, like Toyota drivers Lans Stout from the northwest and former GT-Lite Champion Warren Montegue from Virginia.

J. Michael Hemsley

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#### CLASSIC START

By the time the Kimberly Cup race took place in 1952 (ABOVE), the races through the Village of Elkhart Lake were a proven success. t's a scene that happens all across the country: Someone from the county shows up and says that the road you live on needs improving. The road needs to be straightened, widened, and we need cut down trees to make it conform to our standards. Sometimes they're right, but often the local residents don't think the project is entirely necessary. The residents go though the normal channels, showing up at planning commission meetings, signing petitions and, in most cases, the best they can expect is a compromise to the original plan.

If, however, you happen to live on Sheboygan County Road A, just outside the town of Elkhart Lake, Wis., and this happens, you've got an ace up your sleeve. Sheboygan County road A is part of the original open-road course used in the early 1950s to hold the first races around Elkhart Lake, eventually leading to the construction of one of the premier closed course tracks in America: Road America. Who are those special allies? How about the board of directors of Road America, and the Milwaukee Region of the SCCA. Those are good friends to have.

#### HISTORY BEGINS

What happened back in the 1950s to make this all worth saving? In the winter of 1949, Jim Kimberly and C. Bayard Sheldon, along with a few



other Chicago Region members, flew to the area in southeast Wisconsin to scout a place to hold races. After flying over Elkhart Lake and liking what they saw, they landed in Sheboygan and drove to the Village of Elkhart Lake. They stopped in at the Elkhart Lake Bank and talked to then-president Jim Johnson.

At the time, Elkhart Lake was struggling economically. Johnson figured the races in town could help revitalize the area. He joined with Fire Chief Ray Kramer and resort owner Ollie Siebken Moeller to spearhead the races from the town's side. Fred Wacker and Karl Brocken joined Kimberly and Sheldon to take care of organizing the race from the Chicago Region side. Finally there was Wisconsin Governor Walter Kohler who had a cabin on Elkhart Lake who kept the bureaucratic wheels greased.

The first race, held in 1950, was on what's known as the North Course, 3.5 miles in length running on the north side of town. It was a typical road-racing event for the day with most of the 33 racers coming from SCCA's Chicago Region. There were two classes, over and under 1,500cc. Splitting the racers into Expert, Novice, and Ladies, they ran five races varying in length from 15 to 60 miles.

The event ended up attracting about 5,000 spectators. Jim Kimberly, the now-SCCA Hall of Famer, won the first main event in his Ferrari type 166 Barchetta. Immediately, they began promoting the next year's event nationwide to entice celebrities and professional race teams to come to the Village of Elkhart Lake.

In 1951, they expanded the course to 6.5 miles and it went through - and around - the town. Racers came from all over to compete in the three races held that day. The first race is a 32-mile, five-lap event for novices. The final race of the day was won by John Fitch in a Cunningham CR2, beating all the experts in a 30-lap 200-mile jaunt. The crowd estimates soared to 50,000, making this an undeniable success.

#### A massive crowd estimated at well over 100,000 showed up for the two-day event"

The race in September 1952 was a two-day affair, attracting 238 entries for the three races. Saturday's race, The Sheldon Cup, named for one of the race founders C. Bayard Sheldon, was won by Phil Hill (still an up and comer headed for Formula 1) driving a C-type Jaguar. Two more races held on Sunday, a 100 miler for the smaller cars and a 200-mile event for cars over 1950cc. Bill Spears, driving an OSCA, won the 100-mile Kimberly



Cup. John Fitch returned to win the 200-mile main event called the Elkhart Lake Cup driving a Cunningham CR4.

This year, a massive crowd estimated at well over 100,000 showed up for the two-day event. At this point, spectator safety became an issue and the open road races came to an end. But the racing in Elkhart Lake was far from over. In 1955, just to the south of town, the four-mile closed course Road America opened for business.

#### **KEEPING HISTORY ALIVE**

Getting back to the problems of the residents along county Road A, this all started in 2002, and by early 2004 the county began to remove trees. The county had recognized the historical arguments put forth by the locals, but this wasn't enough for the construction to be stopped. Things needed to happen fast in order to save the area.

The board of directors for Road America filed a formal request for eligibility for preservation of the historic circuits under the Preservation Act. In July 2004, the request was granted and construction was halted.

But this isn't the end of the story – there was still a lot of work to be done. The Historic Preservation Act required that the highway department seek input from the public and negotiate with interested parties. This took place in September 2004, and the following February the county withdrew its request for federal funding of the County Road A improvements. Somewhere in the midst of all of this, the local action group morphed into the Elkhart Lake Historic Race Circuits Preservation Society (HRC).

With the improvement project stopped, the HRC needed to get the

#### **CROWD PLEASER**

With wild action like this scene from the 1952 races, where Irving Robbins Jr. fights his Cunningham through the Marsh Turn, it's easy to see why thousands of fans flocked to Elkhart Lake, Wis., to witness the races.





#### THE START

(ABOVE) This was the scene on the starting grid during the first race in Elkhart Lake in 1950. (RIGHT) John Fitch pilots his Cunningham through Elkhart Lake in 1951.

#### **MARKS THE SPOT**

Visit Elkhart Lake Wis., and you'll find a number of signs commemorating the 1950s races.

old race circuits declared historical sites. First they got the Elkhart Lake Open Road Race Circuits in the Wisconsin Register of Historic Places. This made them eligible for a listing on the National Register of Historic Places. After review by the federal agency on Feb. 17, 2006 they were added to the National Register of Historic Places, taking a spot next to Watkins Glen as the only other historic open road race circuit declared a national historic site.

At this point, the HRC needed to take advantage of the historic designation and really preserve the



old circuits. The society set about fundraising and organized for markers to be placed at significant and named locations around both of the old circuits. Jaguar of North America provided a generous grant with additional funds coming from private donors and organizations. The Wisconsin Historical Society

The next time you're in Elkhart Lake for a race at Road America, take a moment to read those historical signs"

erected a marker in the Village of Elkhart Lake.

Planning started for a dedication celebration, and the HRC set out to find some of the original cars that competed in the old course races. Both of John Fitch's Cunninghams were located, as was the Jaguar that Phil Hill drove to victory. John Fitch and Phil Hill were contacted and accepted invitations to the dedication. The word was also put out that historic and vintage cars were needed for the celebration. In all, 82 classic sports cars showed up for the festivities. On July 13, 2006, Lake Street



was closed and lined with all the vintage iron in attendance. State Senator Joe Liebham opened the ceremonies along with a representative from the State Historical Society and Jim Dentici, speaking for the Milwaukee Region. After them, Phil Hill and John Fitch entertained the crowd with stories from the old course races. Then, finally, Augie Pabst joined Hill and Fitch to unveil the historical marker.

So, the next time you're in Elkhart Lake for a race at Road America, take a moment to read those historical marker signs. After all, the HRC, Milwakee Region, Road America, and the Village of Elkhart Lake put in a lot of work to make that happen.

For more information or to join the Elkhart Lake Historic Race Circuits Preservation Society, go to www.historicracecircuits.com. 🔘



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# NORTHEAST SUPER TOUR

The 2013 BFGoodrich Tires Super Tour Concludes at Watkins Glen International with Rounds 11 and 12 During the Independence Day Weekend

WORDS Reece White MAIN IMAGE Barbara Protos



O n the final weekend to score points in the SCCA Eastern Conference Majors Tour, no one was going to relax at Watkins Glen International. To add to the pressure, this also marked the final two rounds of the 2013 BFGoodrich Tires Super Tour, making the July 5-7 weekend key for all involved.

Rick Kavitski pulled his No. 24 RDK Engineering Mazda Miata away from the field from pole position and drove to a 7.258sec win in E Production in the



#### **MIXED RESULTS**

(ABOVE) Saturday's race did not go as planned for FF driver Robert Detrick, but Sunday his luck turned and he scored the win (ABOVE RIGHT) GT-2 competitor Jim Goughary claimed the win on Saturday, but finished a close second on Sunday. (RIGHT) Kurt Rezzatano stood on the podium both days in T2, claiming the top spot during Saturday's race.

day's opening group. The battle raged behind him in F Production in the early stages between two former National Champions and a recent podium finisher. Charlie Campbell's No. 89 Campbell Brothers Racing/Jesse Prather Motorsports Mazda Miata took the lead on the opening lap, but 2010 Champ and polesitter Kevin Ruck moved back into the lead on lap three. Campbell and 2009 Champion Mark Carpenter, making a recent return to racing after a two-year sabbatical, chased the No. 3 Hoosier/Honda/Cobalt Acura Integra while simultaneously battling for runner-up position.

Ruck opened up a gap while Carpenter's No. O GSS Technical Publications Acura Integra moved into second on lap seven. With a lap and a half

to go, Carpenter's car slowed and pulled

off course, elevating Campbell to second.

coming onto the front straight to take

the checkered flag with a flat front tire.

Campbell whipped past at speed within

20 feet of the stripe, taking the win by

as both Amy Ruman and Dillon

GT-1 appeared poised to be a battle,

Machavern were flirting with the existing

just 0.088sec.

Trying to will his car to the finish line,

especially costly, as Ruck slowed

That mechanical failure would prove

class track record in qualifying. Ruman led away from the pole in the No. 23 McNichols Co./Cenwald/Goodyear Chevrolet Corvette, and then went to work edging away from Machavern's No. 29 Heritage Automotive Group/Riggins Engineering Ford Falcon.

Ruman opened up a lead of five seconds by lap 11, when the full course caution flew for a single car incident.



The race ended under yellow, saving Ruman from battling off a final charge.

In Group 3, when overall polesitter C.J. McAbee's No. 15 AJ's Import Garage/Hoosier AJ's 2012/Rotax F500 pulled to pit lane with mechanical issues on lap six, it left both Joe Parsons and Michael Brent to cruise to Formula F and Formula 500 wins, respectively. Not even a full course caution on lap eight could challenge the runs, as Parsons' No. 37 Investment Advisors Asset Management Swift DB-6 gapped the field once again on the lap 11 restart. Brent cleared the Formula 500 field in his No. 47 Hoosier Tire/QRE Invader QC-1/Rotax to win that class.

Group 4's Spec Miata race saw Elivan Goulart and Matthew Ferris pull away from the Spec Miata field, with Goulart's



No. 70 SAC Racing/SCDA1.com Mazda Miata setting the pace. Ferris ran nearly identical lap times in his No. 06 SAC Racing Miata, but couldn't find his way around Goulart prior to the completion of the 14-lap race.

Next up, Mike Collins had the T4 race wrapped up until he drove the wheels off of his No. 75 Meathead Racing Mazda MX-5 - literally. Coming to the checkered flag, Collins lost a wheel and, as you would expect, slowed dramatically. His big lead evaporated as Jared Lendrum's No. 71 North Country Subaru Subaru BRZ flew past to take the win; Collins skidded across for second. Jonathan Stocum won B-Spec in the

No. 4 Simmons-Rockwell Ford Fiesta. The "wings and things" group was chaos from the green flag to the 7 Mike Collins had the T4 race wrapped up until he drove the wheels off his... MX-5 – literally"

checkers. As the green flag flew, the D Sports Racing duo of Keegan Van Sicklen and Dennis Hanratty touched, spinning Hanratty on the front straight and causing Van Sicklen to pull off on the opening lap. Just past the start line, in Turn 1, the C Sports Racing machine of Jacek Mucha, the Formula Atlantic of Bruce Crockett, and the Formula Continental of Kyle Mack came together in a heap of metal. All but Mack were able to resume once untangled by the safety team. The field went green again on lap four, but Connor Burke's Atlantic brought out a caution again on lap five when he pulled to a stop on the front straight.

Jimmy Simpson drove his No. 36 Hoosier Tire/K-Hill Swift 016/Mazda to the overall and Formula Atlantic lead shortly after the lap eight restart, and then pulled off course during lap 12 as did then D Sports Racing leader Greg Bell's No. 33 The Door Company/ Young Racing Stohr WF-1/Suzuki.

The cars off track, along with debris from the earlier incidents, caused the race to be shortened to 13 laps. Paul Schneider, with a win in Formula Enterprises behind the wheel of the No. 73 Performance MotorCars of Charlotte/ Syvel Images/Dangerous Cargo machine, clinched his class title with a fist pump.

#### A SWEEP

Elivan Goulart claimed Spec Miata wins both days at the Super Tour, but neither were easy wins.



#### **FIRE BREATHER**

Amy Ruman's GT-1 sweep wasn't simple, as several other competitors also wanted the win.



The Group 6 Spec Racer Ford battle ended with class championship leader Cliff White's No. 58 Thompson White Racing SRF battling Brian Schofield's No. 61 PM Racing SRF in a match race for the win. Schofield crossed the stripe in front with two to go, but White had the inside line in Turn 1 and took the lead. White held it for the final two laps, taking a firm hold in the championship battle.

The final group of the day was a family affair, with Joe Aquilante winning in Touring 1 and overall, and niece Amy Aquilante scoring victory in American Sedan. The senior Aquilante nabbed his win in the No. 32 Phoenix Performance/ Hawk Performance/Hoosier Chevrolet Corvette, while the younger generation's bragging rights came in the No. 50 Tom Aquilante Racing Pontiac Firebird.

David Brand kept his Super Touring Under championship hopes alive with a win in the No. 3 Krugspeed Racing/BGB Esqs Lotus Exige. Brand entered the weekend needing two wins to clinch the Eastern Conference title.

Sunday saw no delay in the racing action, with Kavitski looking like he would repeat his E Production. Chris Dryden, running second, showed a burst of speed in his No. 02 Carbotech/ PayPal/Team JBS BMW Z3 in the middle stages of the race, setting a new track record with a lap of 2:07.595 and pulling away for the win. A finish by Donald Walsh secured the Eastern Conference E Production Championship in the No. 47 Classic Auto Mazda RX-7.



Ron Bartell repeated in H Production, sweeping the weekend in the No. 4 Hoosier Tires MG Midget. Ruck, however, got revenge for Saturday, running away with F Production, and capturing the win that had eluded him the day before.

In Group 2, Eastern Conference GT-1 Champion Machavern tried to put a last-lap move on Ruman after Ruman had opened up a lead, but the last-ditch effort backfired. Machavern ended in the gravel trap in a "checkers or wreckers" move, allowing Ruman to sweep the weekend.

The small formula car battle of Group 3 was hard racing in all three classes. Formula F eventually claimed the overall win, as Robert Detrick's No. 4 Boyer Flight Services Van Diemen RF 98, Joe Parsons' No. 37 Investment Advisors Asset Management Swift DB-6, Ross DeVoe's No. 14 RED Racing Van Diemen RF-93, and Charles

Machavern ended in the gravel trap in a 'checkers or wreckers' move, allowing Ruman to sweep the weekend"

Foster's No. 27 Foster & Company Piper DF5 all ran in the overall pack and challenged for - or sat in - the lead.

DeVoe dove to the inside of Detrick's machine in Turn 1 to start lap 11, but Detrick made a beautiful sweeping move around the outside to hold the point at the exit. One lap later, DeVoe made it stick, but Detrick was back in front as they crossed the stripe with two to go.

With one to go, Parsons took the lead from Detrick in Turn 1. Coming out of the boot, with all three in striking distance, Parsons ran wide and off course to open the door for Detrick's final pass.

Detrick took the win, followed by Parsons and DeVoe, by just 0.609sec at the finish. Topping that thriller earned Detrick the GoPro Hero Move of the Weekend.

The Formula 500 top drivers were mixed into the same pack that the Formula F leaders were in, with Brent leading the way. Disaster found Brent on lap 12, however, as he tangled with a slower car and ended his day.

That temporarily handed the lead to David Lapham's No. 56 QRE/Hoosier Tire Invader QC-1, who was then passed by eventual winner Keith Joslyn's No. 51 ASI Signage/Trimark QRE QC-1.

Lapham was joined on the podium by his daughter, Katie Lapham; who



finished third in the No. 88 QRE Invader.

In Spec Miata, Goulart pulled a large enough gap from the field to stay out of the draft and earn the win.

Jimmy Simpson drove his No. 36 Swift 016/Mazda to the Formula Atlantic and overall win; but the position battles behind him were deciding the seasonlong championships. John Burke's No. 55 Fast Pirate LLC Swift 014a/Toyota chased Simpson early on, and then finished as the runner-up. Coupled with a third-place finish by Chris Fahan's No. 39 Hoosier Tire/Mazdaspeed/Fahan Paving Swift 016, Burke edged Fahan by a single point to take the championship.

Dennis Hanratty made a similar move in D Sports Racing. Needing a lot of help and a great finish to take the title, Hanratty drove to a win in the No. 18 EPIC Cameras/Kinesys Sunscreen West WR-1000/McLaren. When Greg Bell scored no points with a DNF, Hanratty was crowned champion.

In Spec Racer Ford, the only way defending National Champion White would fall shy of the Eastern Conference title was if Tray Ayres in the No. 7 Ayres Racing SRF won, while White's No. 58 Thompson White Racing SRF finished third or lower.

White took care of that himself by battling to the front of a four-car rumble

#### **OWNING IT**

Spec Racer Ford belonged to Cliff White, with him taking wins both days. That said, neither race was a lock.





THE RIGHT

FORMULA

(LEFT) Sam Ryan

took the Formula

Formula Vee was

hotly contested all

Roger Seibenaler

victories both days.

(72) managed

weekend. However,

Saturday. (ABOVE)

Mazda win on

for the checkered flag. The two contenders, along with Franklin Futrelle's No. 1 Meco Inc. of Augusta/Comprent Motorsports/Skip Barber Racing School SRF and Schofield swapped positions numerous times over the 14-lap race.

Schofield led under the one to go board, but all three drivers worked past him on the final lap. When the dust settled, White was joined on the podium by Futrelle and Ayres.

In the final race group, Amy Aquliante swept the weekend in American Sedan, while older sister Beth followed her across the stripe on Sunday in the No. 61 Tom Aquilante Racing Chevrolet Camaro. Robert Beede repeated in Super Touring Lite behind the wheel of the No. 21 Bill Fenton Motorsports Honda Civic. David Brand came from way behind in the point standings with a pair of wins, taking the STU title in the No. 06 Krugspeed Racing/ BGB Esqs Lotus Exige. (

#### RESULTS

#### U.S. MAJORS TOUR/SUPER TOUR/DOUBLE NATIONAL FINGER LAKES REGION | WATKINS GLEN INTERNATIONAL | July 5-7, 2013 SATURDAY

GT1: (6 starters) 1. Amy Ruman (Chevrolet) 1:51.297; 2. Dillon Machavern (Ford): 3. Jim McAleese (Chevrolet); **GT2**: (5 starters) 1. Jim Goughary (Nissan) 1:58.844; 2. Russ Snow (Chevrolet); 3. Gerald A. Lustig (Acura); GT3: (6 starters) 1. Joe Kristensen (Acura) 2:03.579; 2. James Ashe (Mazda); 3. Chad Bacon (Toyota); GTL: (6 starters) 1. Robert Lentz II (Nissan) 2:11.251; 2. Kyle Disque (Toyota); 3. Jamie Houseman (Honda);

AS: (8 starters) 1. Amy Aquilante (Pontiac) 2:11.882; 2. Dennis Careri (Ford); 3. Jerry Post (Chevrolet); EP: (7 starters) 1. Rick Kavitski (Mazda) 2:09.046; 2. Chris Dryden (BMW); 3. Kevin Leigh (BMW); **FP:** (11 starters) 1. Charlie Campbell (Mazda) 2:10.761; 2. Kavin Ruck (Acura); 3. Serge Lentz (Mazda); **HP:** (3 starters) 1. Ron Bartell (MG) 2:20.441; 2. Carolyn Bayer-Broring (Volkswagen); 3. Gib Stine (Austin Healey);

**STU:** (3 starters) 1. David Brand (Lotus) 2:14.696; 2. Frand Capobianco (BMW); no other finishers; **STL:** (23 starters) 1. Robert Beede (Honda) 2:15.435; 2. E. Greg Amy (Acura); 3. Steve Gorriarian (Mazda); **T1:** (8 starters) 1. Joe Aquilante (Chevrolet) 2:01.837; 2. Preston Calvert (Chevrolet); 3. John Buttermore (Chevrolet); (Ford) 2:04.616; 2. Matthew Pullano (Chevrolet); 3. David Sanders (Chevrolet); T3: (2 starters) 1. Kevin Boehm (Honda) 2:11.426; 2. Chris Outzen (Chevrolet); **T4:** (4 starters) 1. Jared Lendrum (Subaru) 2:21.255; 2. Michael Collins (Mazda); 3. Steve Lewis (Ford); SM: (44 starters) 1. Elivan Goulart 2:18.564; 2. Matthew Ferris; 3. Steven Gorriaran; BS: (2 starters) 1. Jonathan Stocum (Ford) 2:36.116: 2. David Beccaris (Ford);

CSR: (2 starters) 1. Darryl Shoff (Elan) 1:51.678: no other finishers: **DSR:** (5 starters) 1. Keith Carter (Stohr) 1:54.575; 2. Doug Piner (Dauntless); 3. Dennis Hanratty (West); S2: (1 starter) 1. Vince LaManna (Tiga) 2:07.548; SRF: (33 starters) 1. Cliff White 2:14,381; 2. Brian Schofield; 3. Derek Defonce:

FA: (8 starters) 1. John Burke (Swift) 1:47.578; 2. Chris Fahan (Swift); 3. Richard Zober (Swift); FB: (8 starters) 1. Jeremy Hill (Photon) 1:50.174; 2. Jason Slahor (Van Diemen); 3. Alex Mayer (Elan); FC: (8 starters) 1. Douglas Rocco (Van Diemen) 1:57.281; 2. Davy D'Addario (RFR); 3. Fred Bross (Van Diemen); FE: (4 starters) 1. Paul Schneider 1:55.570; 2. Joseph Sammut; 3. Justin Huffman; **FF:** (14 starters) 1. Joe Parsons (Swift) 2:03.151; 2. Robert Albani (Van Diemen); 3. Ross DeVoe (Van Diemen); **FM:** (5 starters) 1. Sam Ryan 1:58.487; 2. Beau Borders; 3. Sam Lockwood; **FV:** (Roger Siebenaler (Mysterian) 2:15.620; 2. Rick Shields (VDF-2); 3. Gary Blanarik (Silver Bullet); F5: (15 starters) 1. Michael Brent (Invader) 2:02.879; 2. David Lapham (QRE); 3. Keith Joslyn (QRE).

#### SUNDAY

**GT1:** (7 starters) 1. Amy Ruman (Chevrolet) 1:50.602; 2. Jim McAleese (Chevrolet); 3. Scott Quaile (Chevrolet); GT2: (4 starters) 1. Russ Snow (Chevrolet) 1:57.719; 2. Jim Goughary (Nissan); 3. Jason Lee (Audi); (NISSAI); 3. Jason Lee (Adu); GT3: (6 starters) 1. Joe Kristensen (Acura) 2:03.307; 2. James Ashe (Mazda); 3. Steve Lustig (Acura); GTL: (5 starters) 1. Kyle Disque (Toyota) 2:12.103; 2. Andrew Riley (Austin); 3. Ryan Downey (Nissan);

AS: (5 starters) 1. Amy Aquilante (Pontiac) 2:11.595; 2. Beth Aquilante (Chevrolet); 3. Jerry Post (Chevrolet); EP: (7 starters) 1. Chris Dryden (BMW) 2:07.595; 2. Rick Kavitski (Mazda); 3. Kevin Leigh (BMW); FP: (9 starters) 1. Kevin Ruck (Acura) 2:10.748; 2. Mark Carpenter (Acura); 3. Mason Workman (Mazda); **HP:** (4 starters) 1. Ron Bartell (MG) 2:24.599; 2. Gib Stine (Austin Healey); 3. Carolyn Bayer-Broring (Volkswagen);

**STU:** (2 starters) 1. David Brand (Lotus) 2:29.612: no other finishers: STL: (12 starters) 1. Robert Beene (Honda) 2:15.385; 2. E. Greg Amy (Acura); 3. Peter Tonelli (Mazda); T1: (8 starters) 1. Joe Aquilante (Chevrolet) 2:01.902; 2. John Buttermore (Chevrolet); 3. George Winkler (Ford); T2: (6 starters) 1. Matthew Pullano (Chevrolet) 2:05.451; 2. Kurt Rezzetano (Ford); 3. David Sanders (Chevrolet); T3: (3 starters) 1. Kevin Boehm (Honda) 2:11.333; 2. Brian Kleeman (Nissan); 3. Chris Outzen (Nissan): **T4:** (4 starters) 1. Michael Collins (Mazda) 2:19.152; 2. Jared Lendrum (Subaru); 3. Steve Lewis (Ford); **SM:** (38 starters) 1. Elivan Goulart 2:18.800; 2. Matthew Ferris; 3. Steve Gorriaran; **BS:** (2 starters) 1. Jonathan Stocum (Ford) 2:36.703; 2. David Beccaris (Ford);

**CSR:** (2 starters) 1. Jacek Mucha (JMS) 1:48.183; 2. Darryl Shoff (Elan); **DSR:** (4 starters) 1. Dennis Hanratty (West) 1:54.128; 2. Doug Piner (Dauntless); no other finishers; **S2:** (1 starter) 1. Vince LaManna (Tiga) 2:06.478; SRF: (33 starters) 1. Cliff White 2:14.662; 2. Franklin Futrelle; 3. Tray Ayers

FA: (6 starters) 1. Jimmy Simpson (Swift) 1:45.667; 2. John Burke (Swift); 3. Chris Fahan (Swift); FB: (7 starters) 1. Lawrence Loshak (JDR) 1:49.434; 2. Jason Slahor (Van Diemen); 3. Alex Mayer (Elan); FC: (7 starters) 1. Douglas Rocco (Van Diemen) 1:56.725; 2. Fred Bross (Van Diemen); 3. John McMurray (Van Diemen); **FE**: (4 starters) 1. Paul Schneider 1:55.747; 2. Justin Huffman; 3. Joseph Sammut; FF: (13 starters) 1. Robert Detrick (Van Diemen) 2:02.510; 2. Joe Parsons (Swift); 3. Ross DeVoe (Van Diemen); FM: (5 starters) 1. Beau Borders 1:58.248; 2. Sam Lockwood; 3. Sam Ryan; **FV:** (16 starters) 1. Roger Siebenaler (Mysterian) 2:16.022; 2. Jonathan Weisheit (Protoform); 3. Gary Kittell (Caracal); F5: (16 starters) 1. Keith Joslyn (QRE) 2:02.929; 2. David Lapham (QRE); 3. Katie Lapham (Invader).





# SERIES REPORTS

Sports Car Club of America 10/2013

**Reports from SCCA's Competition Series** 

#### RACING ROOM CLUB RACING by Jim Wheeler, Chairman, Club Racing Board

### THE COMING YEARS

Over the Independence Day weekend, I competed in the U.S. Majors Tour at High Plains Raceway in Colorado. This is now one of my favorite racetracks. I might have never raced at this facility, but it was part of the Majors Mid-States Conference, and I had committed to doing the Majors season – and I'm glad I did.

The event, hosted by Colorado Region, was excellent, with kudos to the folks who put on the Saturday night meal. I also raced at Continental Divide Region Pikes Peak International Raceway Majors for the same reason.

This is the first time I have raced two races in Colorado since my first season, which was 1975, when I flat-towed my E Production MGB to La Junta and Pueblo. Colorado was part of the Midwest Division back

#### This will mean long tows for some racers, but the benefits should outweigh any negatives"

then. I plan on racing the Mid-States Conference of the Majors next season, too, so that may send me to other new tracks.

The National Championship Runoffs takes us to Mazda Raceway Laguna Seca next season, and in 2015 it will be at Daytona, so new racetracks are a big part of SCCA's Club Racing future. That said, the Runoffs returns to Mid Ohio in 2016, and I hope to make that race, too. I really want to go back, since I have some unfinished business there.

This new Runoffs system should spark renewed interest on the West Coast, and should result in more balanced participation across the



#### A WORK IN PROGRESS

The Majors is still a work in progress. The Eastern Conference offers great tracks, but very long tows. That egs the question: Should the Eastern Conference be broken up into Northeast and Southeast? Voice your opinion about any facet of the Majors program at crbscca.com Whatever the final number and makeup of the Conferences is, look for the number of races to be tightly controlled. We might end up with five Conferences, in the future, with each Conference having five race weekends This would still give everyone 10 races from which to score their best seven. Sprint #



country. The intention is to move the Runoffs around the country and to bring it back to the west and east coasts in rotation with tracks in the center of the country. I know this will mean long tows for some racers, but the benefits should outweigh any negatives.

#### **DIVISIONAL RACING IN 2014**

For 2014 and beyond, there will only be Majors and Divisional races. Most of SCCA's divisions have finished their plans for the way they will deal with Club Racing outside of the Majors program in 2014. Each division is being given the power to set up its own program and to determine how that program will offer a route to the Runoffs. Since Runoffs invitations, earned through the Majors, do not count against a division's invitations, a division is free to design its own program to fit its racers. This will ensure that divisions with healthy programs will not lose control of them.

#### LICENSING

The Club Racing license rule has also been rewritten. There will be two levels of licenses for Club Racing - the Novice license and the Full Competition license. A Novice can apply for Full Competition license after one Drivers School and completion of three subsequent Divisional races on three event weekends. The licenses are good for two years. This will not affect the non-traditional schools, nor will it discount previous racing and Time Trial experience.

#### STRENGTHENING CLASSES

In an effort to strengthen the GT classes, the CRB has recommended that GT-Lite is to become a Divisional class for 2015. The class will not be eligible for Majors competition or the Runoffs. The proposal calls for a very slight modification to GT-3. Some of the GT-Lite cars will be incorporated into GT-3. Other GT-Lite cars will be given a method to race in appropriate Production classes.

At this stage of the season, we review the Advisory Committees. Due to length of service, some members will be retiring at the end of the season. We are looking for fresh members for many of the Advisory Committees. If you are interested in serving on a committee, please submit your resume through the **www.crbscca.com** letter system - and I'll see everyone at the 50th Runoffs in September! •



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#### LEAVING THE LINE NATIONAL SOLO by Paul Brown

### HOSTING A NATIONAL SOLO EVENT

Does your region want to host a National Solo event? Lots of regions do it, so it must be possible - but there are things to consider. First off, you have to ask if your region is really up for such an undertaking. There is more to a Tire Rack Solo Championship Tour or Tire Rack ProSolo National Series event than a typical Regional event, and we're not just talking about the fact that these events probably don't use the standard event operations that your region has perfected over the years.

For starters, National Solo events are generally three-day commitments. Setup starts Friday at 8 a.m., and by the time teardown comes along on Sunday, your teardown crew is going to be exhausted. But this is what you and your region live for, so what's the next hurdle?

Every National event needs a good site. Surface quality is a *big* deal. Some competitors are willing to travel to get seat time on Lincoln-like concrete. Others look for tire-friendly surfaces. There may even be some who seek practice in rain. The site doesn't even need to be a previously known or overly popular – until the Tire Rack Solo National Championships showed up at the Lincoln Airpark in Lincoln, Neb., that site wasn't on our radar. In other words, the chances are great that many other amazing, yet undiscovered, sites are still out there.

At this point, you've got an enthusiastic region and a great site to host the event - how do you get on the National schedule? Simple: you talk to Howard Duncan, SCCA's Vice President of Rally/Solo and Special Programs. This is also where you discuss what sort of National event you might want to host.

The ProSolo National Series is a points series, with events scattered among three zones. ProSolo sites must be able to support two mirror-image courses, so the course area needs to have a large space that is reasonably symmetrical. Solo Championship Tour locations need to have a good-sized course area, but there's no issue with symmetry. Attendee turnout for Championship Tours tends to be the larger of the two, so paddock space may be critical.

The new Tire Rack Match Tour series has added more events to the National schedule, but it is supported by a different crew and set of equipment, so it's possible to have date conflicts with the other series as long as the events are separated by enough distance and the Solo department at the SCCA National Office approves. This year, for example, the Packwood Championship Tour and the Milwaukee Match Tour happened on the same weekend. All three series expect to see

competitors traveling some distance to

compete, but they all depend on a large local turnout in order to succeed. If registration levels are too low, SCCA just can't justify the expense of the National crew traveling, and an event will be canceled. This is less likely with ProSolo, as there is somewhat more incentive for competitors to travel, and the fact that it is a points series means that a canceled event could destroy many a dream for competitors. If you can't bring the turnout, your time on the National Solo schedule will be brief.

The schedule is a tricky thing, as there are uncounted complications

#### <sup>27</sup> Surface quality is a big deal. Some competitors are willing to travel to get seat time on Lincolnlike concrete"

from site availability, event conflicts, holidays (those we try to schedule on as well as those we need to avoid), and the biggie: putting it all together in such a way that it minimizes travel as much as possible. On occasion, the Club will lose a site mid-year and scramble to find a workable alternative.

The good news is that if you manage to put it all together, you'll have a hundred or more happy competitors who will appreciate it. And, if things go really well, your event may become an annual staple of the National Solo schedule. If it weren't for people being willing to take the plunge, we wouldn't have these events to look forward to every year. •

#### DON'T PANIC!

Even when your region manages to jump every hurdle and host a National Solo event, you can bet something will happen during the competition weekend to cause you grief. There have been epic rainstorms in San Diego; the last two years have seen nearrecord heat in Farmington (which no doubt led to the sandstorm on Saturday); and tornadoes are a common adventure (either threatening events directly or adding travel difficulties). At various times, there have even been managers opting to

complicate things at the last minute: whether it had to do with catering, overnight parking, space availability, rental costs, or any number of other things. To throw in an added level of difficulty, one of the key members of the organizing crew usually has to bail on the event at an inconvenient time. In any case, expect something to happen that will make your life more interesting but you'll find that everyone will pull together to make it through the weekend.



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# ON RALLYING

by Rick Beattie

# **OVER THERE**

To find out what other RoadRallies are like, former RoadRally Board Chairman **Kevin Poirier** and Northeast Division RoadRally Steward **Steve McKelvie** were good enough to comment on rallies beyond the sea, or at least the Great Lakes, and compare them to the ones we run in the SCCA.

McKelvie explains some of the Canadian rallies. Rallies there are put on by local rally clubs, and although there may be a Provincial championship, there is no national championship. Navigation equipment is not a consideration; classes are based on experience.

Most of the navigational (navex) rallies have a puzzle component while some of the brisk rallies (drive) have mileage to all corners.

Timing is in seconds, not hundredths of a minute. "Route instructions are given out about five minutes before [your] out time," says McKelvie. There are no time allowances (TAs). McKelvie explains that some controls are timed to the tenth of a minute but most controls are timed to the minute. The out time is the top of the next minute. "Therefore downtime in the control is less than one minute," he says.

Poirier adds comments for those in western Canada, especially British Columbia.

There are equipment classes, everything is metric (KPH and kilometers) and control timing is to the second. In addition, "Some of the winter events have a 'winter scoring' rule where you are only penalized for falling farther behind at the next control," says Poirier.

For example, "You get a 3 at CP1 [Checkpoint 1]. If you are between 3 and perfect at CP2 you get a zero. If you are 5 late you get a 2 for being two later than you were at CP1. For CP3 your 'zero window' is now 5 to zero," explains Poirier.

"TAs are slowly being adopted," he says. "Their drive events are fully kilometered and brisk so they realize that they need something to help folks who get off time."

Poirer notes that rallying in Canada is more widely known by the

#### NAVEX RALLIES

Steve McKelvie explains that the puzzles on the navex rallies "might be the use of stick maps, out-of-order course following instructions with or without out-of-order speed changes, clock face instructions, use of narrative, story-like route instructions mixed up tulip instructions, map instructions." McKelvie also notes that "because the instructions are given out just before

notes that "because the instructions are given out just before the start, you cannot spend pre-rally time discussing these with the driver or other competitors. In one Canadian rally, we got the instructions while lined up for the start one minute before the out time." public. "When crossing the border into Canada, the border agents generally know about rally (and often the specific rally we're going to); coming back into the U.S. we just get blank stares."

Rallying is also more widely known in Europe. McKelvie has seen that "rallying is more popular than over

#### They have a longer history of rallying and sports cars are more common" STEVE MCKELVIE

here, but they have a longer history of rallying and sports cars are more common." The rallies are very public and often with older cars so the event becomes a moving car show, similar to Great Race here.

"Rally clubs are very influential," he says, noting "many rallies [are] held by private, for-profit rally companies."

"I don't know much about the general popularity of the contestants, but it is not unusual to have former racers and well known WRC drivers participate in the TSD rallies."

McKelvie provides some details for

#### OCTOBER 2013

#### SIMILAR, BUT DIFFERENT Rallying is different

Kaliying is alterent the world around, but also similar. The Baden Classic Rally (LEFT and BELOW), held annually in Germany, is different from RoadRallies the SCCA hosts, but not so much that Club members can't quickly adapt. the rallies across the pond. "[There are] no classes based on equipment, but the type of equipment permitted is defined. Control locations are often known [and] in times are provided [Monte Carlo timing]." There is one constant speed between controls and intermediate speed changes are almost unheard of.

Timing is to the second and sometimes to the tenth or hundredth of a second. The Mille Miglia is very similar to the description above but the scoring is a bit different.

"They measure the time that you cross the line and then award points for having the better scores. If you get the closest to the perfect time, then you might get 1,000 points, for example, the next closest time might get 900 points, even though they might have only been 1/100 of a second behind the first car. And so on. The score is based on your relative results, not the timing measurements themselves."

"I think that most USA rallyists would find the concepts very similar," says McKelvie, "but it takes a little while to adjust to the rules." (•)

#### LESS THAN A MINUTE

Steve McKelvie experienced how quick the less-than-a-minute down time at a control could be at a Quebec rally he ran with Adam Brodeur a couple of years back.

"The speeds were brisk but quite achievable; however, you could not let up at any time. And when you got to the controls, the driver had to safely stop the car, get out of the car, run back to the timing car, get the timing sticker, get back to the car, get the seat belt done up, and be on his way. We usually left the control down about 20 seconds, which had to be made up. So there was no time to take a deep breath."

That rally started at 7 p.m. and finished about midnight. "I've never seen five hours go so fast in my life," says Brodeur.

#### **CO-DRIVERS OR NAVIGATORS?**

Steve McKelvie notes that "nowadays, they are [called] navigators. In the 'glory days' of rallying, they were co-drivers. The great events like Alpine Rally or Liege-Rome-Liege would cover 2,200 miles in three days. Drivers often had to sleep in the car. So on some of the simpler sections, the navigator would drive while the driver dozed – or the driving responsibilities would be shared, but from the maps and speeds they knew when the higher skilled driver needed to be behind the wheel."



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GETTING DIRTY RALLYCROSS by Jon Olschewski

#### REGISTER FOR THE RALLYCROSS NATIONAL CHAMPIONSHIP NOW!

There is a bit of magic in the air this time of year. Can you feel it? The RallyCross National Championship is being hosted, for the third year in a row, at Tulsa Raceway Park in Tulsa, Okla. (3101 North Garnett Rd, Tulsa, OK 74116). The date? Oct 4-6. You will be there, won't you? In past years, a wide field of competitors have made their way to the overflow lots of the Tulsa drag strip to see who has what it takes to be crowned an SCCA National Champion.

The sport is at a tipping point where the classes are so full that the surface struggles to hold up, although efforts are made during the event to minimize these changes. But in this sport, the surface will change during every run, with every car - it's a good problem to have. It means that you had better be on your toes if you're going to come out and play – especially if you intend to win. Adding to the difficulty, every cone counts, every run counts, and your opposition will be fast out the gate on their very first run.

Consistent, fast, and adaptive are just some of the elements of skill you will see at this event, more so than at almost any RallyCross during the rest of the season. This event is one that truly tests the skills of the driver.

If, however, you aren't going to be behind the wheel, there is still reason to attend the RallyCross National Championship - you will witness the best RallyCross battles in the nation. **Warren Elliot** and **Jan Gerber** are both names you should recognize. They have triumphed at this site and are stepping back up to take home more hardware.

#### Every cone counts, every run counts, and your opposition will be fast out of the gate on their very first run"

Last year, the Stock All Wheel Drive class was highly contested by three amazing drivers. During almost every single run, the first-place position was being traded between Gerber, **Gonzalo San Miguel Vega**, and **Charles Wright**. It came down to the very last run, when

#### A HELPFUL BUNCH

Think you're not ready to run against the cream of the crop in SCCA's RallyCross at the RallyCross National Championship? The only way to find out is to come out and try. The RallyCross community is a close-knit community of enthusiastic folks who want to help. Don't worry if you don't know anyone making the journey this year to Tulsa – by the time you leave, you will have made a number of new friends, and may have even proven that you are one of the ones to beat in the sport. Worse case, you'll have a great weekend of fun you can talk about for years to come.

Gerber took claim to the win. Meanwhile, in Prepared All Wheel Drive, Elliot was turning nearly untouchable runs, leaving the entire field in the dust while driving his potent Mitsubishi Evo.

The 2013 National Championship event will undoubtedly be one to remember. Those who have prevailed in the past will be fighting to keep their place at the front of the line, while others will be pushing to not let Tulsa leave them empty handed.

RallyCross is a great sport to bring in new blood - but at the RallyCross National Championship, well-seasoned drivers often show that experience and patience behind the wheel can beat unbridled enthusiasm. If you are looking for a grand way to shake up this year and want to cap off your RallyCross season with a bang, make your way over to Tulsa this October and compete against the National lineup. •

#### **REGISTRATION PROCESS**

Registering for the 2013 RallyCross National Championship is easy. Head to www.scca.com/rallycross and click the "RallyCross National Championship" link on the lefthand side. There, you'll find links to the list of currently registered competitors, as well as a link to online registration, which is being handled by SCCA's official registration partner, Motorsportreg.com. The cost to compete at the event is \$128, and can be paid online through Oct. Should you miss that deadline, don't fret, as you can register for the event as late at Friday, Oct. 4. Should this describe you, e-mail SCCA Rally/Solo Competition Manager Brian Harmer (bharmer@scca.com) with your entry form, or bring the entry form to the registration window of the timing trailer. There will be no registration on Saturday.



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#### **PRO FILE SCCA PRO RACING** ns Am Race Group, edited by Philip Royle

### **TRANSAM** ROUND 5: **ROAD AMERICA**

fter being hassled by rain earlier in Athe day on June 21, the 34-car Trans Am field was able to take to a dry track after storms had subsided for Round 5 of the series. Doug Peterson (TA) and Cameron Lawrence (TA2) each started in first position in their classes but, come the green flag, they both found themselves being challenged for position.

In Trans Am, the fastest of the classes, Peterson was immediately challenged by Amy Ruman and Cliff Ebben. They each pushed Peterson multiple times; however, when Ruman entered the pits after just one lap, Peterson was able to focus on Ebben until the track went under a full course yellow.

Lawrence, on the other hand, made way for the Bob Stretch after the two-time defending TA2 champion made one of his trademark fast starts. The race remained under yellow for three laps of the 4.048-mile circuit, going green until lap 12 when the course went under yellow once again after Ruman and Kenny Bupp made contact, causing both cars to go off in an unsafe location.

During those green laps, however, little changed toward the top of both classes, with only defending Champion Simon Gregg racing side by side with Ebben.

After a series of yellows, the race began to take its final shape toward the end of the 20th lap. While Peterson was still in the lead, Ebben continued to hold second as Kyle Kelley made his way into the top three.

The TA class would hold that shape for the remainder of the race, finishing in that order with Doug Peterson first overall and in his class.





#### I came...with one goal, and that was to get a victory to dedicate to a close family friend's son" CHUCK CASSARO

"Cliff [Ebben] gave me a hard time for awhile," Peterson says. "He's always a good driver and he probably knows this track better than almost anyone, so I was definitely hustling out there."

Peterson's victory is the fourth of the year for him, and fifth for Tony Ave Racing, as the team continues its dominance in the TA class, sweeping all Trans Am races so far in 2013.

Cliff Ebben finished second in TA and continued his mastery of Road America, a course that has seen him land on the podium three times in his last four appearances, and culminated in two victories and two second-place finishes.

Kyle Kelley finished third and came away with his first top-five finish and podium appearance in only his fourth Trans Am start.

In TA2, Lawrence and Stretch battled back and forth through restart after restart. Lawrence managed to pass Stretch while working the 14th lap of the race. Lawrence then fended off the defending champion on two restarts and managed to build up enough space to maintain his lead on the way to his third TA2 victory of the year.

"Trying to keep up with Bob [Stretch] restart after restart is one of the toughest things about racing with him," Lawrence says.

Lawrence also set a new TA2 track record during his victory, timing in at 2.18.738 and averaging a tick over

105mph around the track. Stretch would finish second, his third podium placement in a row.

In third was Pete Halsmer, Lawrence's teammate. Halsmer finished third in TA2 for the third race in a row, as Miller Racing has held two podium spots in those three races. His consistency has earned him third position in the TA2 points.

In TA3, Chuck Cassaro led the way for the America Muscle group, running a clean and consistent race. The victory is the second of the year for the defending TA3 champion and, while happy with his victory, he set the tone with a heartfelt dedication.

"I came...with one goal," says Cassaro, "and that was to get a victory to dedicate to a close family friend's son who unfortunately lost his life. I want to dedicate this win to Benjamin McCarter who recently passed away this one is for him."

#### RESULTS

#### TRANS AM SERIES | Round 5 | Road America June 20-21, 2013

Trans Am: 1. Doug Peterson (Chevrolet) 2:08.095; 2. Cliff Ebben (Ford); 3. Kyle Kelley (Chevrolet); 4. Simon Gregg (Chevrolet); 5. David Fershtand (Chevrolet); 6. Rick Dittman (Chevrolet); 7. Jim McAleese (Chevrolet); 8. Jordan Bupp (Chevrolet); 9. David Pintaric (Chevrolet); 10. Paul Fix (Chevrolet); 11. Kenny Bupp (Chevrolet); 12. Amy Ruman (Chevrolet); 13. Denny Lamers (Ford).

Trans Am 2: 1. Cameron Lawrence (Chevrolet) 2:18.738; 2. Bob Stretch (Chevrolet); 3. Pete Halsmer (Chevrolet); 4. Kurt Roehrig (Chevrolet); 5. John Atwell (Chevrolet); 6. Tom Sheehan (Chevrolet); 7. Adam Andretti (Chevrolet); 8. Britt Casey (Chevrolet); 9. Bill Prietzel (Chevrolet); 10. Tom West (Ford); 11. Dale Madsen (Ford); 12. Scott Ferguson (Pontiac); 13. Gregg Rodgers (Chevrolet); 14. Robert Huffmaster (Chevrolet); 15. Ricky Sanders (Chevrolet); 16. Mel Shaw (Chevrolet); 17. Joe Sturm (Ford); 18. Mike Miller (Chevrolet).

Trans Am 3: 1. Chuck Cassaro (Ford) 2:36.336; 2. Rob Bodle (Ford); 3. Tim Gray (Porsche); 4. Rich Jones (Ford); 5. Mickey Mills (BMW).

took the green flag, with Doug Peterson (87) taking the win. (BOTTOM LEFT) In TA3, it was Chuck Cassaro claiming the win over four

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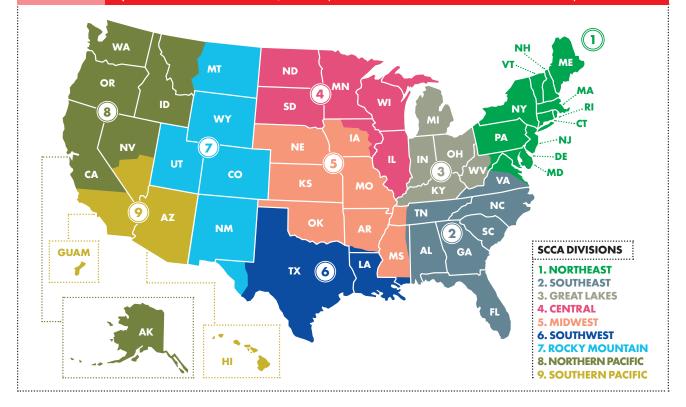
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### AROUND THE DIVISIONS

# **DIVISIONAL REPORTS**

Sports Car Club of America 10/2013: Updates, stories, and news from SCCA's nine competition divisions.





#### RACING WITH HEART

On May 16, 2013, my father passed away from complications arising out of multiple myeloma cancer. We were blessed to have at least a few weeks notice of what was likely to happen and the opportunity to say goodbye. Among other things, I miss the phone calls on Sunday when he'd always ask: "How was the racing this weekend?"

As I prepare for the Tire Rack Solo National Championships, I'm under no illusion that, somehow inspired by my dad's passing, I will suddenly find the additional skill or ability needed to win a championship this year - but I am preparing with extra motivation and focus. When I take off my helmet after that last run in Lincoln, he'll know and I'll know that I gave it my best, and that would make him proud regardless of my finishing position.

What is inspiring your racing this year? Across our division, members are inspired to race and volunteer by people and causes close to their heart. As you read this, hundreds of Club Racing drivers and workers are headed to the 50th running of the National Championship Runoffs at Road America where everyone who participates - just by being there - honors those who raced and worked the 49 events prior. Locally, one need only look at the division race schedule to see we are a group of people who race with heart.

Take, for example, the **Joe DeLuca** and **Linda Gronlund** Freedom Races at Pocono Raceway held on May 10-11, 2013. This annual event, hosted by Northern New Jersey Region, celebrates the lives of two longtime SCCA members who were lost on United Flight 93 on Sept. 11, 2001. DIVISIONS AND REGIONS The SCCA is divided into Divisions and within those boundaries are Regions. You can find your SCCA Division and Region by going to SCCA.com. "I lost two dear friends that day that made me remember what SCCA was about," explains Darrell Anthony. "We celebrate, we don't have moments of silence, we make as much noise as we can, and shake the ground doing it."

The Mohawk-Hudson Region hosts the annual **John Stim** Memorial Regional race at Lime Rock Park this year on July 12-13. Not limited to honoring just one person, each of the nine races during the weekend is named in the memory of a past member from the MoHud and Northern New Jersey Regions.

These special events are not limited to Club Racing. Philadelphia Region hosts an annual two-day Solo event, the **AI Holbert** Memorial Autocross, with the proceeds going to selected charities. The event draws Solo drivers from across the division, with the top PAX index winner from the two days taking home the traveling trophy for the year.



Many events across the Division demonstrate our heart by raising funds for great causes. Tri-Region's annual Laps to Conquer MS National Club Race at Pocono on Aug. 10-11, 2013, is part of a larger fundraising program by racers, which has contributed more than \$165,000 to the National Multiple Sclerosis Society. This year, the Club racers were joined by Solo drivers with NEPA and Philly Region hosting Solo events at Pocono the same weekend.

In perhaps the best example of a combined program effort, the Racing Against Leukemia NERRC Triple Regional on Aug. 10-11 at New Hampshire Motor Speedway includes Club Racing, a Solo event, a RallyCross, and a RoadRally. Proceeds raised by participants and donors go to the UMASS Memorial Foundation for Leukemia Research. In 2012, this event raised more than \$17,000 thanks to the generosity and heart of all the SCCA members who participated.

The events listed here are just a few examples of the ways NEDiv members race with heart. As we reach the end of the busy racing season here in the Northeast, a big thank you to everyone involved in showing how much we care as an SCCA family by organizing and participating in these terrific events.

### **CLOSING NOTES**

Just a few short words about two NEDiv members we've recently lost. By all accounts, **Jeff Bower**'s first love was his Caldwell Formula Vee, which he kept in pristine condition. A quiet guy who loved cars and racing, "He was happiest when he had a job to do," reports **Bob Dowie**, whose GT-Lite car was often prepped and serviced by Bower "just because he liked doing it." Bower passed on June 21 at Lime RACE ON Many knew Club racer Jeff Bower by his pristine Caldwell Formula Vee. Unfortunately, Bower passed away on June 21 at Lime Rock Park during an SCCA Club Racing weekend.

### MISSING CLYDE Clyde Bales, a well-respected,

well-respected, 30-year member of the SCCA, volunteered much of his time in Timing and Scoring. Sadly, Bales passed away in June at the all-too-young age of 81. Rock Park while attending an SCCA Club race.

Condolences also to the family of Washington DC Region member Jeanne Hoffman, a regular in Timing and Scoring at racetracks across the division, who passed on Feb. 25 in Florida.

.....

### CONTACT

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REVVIN' IN SEDIV SOUTHEAST DIVISION BY SUSAN H. YOUNG

### CHECKERED FLAG: CLYDE BALES

Years ago, at the Jekyll conference, people began chanting, "Santa! Santa! Good to see you!" Puzzled, - especially considering this was in January everyone turned around to see a bearded man standing there. This was **Clyde Bales**. His impish grin and twinkling eyes drew you to him, and his "punny" jokes kept you chuckling until you groaned.

Sadly, Bales passed away in his home this June, at the young age of 81. Born on Nov. 28, 1931, in Polk County, Ark., Bales graduated from Mena High School and attended Louisiana State University, where he received a degree in music education. He returned to Mena where he became the band director for Mena High. Bales later worked in telecommunications and retired from Western Union, Siemens, and Hill Associates. He was also a faithful member of Brookhaven United Methodist Church.

Clyde was involved with music from



early on and was proud of having written the alma mater for Mena High School. He passed his love of music on to his children and community, helping found the Callanwolde Concert Band, directing it for 12 years.

Early on in his SCCA career, Bales shared rallies and Solos with his family. He worked in Timing and Scoring for over 30 years in both Regional and National events, and was honored with awards for his many years of service.

Bales was known for his sense of humor and pun-filled jokes, along with his strong opinions. He had a contagious smile and used it well when he became a professional Santa Claus for the last years of his life. He belonged to The Amalgamated Order of Real Bearded Santas, and he embraced the role of Santa with a passion and love that was unmatched. He also volunteered his spare time at children's hospitals as Santa.

"Clyde left every one with a smile on their face and always with a joke, says Atlanta Region member **Rick Mitchell**. "He was an accomplished musician and one of the best Timing and Scoring workers in the country. When I was Executive Steward, he worked on Timing and Scoring issues from all over the country, not just Atlanta or SEDiv. He will be remembered and missed in our hearts; a Santa Claus to all."

"I don't know anyone who was so greatly loved," says **Jenny Paradis-Hagar**, a 40-year friend of Bales and a fellow Atlanta Region member. "Clyde was my best friend, so I'm a little prejudiced. He was one of those fascinating people and unforgettable characters. He made things interesting all around him. Clyde was so vivid and full of life."

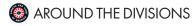
"Clyde was a very brave man," remembers Henry Mason. "He took a motley collection of 'retread' musicians and in 12 years produced one of Georgia's finest community bands. He was our true leader in those years, and also had the best collection of terrible jokes the world has ever known. He was one of the good guys. [Rest in peace] Clyde, you were one of a kind."

Memorial donations for Bales can be sent to Children's Health Care of Atlanta (Egleston.)

### CONTACT SUSAN H. YOUNG

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scca.com OCTOBER 2013 73





NORTH COAST NEWS GREAT LAKES DIVISION BY NANCY SCHILLACE

### THE MID-OHIO INCIDENT

The August issue of *SportsCar* covering the SCCA U.S. Majors Tour and BFGoodrich Tires Super Tour at Mid-Ohio Sports Car Course on May 31-June 2 stated that GT-1 racer **Dick Greer**'s car suffered a mechanical issue, however, in Greer's own words, "That crash was *not* an accident." The incident resulted in two heavily damaged cars and a six-hour delay while the facility was repaired - this was no minor event. What follows is Greer's account of the incident.

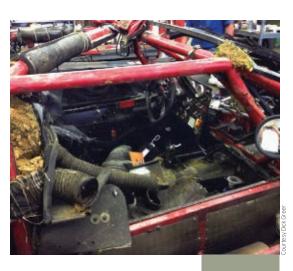
"The race was going good," says Greer - a 30-year racing veteran - of the race leading up to the wreck. "I was staying in second ahead of the Viper by 10 to 12 seconds. Then, on the last lap, my crew chief, **Lee Yarsky**, said the GT-1 Camaro [driven by **Tom Smith**] in first was just in front of me. I saw him leaving the Keyhole as I was entering. I passed him on the right two-thirds of the way down the backstretch." This, however, was when the race took a turn for the worse.

"Starting my left-hand turn in [at Turn 5], I was hit hard by Smith in the back, and then another hit. I turned left to get back on the track. The two cars came together, my left rear wheel at his door, all the way down to [Turn 6].

"I was on the inside, so I came out first over the hump. Right turn into Thunder Valley, third gear, fourth gear - everything OK. 120mph." Then, according to Greer, Smith made contact with him one more time.

Greer explains that this final contact turned his car 90 degrees into the front corner of **Joel Hipp**'s T2 Ford Mustang.

"The hit with Hipp's car lifted the front of my car up...and I hit the guardrail four or five inches off my right front end. The guardrail paint went from the right front of my under tray to the left rear. The car took out the catch fence and went 12 feet up in the air. I came down on the right corner of the roll bar - rolled four times then stopped 110 feet



from where I exited the track. It was right between the spectator's fence and the track on all four wheels heading south.

"At first I felt good thanks to Jim Downing's HANS. I took off my helmet and HANS, probably before anyone got to the car, and looked around. I noticed there was no roof on the car. Then I changed my mind. I did not feel so good.

"I got out of the car and walked to the ambulance. The hospital doctor said I was fine - I had a little scrape on my nose. The doctor cleared me to drive the next day. I must say again the HANS saved my life."

But this is not the end of the story. As we all know, emotions run high in racing, and it's often all too easy for drivers not to talk following an on-track incident. This, however, wasn't the case.

"Back at the garage, Smith came to my truck and said he was very sorry for causing the crash," Greer continues. "It was a very emotional talk. We hugged. He could have been my grandson."

Through telling the story of this incident, Greer wants people to understand the realities of racing. "People need to know who they are racing and what damage can be done. Race officials also need to watch what [the racers] are doing, especially for those who are racing [at a track] for the first time, and hold them accountable for their driving."

### CONTACT

NANCY SCHILLACE nhschillace@wowway.com AFTERMATH Dick Greer's GT-1 car was a little worse for wear after the June 1 incident at Mid-Ohio Sports Car Course. During the incident, Greer's car ended up leaving the track and jumping a barrier.

### GATEWAY TO MIDIV MIDWEST DIVISION BY EILEEN WATERS

### ROUNDUP

There's been a lot going on throughout the division, so here's a roundup of the news. The IT Tour in MiDiv Club Racing has wrapped its 2013 competition season. Congratulations to **Harold Janke** in ITS and **Jeff Demetri** in ITE (both of the Nebraska Region), **Chuck Hemmingson** in ITB and **David Vande Berg** in IT7 (both Des Moines Valley Region members), and **Don Wiseman** in ITA (Ozark Mountain Region) on winning their classes.

As of mid July, 48 MWDiv racers have qualified for the 50th National Championship Runoffs. Leading the way are the competitors in Spec Racer Ford and American Sedan, with six qualified racers each. In the Mid-Am Championship, 10 racers have qualified for the championship *and* the bonus race, which will be held during the Club Racing weekend at Gateway Motorsports Park Oct. 19-20. Leading the Driver of the Year standings is **John Waldbaum**.

### John Waldbaum.

The Kaw Valley Race Group (a Club Racing team effort between Kansas and Kansas City Regions) hosted their best turnout in a long time the first weekend in June. On hand were 100 cars for a Double Rational, 23 cars for a two-day PDX, and 14 vintage cars, coupled with a doubleheader Solo in the paddock!

The Nebraska Region honored one of its members with the Paul Brown Memorial Race in June at the Mid-America Motorplex. Brown was a five-time National Champ and the 2011 SCCA Pro Racing Pirelli World Challenge GTS Champ.

St. Louis Region hosted a pair of National RoadRallies with the Wilderness Trail Tour and the Daniel Boone Course events by rallymaster and four-time National Champion **Ron Ferris.** These events traveled through Missouri wine country and around the Daniel Boone homestead.

In conjunction with Urbandale, lowa's annual Independence Day celebrations, the Des Moines Valley Region hosted the second annual **Kris Mandt** Memorial Car Show. This event raised money for both the Urbandale Food Pantry and Drive Away Cancer,

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and introduced a lot of new people to the SCCA.

In mid July, Kansas City Region hosted its second RallyCross with a good mix of cars, and many of the competitors brought along friends to introduce them to the fun. They found a new and enthusiastic property owner in Paola, Kan., and had a lot of help from Satety Stewards **Jim Rowland**, **Scott** and **Jeanie Creech**, and **Bob Seelig**.

Oklahoma Region's newsletter is the *Gasket Gazette*. If you want to check out what's happening in the Region, you can check out the Website at the newly named**gasketgazette.com**, for all their news. **Steve England** is doing a great job, posting memorable articles from the region's long and storied history.

It takes dedicated people to lead an SCCA region through a year of activities, and many regions are looking for new individuals to step up and lend a hand (elections are around the corner). Don't hesitate to be one of those who help guide your region in continuing the Club's long history of great events.

Finally, here are a couple of events coming up on the calendar. On Oct. 20, Salina Region hosts a Solo at Fort Riley Marshal Army Air Field on their helipad, and on the Saturday prior to the event, the region will host a short driving school for the soldiers. "It is a real blast seeing the big grins on the faces of the soldiers who risk everything to protect our country and way of life," notes Salina Region R.E. **Bill Dayton.** Finally, Kansas City Region is hosting a Solo event on Oct. 27 at the MCC Blue Valley Campus PDC don't miss it!

### CONTACT EILEEN WATERS

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### SOUTHWEST DIVISION LOSES A LEGEND

**Ray Herndon** passed away on April 24, 2013, at the age of 87. He was very active in the SCCA since 1956, both in Oklahoma and the Houston area. He held many offices while in the SCCA,

among other things serving as Regional Director for the Houston Region. Many will remember Herndon for his iconic graphic designs, including the Southwest Division sun logo.

His daughter, **Kristie Massey**, says that the SCCA was a big part of her dad's life. "I have his 50-year member jacket and will wear it with pride. Thank you to everyone who knew my dad and Sue [his late wife] for making their lives just a little bit brighter."

### CLEAR BLUE SKY RALLY

Texas Region RoadRally Chair **Sasha** Lanz and his team put on a great event in mid July. Fifty-six two-person teams signed up for the Clear Blue Sky RoadRally in North Texas on July 13. They came from as far away as Houston, and as close as the starting city of McKinney, Texas.

The event started at the Brandon Tomes Subaru dealership in McKinney. Tomes added to the event by offering to pay the entry fee of the first 10 Subarus entered. Within hours of opening online registration, Texas Region had five Subarus entered – eight eventually ended up taking advantage of this offer.

"The event was a photo rally," Lanz says. "Most of the route-following instructions were the usual 'Left on Main at the traffic light,' but several of them just said, 'Left at photo A,' or 'Bear Right at Photo K.' Rallyists first had to locate the point where the photo had been taken, then follow the instruction at the nearby intersection. On one particularly curvy road [13.8 miles long], they had four photos to locate, and write down information from the identifying sign nearby. This let them concentrate on driving the fun road instead of finding certain intersections."

At the heart of the challenge was a



sas City Reg eld its secon

Kan. Competitors like Mark Hill from

really made the most of the event typical SCCA Course rally, where the correct road to take could be misidentified, with penalties issued to those who went the wrong way. All of these mistakes were looped in such a way that the cars returned to the proper route, not even knowing they had taken a wrong turn.

"We knew who had gone which way by the answers to questions from signs along the route," Lanz says. "For one photo, the entrants found six opportunities to turn left that almost matched the photo, before coming to a 'T' intersection. At least one contestant took each of the six, and all were looped back on course. The correct action? Refuse all six as not matching the photo, and turn left at the 'T."

Certain signs and their answers are a favorite part of the RoadRally for many of the rallyists. The answers are not obvious from the questions, and they usually have not a clue what they are looking for until they see the intended sign. Lanz's favorite was, "How to handle flatulence in social situations?" There were two signs providing acceptable answers: "Do Not Pass," and "Pass with Care."

Notable from the weekend is that while seven teams were from Texas Region, most were not members of any car club. Half the teams discovered the event on forums or other Internet sites, 19 had run Texas Region rallies in the past, and the rest came from Facebook, a friend, or a flier handed out at Cars and Coffee.

Ultimately, however, beautiful weather, fun driving roads, a pleasant starting location, and a familiar Mexican restaurant finish doubled with an announcement on 50 forums and a large mailing list of past participants all combined to bring out a higher than usual car count for a day of driving fun.

Up next is a "shortest distance" map rally, in which the contestants must locate 10 places on a provided map, then visit all 10 in the shortest driving distance. This event debuted last year and proved popular with the competitors. For more information on the upcoming RoadRally events, visit **www.texasscca.org**.

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### RMDIV RALLYCROSS NATIONAL CHALLENGE

This month, the news comes directly from RallyCross extraordinaire **Keith Lightfoot**. His report from the June RallyCross National Challenge shows he's as adept at writing as he is behind the wheel:

No, the cars weren't drifting, but the dust certainly was, as Colorado RallyCross and Continental Divide Region hosted the 2013 Rocky Mountain RallyCross National Challenge at Colorado Off Road Extreme (CORE) in picturesque Deer Trail, Colo., the weekend of June 1-2. Fifty-eight competitors from Colorado, Louisiana, Texas, Utah, Washington, and Wyoming braved gale force north winds and insidious dust on the upper course Saturday, followed by warm southerly breezes on Sunday's lower course. Over the course of the two-day event, competitors completed a record 15 runs interspersed with fine dining in Deer Trail, movie night, and chilly camping.

In the Stock FWD (SF) class, **Drew** Little (Acura Integra) steadily put time on the rest of the SF field throughout the weekend to take first place by a margin of 60sec. For Stock AWD, Utah Region's **Gonzo San Miguel** (Subaru Impreza) overcame an uncharacteristic five-cone run Saturday afternoon and finished 20sec ahead of **Robby Eck** (Mitsubishi Evolution), with **Jake Blevins** (Subaru Legacy) a mere 0.2sec behind Eck in third place.

The Prepared FWD class was a see-saw battle among **Antonio Serracino** (Acura Integra), **Bret Hunter** (Honda CRX), and RallyCross rookie **Mark Smith** (VW Golf). At the end of the first day, a DNF by Hunter during Saturday afternoon dropped him from first to fifth and Smith held a 5sec lead over Serracino. On Sunday, Serracino stepped up the pace and overtook Smith for the win, with Smith finishing second, Hunter third, and **Seth Stapleton** (Ford Focus) fourth.

As expected, Prepared AWD (PA) was a shootout among the usual suspects: **Dan Quiet** (Subaru Legacy), **Jeff Freedman** (Subaru Legacy), **Keith** 



REMEMBERED Southwest Division legend Ray Herndon passed away on April 24 at the age of 87. He contributed to the Club in many ways, both as a driver and a volunteer. Here, Ray can be seen with his wife Sue.

DIRTY FUN Aaron Miller put his lightweight Honda Civic on top in Modified FWD at the 2013 Rocky Mountain RallyCross National Challenge on June 1-2.

Lightfoot (Plymouth Laser), Cody Hatfield (Subaru Impreza), and Max Lawson (Subaru WRX). At the end of the first day, Hatfield wheeled his naturally aspirated Subie to a cone-free, 2.5sec lead over Lawson's turbocharged WRX. Day two saw Quiet pick up the pace with the fastest times on Sunday, but 20 cones for the weekend relegated him to fifth place overall. Hatfield picked up six cones on Sunday, allowing Lawson to take the win over Hatfield by 0.6sec. Lightfoot finished with the fastest total raw time for the weekend, but 15 cones dropped him to third. Freedman finished in fourth place.

In Modified RWD, **Will MacDonald** (Volvo 144) suffered a broken transmission in his ancient Volvo 166 on Saturday and used his stock Volvo wagon tow vehicle to finish out the weekend in first place. Modified FWD (MF) was a tribute to the 1980s, with classic, old-school

iron piloted by Aaron Miller (Honda Civic), Ryan Haenny (Chevrolet Beretta), Chris O'Driscoll (Honda CRX), and Eric Adams (Ford Escort) dicing for the top four spots. By the end of Saturday, Miller's ultra-light Honda built a 13sec lead over Haenny's Beretta, with O'Driscoll and Adams close behind. During Sunday's runs, O'Driscoll picked up the pace, aided by Miller's eight cones, but in the end Miller held on to win by 10sec, with O'Driscoll taking second place, Haenny adding 10 cones but holding on to third place, and Adams finishing a solid fourth. Kyle Turner (Subaru Impreza) finished the weekend with a respectable third-fastest total raw time in class, but he simply couldn't overcome his 52-cone count for the weekend and ended up sixth place, one spot behind Lori O'Driscoll (Honda CRX).

The always-thrilling Modified AWD class provided some of the closest racing of the weekend with several lead changes. After the morning runs on Saturday, Diego DeCastro (Subaru WRX) sat in first place with a 0.7sec lead over Eric Genack (Subaru WRX). Texan Brianne Corn (Subaru Brighton) was close behind in third place in her brutal Subaru as she tried to adjust her driving style to the cone-heavy course. Peter Zlamany (Plymouth Laser) was 10 seconds behind first place after a disastrous first run resulted in a stop, reverse, kill engine, restart at the entrance to the figure-eight course feature. By the end of day one, Zlamany patiently reeled in



the leaders and took over first place, with Genack less than one second back, followed by DeCastro, Corn, and **Michael Miller** (Eagle Talon). Zlamany hit his stride on Sunday and finished in first place with a 12-second margin over Genack in second, DeCastro third, and Corn in fourth. Texan **Wayne Stockel** recovered from two missed gates on Saturday and moved from up from 14th place on day one to fifth place overall.

### CONTACT DAVID MURAMOTO (303) 752-9777 nissan7qt3@comcast.net



### THE RUNOFFS HEADS WEST

By the time this issue hits your mailbox, Soloists from all over SPDiv should be headed to Lincoln, Neb., for the Tire Rack Solo National Championships, and Club Racers heading to the National Championship Runoffs will not be far behind. With the season effectively winding down, it's time to see what 2014 has in store for us.

Undoubtedly, the most exciting announcement for the 2014 competition season has to do with the Runoffs returning to the West Coast. The 2014 Runoffs will take place at Mazda Raceway Laguna Seca - something that hasn't happened since the days of Riverside Raceway. The inaugural Runoffs took place at Riverside in 1964, and alternated between Riverside and Daytona for a number of years, before spending nearly four decades at a number of less-than-desirable locations for those making the journey from SPDiv.

Word has it that this may become a semi regular swing, with the Runoffs heading our way every three to five years, although this has yet to be confirmed. It can only help, however, if we make it a great event with plenty of participants.

For those wanting to attend the 2014 Runoffs, SCCA has announced three distinct paths for drivers to



QUALIFICATION The path to the 2014 National Championship Runoffs has been set. Southern Pacific Division competitors can qualify via the U.S. Majors Tour or through SoPac's Divisional racing series, which is similar to Nationals of the past.

receive a Runoffs invitation: through the U.S. Majors Tour, via Divisional racing (as defined by each division), and those defending a 2013 National Championship. SPDiv's press release on the matter summed up the Runoffs qualification requirements nicely:

### MAJORS ROUTE

A driver must participate in a minimum of three separate U.S. Majors Tour event weekends and have a minimum of three individual races finishes, all in the same class.

In addition, one of the following must be achieved: finish in the top 10 of their Conference point standings in class; finish in the top 50 percent of National Majors Point Standings; or achieve a point total in National Majors Point Standings at or above the midpoint of the 2013 standings for the class.

### **DIVISIONAL ROUTE**

The SoPac Division is made up of the following Regions: Arizona, Arizona Border, Cal Club, Guam, Hawaii, Big Island of Hawaii, Las Vegas and San Diego. All licensed Club Racing drivers who are active SCCA members in the SoPac Division are eligible to earn points toward the SoPac Divisional Championship.

There will be four Division race weekends identified as Championship points weekends, each at a minimum being a double (races on both Saturday and Sunday). For 2014, there will be two Cal Club weekends, one Arizona Region weekend and one San Diego Region weekend. The dates will be established and displayed on the 2014 SoPac

Club Racing Calendar of Events

### (found on **www.scca-sopac.org**), which is approved by each region and the SCCA.

To be eligible for the Division Championship, a driver must finish (enter and complete half of each race) a minimum of six separate sanctioned races in a single class, with the best six finishes counted for points in that class if participating in more than six races. No out-of-Division races will be counted.

The historical 1-12 point structure will be used by the division. Ties in the Division Championship standings are resolved based on the driver's record of first place finishes, then second place, then third, as needed. If two or more drivers have identical records, they are tied for the position in the standings.

The top three finishers in each Division Championship in a Runoffseligible class will be invited to attend the 2014 Runoffs - except for Spec Miata and Spec Racer Ford, which will take the top five positions. If a driver qualifies for the Runoffs by their finishing position in the Majors or by invitation as a defending National Champion, the Divisional standings (for Runoffs qualifications only) will drop down to the next driver in points in that class.

Divisional Championship awards will remain the top three in points in each class.

Additional Runoffs invitations will be extended to drivers in the Western Majors Conference (NorPac and SoPac) finishing in the top half of their respective class Divisional standings for all Runoffs eligible classes. Drivers qualifying via the Majors or Divisional top three (or five for SM and SRF) paths shall be given preference.

Following the conclusion of the Majors and Divisional Championships and confirmation of Runoffs invitations through those paths, additional invitations to the event will be confirmed for these NorPac and SoPac drivers (who have met the participation requirements, are in the top 50 percent of their Divisional class standings, but are not otherwise Runoffs eligible), subject to space availability in each run group.

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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 \$6,000. Contact Tim at (415) 290-2324 or tcollins@ Kleenspeed.com. [24875-11]



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]



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 upgraded injection & throttle bodies. New oil cooler for new motor. Fresh Hewland 6-speed sequential. Dry sump, hot weather cooling kit, V8 wheels, gear drive cooler, V8 break upgrade, high down force kit. fire extinguisher, front and rear tow hooks. Big carbon fiber rear wing, dual CF front dive planes, CF side plates, CF cooling side scoops, CF rear defuser. V8 end plates, AIM data w/GPS, located in Pahrump Nevada price is \$75.000. Call Steve at (702) 275-7300 or steve@ nicklinmotorsports.com. [24900-10]

**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. [24838-10]



### 22 OPEN WHEEL | SPORTS RACERS V



PRO MAZDA > Car just completed a full race prep service by Havoc Motorsport 2013 SCCA certification - many new parts and spares - excellent condition. \$55,000. Contact Les Nalevac at (708) 341-8833 or nolakeview01@ aol.com. [24887-10]



FORMULA ENTERPRISE > PI C dash with GPS, all latest up grades, new paint, 8 spare wheels. One set of rain tires, misc spares. \$28,000 0B0. Brad Pierce (707) 483-7824. [24892-10]



2004 RT41 > Want a car that can help you win the National Championship? Complete in 2010-2011. All new rod ends and bearings. Fresh Drummond Motor. Tranny gone through. A sequential shifter. Brand new AIM Dash. EV04 steering wheel mount with track mapping and data logging. Motec M800 engine management with FI. Car was originally built and raced by Ben Beasley and ran in SCCA Runoffs as a FA. Many spares: tires. wheels, suspension, gears and body parts. Beasley CSR carbon body. New fuel cell. 2012 all new fuel pumps. All AN lines replaced. Car raced by Ben Beasley 2012 at Nelson Ledges. Race-ready with the best of everything, both mechanically and electronically. \$87,500 OBO. Contact Kyle Grim (614) 419-2446. [24897-10]

### 23 PRODUCTION BASED | GT V

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. [24867-10]



PORSCHE 944 TURBO > Porsche 944 Turbo has rotisserie build; 375 RWHP at 1.1 bar; 2450 lbs. Fresh Lindsey racing engine & fresh race prepped 6-speed. Retired - \$24k. Contact Rob at Rdpatt951@gmail.com. [24868-10]

### 23 PRODUCTION BASED | GT



FASTER THAN TRANS-AM/GT1 > Just recorded a lap at Watkins Glen faster than Trans-Am 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. [24863-11]



2008 PONTIAC SOLSTICE GXP TURBO > SCCA T2 or STU, 7,000 miles, street legal, clear title, Penske double adj 8760, Racetec seat, 2 sets Forgeline wheels, McMahon custom cage, diff cooler. \$22,500. Bill 440-821-6421 or email bill@msportsracing.com.



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. Two KA24 engines, 2 sets of rims, new cool suit not installed. 32 gallons of Sunoco 116 unopened. 10 sets of new brake pads. \$59,000 0B0. Contact John at (530) 412-0649 or jblacksrf17@ hotmail.com. [24873-10]



### GT-1/TRANS-AM CORVETTE > Built &

maintained with the very best of everything! Detailed build sheet includes Derhaag carbon fiber body, Jerico 5-speed & SBC engine. Limited use during 2003-'07 seasons in Regional races around Denver. Refreshed motor in 2007. Race ready! Many spare parts included in price! Motivated seller! Owner can no longer race due to medical reasons. Own this race ready Corvette for less than 50% of new! Over 60 pics available! Owner will consider selling engine and car separately. Price: \$89,990/080. Contact Todd (303) 781-1000. [24879-10]

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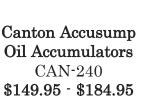
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# CALENDAR

SPORTS CAR CLUB OF AMERICA OCTOBER 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) J. O'Connell (GT); L. Aschenbach (GTS) James Sofronas (GT); Andy Lee (GTS) Rvan Winchester (TC): E. Francis Jr. (TCB) Ryan Winchester (TC); E. Francis Jr. (TCB) Brett Sandberg (TC); E. Francis Jr. (TCB) May 31-Jun 2 Detroit Belle Isle, Mich. (GT, GTS double)

J. O'Connell (GT); Mark Wilkins (GTS) Randy Pobst (GT); Dean Martin (GTS) Jul 4-6 Lime Rock, Conn. (GT, GTS double) (TC, TCB triple) Mike Skeen (GT); L. Aschenbach (GTS) J. O'Connell (GT); Jack Baldwin (GTS) Brett Sandberg (TC); Robbie Davis (TCB) Brett Sandberg (TC); Robbie Davis (TCB) Ryan Winchester (TC); J. Lipperini (TCB) 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) J. O'Connell (GT); L. Aschenbach (GTS) M. Cooper (TC); E. Francisc Jr. (TCB) M. Cooper (TC); Robbie Davis (TCB) Aug 24-26 Sonoma Raceway, Calif. (GT, GTS) (TC, TCB double) Oct 4-6 Houston Grand Prix. Texas (GT, GTS) (TC, TCB double)

All dates/events subject to change \* = Double Event CH = Charity Rally #=Enduro R = Restricted + = Addition/Change v = Vintage HC = Hill Climb T = Tentative CT = Club Trial TT = Track Trial PDX = Performance Driving Experience RR = Regional Rally D = Divisional GTA = Game, Tour, Adventure Rally GRC = Great Race Class NT = National Tour NC = National Course RT = Regional Tour CR = Course Rally SR = Social Rally E-mail addresses for registrars and event organizers are available at www.scca.com FOR CHANGES Club Racing: (785) 232-7229 Solo, RoadRally: (785) 232-7656 RallyCross: (785) 357-7259

## 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

Mar 13-15 Sebring Int'l Rcwy, Fla (dbl) Christian Szymczak; Elliott Skeer May 9-11 Mazda Raceway, Calif. (dble) Christian Szymczak; Elliott Skeer Jun 14-16 Mid-Ohio Sports Car Course, Ohio (double) Christian Szymczak; Elliott Skeer Jul 19-21 Canadian Tire Motorsports Park, Canada (double) Christian Szymczak; Elliott Skeer Sep 20-22 Coronado Naval Base, Calif. Oct 4-6 Houston Street Course, Texas Oct 16-18 Road Atlanta, Ga.

## <u>championship</u>

### F2000 CHAMPIONSHIP

f2000championshipseries.com Apr 11-14 VIRginia Int'I Raceway, Va. *Tim Minor; Tim Minor* May 9-11 Road Atlanta, Ga. *Tim Minor; Tim Minor* May 24-25 Lime Rock, Conn. *Tim Minor; Kyle Connery* Jun 27-29 Watkins Glen, N.Y. *Tim Minor; Kyle Connery* Jul 26-28 Mid-Ohio, Ohio *Kyle Connery; Tim Minor* Aug 9-11 Mid-Ohio, Ohio Aug 2.325 Summit Point, W.Va. (all events double weekends)

# FICTOR IN THE INTERNAL STREET

f1600championshipseries.com Apr 11-14 VIRginia Int'I 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 Jake Eidson; Adrian Starrantino Aug 9-11 Mid-Ohio, Ohio Aug 23-25 Summit Point, W.Va. (all events double weekends)

### 

# CHAMPIONSHIP

global-rallycross.com Apr 21 X Games, Brazil Scott Speed Jun 29-30 X Games, Germany Liam Dorar; Toomas Heikkinen Jul 11 New Hampshire Mtr Spdwy, N.H. Toomas Heikkinen Jul 20 Bristol Motor Speedwa, Tenn. Toomas Heikkinen Aug 4 X Games, California Toomas Heikkinen Aug 10 Atlanta Motor Speedway, Ga. Sep 22 Charlotte Mtr Speedway, N.C. Nov 7 Las Vegas, N.V.

### 

## Date Track/Region

Phone numbers are for region registrars

SOUTHEAST sedivracing.org Aug 30-Sep 1\* Barber Motorsport Park/Alabama, Atlanta

Atlanta/Alabama (770) 472-0460 ROCKY MOUNTAIN coloradoscca.org

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 31-Sep 2 Summit Pnt/Wash. DC Sep 7-8\* NHMS/New England Sep 14-15 Watkins Glen/Finger Lakes Sep 20-21 Lime Rock/New York Sep 28-29\* Nelson Ledges/Mahoning Valley Oct 5-6 Summit Point/Washington DC Oct 5-6# Watkins Glen/Glen Oct 18-20 NJMP/Jersev 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 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 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 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

St. LOUIS (314) 6571

SOUTHWEST sowdivscca.org Nov 2-3\* Texas World Speedway/ Texas

Dec 7-8\* MSR Houston/Houston

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THE RUNOFFS

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ROCKY MOUNTAIN coloradoscca.org Aug 31-Sep 1\* High Plains Rcwy/Utah Oct 12-13\* Pueblo Mtrsports Park/ Utah

Utah (801) 835-9036

NORTHERN PACIFIC norpacscca.org 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

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

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

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

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

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corvetteracingschool.com

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

### TIME TRIALS

NORTHEAST nediv.com Aug 31-Sep 1 TT Summit Point/Steel Cities Sep 14 CT/PDX Summit Point/ Washington DC Sep 21-22 PDX Summit Pnt/Wash. DC

Sep 28-29 PDX Nelson Ledges/ Mahoning Valley

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 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 31-Sep 1 PDX Mid Ohio/Ohio Valley

Ohio Valley (614) 735-7561

CENTRAL cendiv-scca.org 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 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 Sep 28-29 CT/PDX/TT Reno-Fernley Raceway/Reno Oct 6 CT/PDX/TT The Ridge Motorsports Park/Northwest Oct 12 PDX Reno-Fernley Rcwy/Reno Northwest (360) 479-6082 Oregon (503) 224-9469 Reno (775) 267-4845 San Francisco (530) 934-4455

SOUTHERN PACIFIC scca-sopac.org Oct 5-6 TT Buttonwillow/Cal Club

Cal Club (661) 304-9382

## SOLO

### TIRE RACK SCCA ProSolo

Apr 6-7 El Toro Airfield, Irvine, Calif. Jonathan Lugod; Nicole Nagler Apr 13-14 Mineral Wells Airport, Mineral Wells, Texas Mark Wortham; Meredith Brown Apr 20-21 New Meadowlands, East Rutherford, N.J. Nick Barbato; Learic Cramer May 24-25 Spring Nationals, Lincoln Airpark, Lincoln, Neb. Kinch Reindl; Kim Whitener Jun 8-9 FedEx Field, Washington D.C. Nick Barbato; Victoria Benya Jun 29-30 McGee Park, Farmington Park, N.M. Jul 4-5 Summer Nationals, Arkansas Aeroplex, Blythville, Ark. July 20-21 Hampton Mills, Packwood, Wash. Jul 27-28 Toledo Express Airport, Toledo, Ohio

### TIRE RACK<sup>®</sup> SCCA ProSolo FINALE

Aug 31-Sep 1 Lincoln Airpark, Lincoln, Neb.

### TIRE RACK<sup>®</sup> 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

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



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



Highlands

NORTHEAST nediv.com Sep 14-15 Wyotech/Allegheny

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 Cities Oct 13 Regency Furniture Stadium/ Washington DC Oct 19 Regency Furniture Stadium/ Washington DC Oct 20 Moore Airfield/New England Oct 26-27 Hershey Park/ Susquehanna Oct 27 Jennerstown Speedway/ Allegheny Highlands Oct 27 Bader Field/South Jersey Oct 27 Warminster Community Park/ Philadelphia Nov 17 Bader Field/South Jersey Allegheny Highlands (814) 943-4345 New England (203) 687-8589 N. New Jersey (908) 686-1886 Philadelphia (215) 450-1251 Steel Cities (724) 933-6992 South Jersey (856) 534-5301 Susquehanna (717) 697-1610 Washington DC (240) 508-5335

### SOUTHEAST sedivracing.org

Sep 15 Oak Mountain Amphitheater/ Alabama Sep 15 Twin Fountains Raceway/Tenn Sep 22 Eastgate Towne Center/ Chattanooga Sep 29 James Ward Ag ricultural Center/Tennessee Oct 13 Eastgate Towne Center/ Chattanooga Oct 20 Oak Mountain Amphitheater/ Alabama Oct 26-27 Twin Fountains Raceway/ Tennessee Nov 3 Oak Mountain Amphitheater/ Alabama Nov 10 Eastgate Towne Center/ Chattanooga Nov 10 Music City Raceway/Tennessee Dec 1 Eastgate Towne Center/ Chattanooga Dec 14 Oak Mountain Amphitheater/ Alabama Alabama (334-444-0699 Central Florida (386) 562-0004

Chattanooga (706) 506-5259 Tennessee (615) 474-5313 Wiregrass sccawiregrass.org

GREAT LAKES greatlakes-scca.org 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 Sep 15 Winnebago Parking Lot/Iowa Oct 6 Marshalltown Go Kart Track/ lowa Oct 27 Hawkeye Technical/Iowa lowa (925) 953-3310 MIDWEST midiv.org 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 Sep 7-8 NOLF Waldron Field/South Texas Border Sep 15 600 Coleman Ave./Red River

Sep 29 Texas Motor Speedway/Texas Oct 5-6 NOLF Waldron Field/South Texas Border

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

Nov 2-3 NOLF Waldron Field/South Texas Border

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

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

ROCKY MOUNTAIN coloradoscca.org 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 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 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

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



**FIRST FRIDAY NITER** Join Cal Club Region for a RoadRally.

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 Citv

Kansas (785) 691-7437

SOUTHWEST sowdivscca.org

Oct 26 Great Pumpkin Rally/Texas Dec 7 Childrens Book Run/Texas

Texas (972) 235-4305

SOUTHERN PACIFIC scca-sopac.org 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 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.



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<sup>&</sup>lt;sup>4</sup>No preset spending limit does not mean unlimited spending. Individual transactions are authorized by card issuer based on factors such as account history, credit record, and payment resources. Card issuer will preset an upper limit for revolving balances and cash advances

<sup>&</sup>lt;sup>6</sup>U.S. Bank provides zero fraud liability for unauthorized transactions. Cardmember must notify U.S. Bank promptly of any Certain conditions and USbank limitations may apply







### 10 YEARS AGO .. **OCTOBER 2003**

 A feature article followed along with the success of karts in the SCCA. from their inclusion in Solo to SCCA Pro Racing's partnership with the World Karting Association, creating the WKA/SCCA Pro Racing Constructors Championship.



### 20 YEARS AGO.. **OCTOBER 1993**

• A letter to the editor by Formula Vee racer Jim Kearney sang the praises of Finger Lakes Region workers for their excellent extracation of him following his Citation barrel roll at Watkins Glen. The announcement of the first Pro SRF series was made.



### VW CONNECTION

Volkswagen has had a long involvement with the SCCA, continuing to this very day. An article in SportsCar discussed the various professional SCCA series that used VW power. Included in the list was the potent Super Vee, which used powerful air-cooled motors mounted to a variety of chassis. The racing was close and intense, and supplied a springboard to higher levels of racing for a number of the Club's aspiring racers.



### WRONG AGAIN

SportsCar's Who Will Win the Champion Spark Plug Road Racing Classic (CSPRRC) - today's National Championship Runoffs - involved a number of top-tier names, including Dave Weitzenhof (ABOVE), driving a Citation-Zink Z16 in Formula Ford (now Formula F). As usual, SportsCar was completely incorrect with its prediction, and Weitzenhof made only seven of 18 laps. It didn't matter, though, as R.K. Smith surprised the field with the new Swift DB-1, taking the win.



### EARLY GLEN

While this issue of SportsCar recounts the first races in Elkhart Lake, Wis., the October 1973 issue told the story of Watkins Glen and the races through the streets that made the city famous. Included in the feature was a photo from 1952 of Briggs Cunningham in a car of his own creation, the Cunningham C4R (LEFT). Others to race through the streets included Roger Penske, John Fitch, Augie Pabst, and 1950s TV personality Dave Garroway.



### 30 YEARS AGO ... **OCTOBER 1983**

 Eventual Woolf Barnato Award recipient Peter Hylton penned an article entitled Not "Just a Regional," where he discussed the benefits of Regional racing over National. SportsCar continued to follow

along with the new Swift FF build. The car won the Runoffs later that year.



### 40 YEARS AGO. **OCTOBER 1973**

 Member letters mirrored those of today in an uncanny fashion. Multiple letters spoke of Club Racing classes which were undergoing massive change in order to decrease the overall number of road racing classes in the Club.

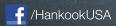


### 50 YEARS AGO. **OCTOBER 1963**

 Donna Mae Mims, the first female SCCA Club Racing National Champion, received praise, recounting an early season adventure where she was amused by a protest filed against her for "un-gentlemanly driving." She won the protest and the HP title.

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