

72.1

2013 SCCA Pro Racing Review

ROADRALLY USRRC Coverage from Virginia MAJORS Complete 2014 Season Unveiled SOLO A Story of Determination

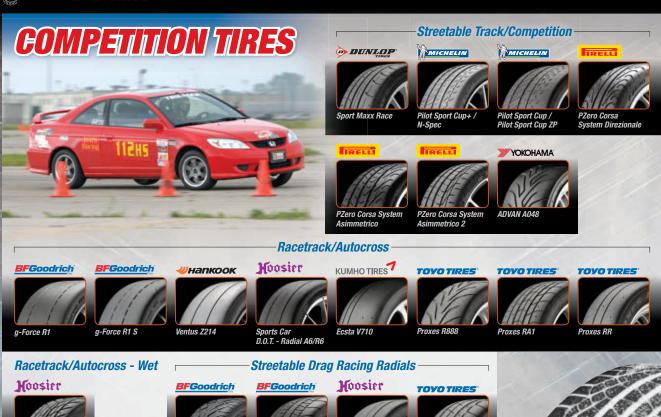
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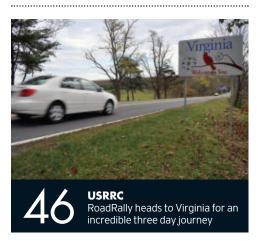






### **ON THE COVER** Ricardo Santos expertly illustrated this month's cover, showcasing all four of the SCCA Pro Racing World Challenge winning cars.







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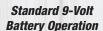
The December issue of Fastrack news is now available for download from **SCCA.com/fastrack**. It is also available by mail via special subscription.

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# CONTACT PATCH

### PHILIP ROYLE

EDITOR, SPORTSCAR MAGAZINE

### Three Decades

014 is a big year. Solo's largest category, Stock, is starting its transformation to a street tire class arguably, the largest change in Solo competition ever. Meanwhile, the National Championship Runoffs will take place near the Pacific Ocean for the first time since 1968. And then there's the fact that 2014 is the 70th anniversary of SCCA's existence (find out more in the next issue of SportsCar). But 2014 plays a part of SportsCar's history, too.

While SportsCar has been around since 1944, it has not always been published by the same company. Over the years, a pamphlet became a magazine, and the SCCA hired a publishing company to produce it - this is how SportsCar functions to this day. So, while I'm the editor of SportsCar, I'm actually employed by Racer Media & Marketing, Inc.

Amazingly, 2014 marks the 30th anniversary of Racer Media & Marketing producing SportsCar for SCCA. Technically, you'll find that Racer Media & Marketing has only been producing SportsCar for 18 month, but the reality is that the company's founder, Paul Pfanner, has been leading the way for most of those three decades.

"Our company is proud to begin its 31st year as publisher of SportsCar," says Pfanner, who joined SCCA in 1973. "SCCA was where I began my career in motorsports, and SCCA-inspired passion led me to start our company in 1979." Pfanner started his company in order to produce Cal Club Region's Finish Line publication, which led to Pfanner making a bid in 1983 to produce SportsCar.

Rich McCormack, who is still a monthly contributor to SportsCar, helped Pfanner make the bid presentation. "[Pfanner] believed he could revitalize SportsCar...to make the magazine relevant to its members and, crucially, to advertisers," says McCormack. "He has unequivocally succeeded. The member-centric editorial formula he pursued is still in place to this day, as is the magazine's strong demographic appeal to advertisers."

Jon Thompson edited the first issue (January 1984) under Pfanner, but then McCormack took the helm until 1986, when Mac Demere was hired to pull

editing duties. Demere left for Motor Trend in 1991, with John Zimmermann taking the editor's position for a year before moving on to head up RACER magazine, a publication Pfanner launched in 1992. In 1992, McCormack returned, hiring Richard James (SCCA member since 1988) in 1994. James became editor in 1998.

"Few people get to live out their dream of working in a field they love; I've been one of the lucky ones," says James, who competed in Solo and worked Timing and Scoring leading up to his SportsCar employment. "When Paul Pfanner took a chance on a kid with little experience but a lot of passion for grass-roots motorsports and a love of writing, it changed my life. Through the guidance of Pfanner and then-editor Rich McCormack, I grew along with SportsCar. It was a pleasure to work on the magazine through numerous format changes and from the black and white newsprint magazine it was then to the full-color glossy publication it is now. I'm proud to have played a small part in the evolution of SportsCar through the past 30 years."

James hired me, an autocrosser since 1997, in 2004, grooming me for the editor position. In 2006, James promoted me to the position that allows me to fill this page. I soon hired Jason Isley, SCCA member since 1993 and four-time Solo National Champion, as the magazine's associate editor. He'll have to forcibly peel the editor position from my hands.

"We've worked with some great people over the years," says Pfanner, who credits the likes of then-president of SCCA and current ACCUS President Nick Craw, as well as SCCA racer and F1 champ Phil Hill and Club and Pro racer Andy Porterfield, for helping him along his journey.

SportsCar's staff is made up of proud SCCA members who take the task of informing and educating the membership seriously. We treasure our history and longstanding connection with the SCCA, and we also continuously strive to produce a better product for the membership. After all, we're SCCA members and competitors, and we read SportsCar, too.

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# CLUB **VIEW**

### LISA **NOBLE**

INTERIM PRESIDENT AND CEO OF SCCA INC.

# Making History

My first street race to attend, SCCA Pro Racing Pirelli World Challenge at the 2013 Toyota Grand Prix of Long Beach was, well, thrilling. I felt like I was a kid again, full of wonder at this incredible experience unfolding around me. It was a reminder of the "specialness" that defines the racing experience. How wonderful to still be able to have that feeling 43 years after attending my first race!

I believe that progress has to recognize the past. Some of us with competitive dreams had a hero or a person to look up to - admire. Often, those heroes were from professional racing. Many of our members have played a part in professional racing as workers and officials as well as a cadre of hardcore racers who made their mark on history. We can take pride that this legacy continues.

SCCA's roots run deep in motorsports worldwide. Almost 70 years ago we began setting the stage for amateur competition in America. Then, things changed. What ultimately became SCCA Pro Racing hit the scene beginning a new era for our Club and, in 1966, Can-Am and our dynamic and enduring Trans Am Series were born.

My heroes from the 1970s and '80s Trans Am days were Peter Gregg, Mark Donohue, Elliot Forbes-Robinson, Tommy Kendall, and Dorsey Schroeder. I could work local Club events and see some of these guys come out to race for the love of it and then watch them on TV the next weekend as they battled for Trans Am glory. That drivers such as Simon Gregg, Tony Ave, Amy Ruman, and Doug Peterson continue to give us great racing as compelling as those iconic rivalries of the earlier days is a great testament to the series. How cool is it that they, too, enjoy the challenge of Club Racing?

Attending that Pirelli World

Challenge race at Long Beach was a highlight of my year. The start of the GT race as they finessed their way around the difficult course was plain fun to watch! World Challenge is the rising leader in sports car racing, celebrating a strong 25-year legacy. The series names are iconic and inspiring, Jack Baldwin (also the 1992 Trans Am champion), Peter Cunningham, Randy Pobst, and Andy Pilgrim. While Lucas Catania, Shea Holbrook, and Ernie Franics Jr. are representative of exciting young drivers testing the waters of pro racing in Pirelli World Challenge.

Looking forward at the strength of these and other current series gives us perspective on the positive impact that the Sports Car Club of America has made over the decades. On the development side, SCCA Pro Racing Playboy Mazda MX-5 Cup plays a critical role in the Mazda Ladder, giving an amateur driver the chance to move up

into the series, as well as the opportunity for the MX-5 Cup champ to earn a ride in a series on the next step of the ladder. F1600, F2000, and the newly revitalized Formula Atlantic Championship Series are Pro Racing's offerings to the formula car world. And, finally, Global Rallycross brings a completely different look with fast-paced action on a purpose-built temporary track, and a different look to their driver pool, with some legends in other action sports as the leading competitors.

I think it is fair to say that much of what we do as a Club today is built on the shoulders of giants, of legends in the sport who came up through our ranks. We can't rely on that past to get us by in the future. We may not know it yet, but the new champions and leaders are within our membership right now. While some may be easier to spot than others, we are all responsible to help each of our members realize their potential.

### HIGHLIGHT

Interim SCCA
President and
CEO Lisa Noble
navigates the 2013
Toyota Grand Prix
of Long Beach circuit
as 2005 Formula
Atlantic SCCA
National Champion
and current
Indy Car competitor
Graham Rahal
waves to the fans.





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# INSIDE THE BOARD

### John **Walsh**

CHAIRMAN, SCCA BOARD OF DIRECTORS

## Building a Better Club

ver the past decade, we've seen lots of change in the Club - new headquarters, new leadership, and new programs. Every one of these changes brought new value to the Club, and left it better. These good ideas are coming from inside and out. We've started to watch and learn from other motorsports groups, especially those who had spent years watching and learning from us. After years of hearing, "That's how we do it here," we're now hearing, "I saw a way to do it better" - and that, we believe, is how change happens.

By understanding and embracing change, SCCA...continues to innovate as we serve our members"

Change also comes from the SCCA National Staff, from the Board of Directors, and from members. At Board meetings these days, there aren't statements like, "We don't do it that way," anymore. It's the enthusiasm and skills of our members that motivate and enable changes for the whole Club. Need examples?

### PROOF IS IN THE TRUTH

A decade ago, the Club didn't really have a RallyCross program. Now, ours holds events from the Regional to National championship level, and brings new enthusiasts into the Club, keeping in line with our promise to offer the broadest range of competition nationwide.

Changes to the SCCA National Convention came from the membership, too. We're moving into 2014 with a whole new concept for the convention - one that will offer value to all our members, and to prospective members. Programs like Solo, RallyCross, Club Racing, and Time Trials also continue to evolve.

Likewise, the Solo Events Board, after significant research and discussion among competitors, has made some big changes to ensure the long-term health of these programs. We have also made a commitment to the site for our National Championship event.

The Time Trials Administrative Council has adopted a totally rewritten handbook, notable in that the Club's PDX program and rules have been simplified, making it easier for Regions to hold PDX events, and harmonizing rules to match other organizations operating PDX events. This was driven by the energy of the TTAC and Club members active in this program.

Members and Regions active in our Club Racing program have led revolutionary changes. By working together and adopting best practices, we now have several ways to license new competitors, outside of traditional Region-operated

schools. We have a prototype program that allows prospective racers to sample wheel-to-wheel racing in a lower-risk environment, sort of a "try before you buy" program that is likely to continue in coming years.

Likewise, the Club Racing Board is constantly working to keep our racing, and our racing classes, healthy with good competition and the right technology. That's not an easy task, and those of us who work with the CRB admire their willingness to take the punches as well as the handshakes.

Lastly, Jeff Dahnert's recent departure from the position or President and CEO of the SCCA affected many of us. He was a colleague and a leader in our Club, and he continues to be a friend, both to members and to the organization. Joining the organization as CFO, he brought new transparency to Club finances, and a part of his legacy is the solid foundation he left for us to continue building upon.

### MOVING FORWARD

Our drive is unmatched and success is in our DNA. By understanding and embracing change, SCCA - America's largest amateur motorsports club - continues to innovate as we serve our members. We're at a point where we can incite and motivate, rather than be "victims" of change.

We're proving the naysayers and negative pundits wrong (and that feels good, too!). By changing direction and adding depth to programs, we're refilling the tank with new energy and new ideas. 

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### **BEING EVEN BETTER**

From all indications, the 2013 National Championship Runoffs was a great success - kudos to all involved! Now it's time to reflect on what caused the magic at this historic event. one of the cornerstones of SCCA supremacy; and, more importantly, look at ways to take it to even greater heights!

Most would agree that it is far more effective to do a thousand things one percent better than try to achieve one thing a thousand percent better. So I'll continue to push for some small changes that I've proposed to CRBs and BoDs over the years and, I am proud to say, have even gotten some traction.

We tried inviting past champions to enter the 50th Runoffs, and actually attracted some icons back to their roots. The naysayers would have us believe that the impact was negligible, other than a few extra entries and the associated positive press. But what about the double dippers - past champs who qualified in one class, but were now able to enter a second one without having to meet the qualifications? Maybe we should allow all past champs of five years or less to enter any class at the Runoffs without having to qualify, and second placers to enter a second class if they are already qualified in another class, and third placers to enter a second class if they are qualified in one and meet half the requirements of the second?

Then there's the issue of three classes on track together at the Runoffs for limited qualifying time when the weather interferes. Wouldn't it be better to have the event encompass two weekends so we could get more days of individual class qualifying and one more day of racing? On-track combinations that match only cars making their speed in similar fashion are far safer and fairer for the competitors - who are the customers of this event. There are many ways to achieve this,



and the key is to focus on the quality of the individual experience, so those spending their time and money are getting maximum value at minimum risk of monetary loss - then the numbers will follow!

Stan Czacki



### **INSPIRED**

I've been competing in RallyCross for a few years, but never done a National event or competed in the RallyCross National Championship, In October 2013, however, I was passing through Tulsa, Okla., for work, and decided to stop by Tulsa Raceway Park, since the RallyCross National Championship was in full swing. I was blown away. More than 100 competitors were ripping up the dirt and mud. I could only watch for an hour before having to hit the road again, but I left completely inspired. Next year, for sure, I'll be making the drive to Greenwood, Neb. - which is closer to where I live anyway - and competing. Todd Napers

### **MODERN SHOPPING**

I am fairly new to Club Racing and, for that matter, racing in general. I had my first racing experience in April 2013; this event was a racing school and Regional race at Gateway Motorsports Park. You described my experience in one of your more recent issues. For that event, I rented a Dodge Neon, and plan on doing the same for another event I am dying to participate in. However, after that I would really like to purchase my very own car to race.

I think we are at the dawn of a new era in how we view, test drive, and ultimately decide on which sports car we may purchase for future racing exploits. Through research and other people's experiences, I have my choices down to a handful of cars. Even after test-driving some of these cars at dealers, though, I still have a couple of unanswered questions about the performance of the cars.

I've found what I believe to be a solution. Playstation's Gran *Turismo 5*, the latest installment of the gaming series, is more like a racing simulator now. This game accurately transforms particular car statistics (power, center of gravity, drivetrain type, etc.), into a drivable version of the car on your television. You can take said car on multiple tracks around the world, and apparently the tracks themselves have been gone over with lasers

to accurately portray them on vour screen.

The game doesn't capture how going 100mph really feels, but it certainly helped me narrow down my choices. I also had guite a bit of fun doing it, too! Danny J. Guiles



### **FRESHLY TIRED**

As the story in the November issue of SportsCar [Stock to Street] so subtly reminds us, it's time for us Stockclass autocrossers to toss our R compounds and strap treaded street rubber on our cars. Granted, I could run R compounds in 2014, but there's little point as there's nowhere for them to run in 2015. Reading through your story and looking at the Street rules, however, I realized how expensive this changeover is going to be. For starters, if I hope to be competitive, I need to buy a set of tires this year with a 140 UTQG. and then a set of 200 UTQG tires for 2015, when the tire rule changes again. I also need to buy another set of wheels for my Honda S2000, since now I'm allowed to play with gearing via wheel and tire dimensions. A few years down the line, none of this will be a big deal, but for the immediate future I'm left wondering if the changeover from Stock to Street could have been more straightforward (200 UTQG from the get go and fewer tire size liberties), making for an easier and less costly conversion. Thomas Stevens

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.

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### TOOMAS HEIKENAN WINS GLOBAL RALLYCROSS

The final round of SCCA Pro Racing Global Rallycross look place in Las Vegas, Nev., on Nov. 7. While Ken Block took the win, Toomas Heikkinen left Heikkinen with the overall trophy.



The completed 2014 U.S. Majors
Tour schedule has been released.
Also unveiled is a new points structure
and weekend race schedule for the
Tour. Surprisingly, the Mid-States
Conference will not be making a stop
at the Circuit of the Americas in Austin,
Texas, as it did in 2013. Despite
lengthy negotiations between the
venue and the local Region, a suitable
agreement could not be reached.

"It is obviously disappointing that we could not reach an agreement with COTA for a Majors event in 2014," SCCA Interim President and CEO Lisa Noble said. "With such a substantial investment required to hold an event at the facility, there was no way around a massive increase to the entry fee for the drivers, thus making the event unfeasible. While we are disappointed about COTA, we are very pleased to have two Southwest Division events on the calendar,

### CLASSIC TRACK

The U.S. Majors Tour will hit VIR on April 18-20. including a new, highly rated track with NOLA. We hope to be able to return to COTA in the future."

Late entries to the calendar included the Western Conference's race at Thunderhill Raceway Park, scheduled for April 12-13, which will serve as rounds five and six of the 12-race season, as well as rounds three and four for the Conference, to be held at Inde Motorsports Ranch in Wilcox, Ariz., Feb. 22-23.

In the Eastern Conference, rounds nine and 10 are now scheduled for New Jersey Motorsports Park in Millville, N.J., June 6-8. The track has announced this event as one of the premier events on its 2014 spectator schedule. VIR, originally listed with tentative dates, will be April 18-20. Meanwhile, the Mid-Ohio rounds for the Northern Conference are firmed up as taking place on May 30-June 1.

The 59th Chicago Region June Sprints were tentatively announced as a part of the schedule in early press releases, and those dates have now been confirmed. The event, part of the Northern Conference, will be June 13-15.

One of the goals...is to provide each participant with real, quality track time "

BUTCH KUMER

### RACE LENGTH AND POINTS

Early announcements about the 2014 Majors season stated that each race would feature double races, with Saturday's race being a 20-minute timed sprint, and Sunday's race the traditional 45-mile format. A later announcement states that the Saturday sprint races will be extended to up to 30 minutes where

### **SPEC MIATA GETS SM7 FOR 2014**

For 2014, Spec Miata competitors will be making a switch to the new Hoosier SM7 tire for dry races. The SM6 will be able to be used through the first two U.S. Majors Tour Conference weekends in Mid-States, Northern, and Western Conferences. In the Eastern Conference, the SM6 may be used until the fourth Majors weekend.



### **2014 U.S. MAJORS TOUR SCHEDULE**

EASTERN CONFERENCE EVENTS						
Jan. 3-5	Sebring Int'l Raceway, Sebring, Fla.					
Jan. 10-12	Palm Beach Int'l Raceway, Jupiter, Fla.					
March 21-23	Road Atlanta, Braselton, Ga.					
April18-20	VIRginia Int'l Raceway, Alton, Va.					
June 6-8	New Jersey Motorsports Park, Millville, N.J.					
July 4-6	Watkins Glen Int'l, Watkins Glen, N.Y.					
Aug. 1-3	Summit Point Motorsports Park, Summit Point, Va.					

### MID-STATES CONFERENCE EVENTS

Feb. 7-9	NOLA Motorsports Park, Avondale, La.
March 15-16	Eagles Canyon Raceway, Decatur, Texas
April 5-6	Hallett Motor Racing Circuit, Jennings, Okla.
May 3-4	High Plains Raceway, Byers, Colo.
May 24-25	Pueblo Motorsports Park, Pueblo, Colo.
Aug. 30-31	Heartland Park Topeka, Topeka, Kan.

### **NORTHERN CONFERENCE EVENTS**

May 2-4	Blackhawk Farms, South Beloit, III.
May 30-June 1	Mid-Ohio Sports Car Course, Lexington, Ohio
June 13-15	Road America, Elkhart Lake, Wis.
July 12-13	GingerMan Raceway, South Haven, Mich.
July 26-27	Road America, Elkhart Lake, Wis.
Aug. 23-24	Grattan Raceway, Belding, Mich.

### WESTERN CONFERENCE EVENTS

Jan. 17-19	Auto Club Speedway, Fontana, Calif.
Feb. 22-23	Inde Motorsports Ranch, Wilcox, Ariz.
April 12-13	Thunderhill Raceway Park, Willows, Calif.
April 26-27	Buttonwillow Raceway Park, Buttonwillow, Calif.
May 24-25	Pacific Raceway, Kent, Wash.
July 4-6	Portland International Raceway, Portland, Ore.

time permits, although 20 minutes will remain the baseline. Available run time, including track rules and daylight, the facility, and length of anticipated cleanup between sessions will be included in the determining factors.

The length of the sprint races will be included in the supplemental regulations and pre-event schedule.

"One of the goals of the U.S.
Majors Tour is to provide each
participant with real, quality track
time while providing compatible race
groupings," said Butch Kummer,
SCCA's Director of Club Racing. "To
develop a feasible schedule for each
venue, we need to be aware of a
number of different factors,
including items that aren't as easy to
see - the time it takes for out laps, in
laps, releasing cars from grid, and so
on. Along with local rules and
restraints dictated by track

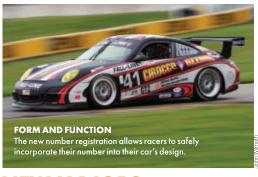
configuration, what looks like available time in the schedule isn't always so. Accounting for all of that, we can, and will, increase the race lengths where it is possible."

Both races on each Majors weekend will count for full points, and receive trophies and commemorative checkered flags, though the full podium ceremonies will only take place for Sunday's races.

Of additional note is a modified point structure for 2014. A race winner will receive 25 points in 2014 (rather than 2013's 24), followed by 21 for second place, and 18 for third. Thereafter, each position will decrease by one (17 for fourth, 16 for fifth, and so on) through 20th place, which pays a single point.

For more information on the 2014 U.S. Majors Tour, visit

www.SCCAMajors.com.



### NEW MAJORS REGISTRATION

A new program for U.S. Majors Tour registration provides drivers with a number of options, including a reserved number for the 2014 season. The series registration includes a reserved number within the Conference of the driver's choosing, assigned by Conference and race group. Drivers also receive access to a special registration line for express registration and tech at select events and a \$25 gift certificate for Majors merchandise. Registered drivers will also receive a special U.S. Majors Tour branded hard card, providing the unique express access and commemorating the season as well as series decals prior to events.

Series registration is available for a \$50 fee. A \$100 option allows a driver to register a single three-digit number, beginning with "1," reserved in all Conferences for 2014, including the Runoffs. Two-digit numbers can be reserved, as available, in additional Conferences for \$25 per Conference. Series registration is not required to participate in U.S. Majors Tour events.

Numbers will be reserved based on standard run groups, following the preferred seven run group format. Reserved numbers will be held for drivers up until three weeks prior to each individual event, at which point any driver can register for the event with any available number. Series registration requests for reserved numbers will be honored on a first come, first served basis. Any driver who registers a number in 2014 and runs two Majors events will earn first right of refusal for the same number in 2015.

It's important to note that "reserved" does not necessarily mean "permanent." If class-run groups for an event are different than the traditional seven run groups, conflicts will be resolved by the in-conference driver who registered for the event first.

During the registration process, drivers will also be able to order a U.S. Majors Tour pit board, like those awarded to race winners, for an additional fee. A hard stock board that includes driver's name and sponsors will cost \$50, with a vinyl version available for \$40.

A link to the U.S. Majors Tour registration page will be available on **www.SCCAMajors.com**.





### **GOPRO REVOLUTION**

GoPro founder and SCCA Club Racer Nick Woodman was recently featured on 60 Minutes. If you missed the feature, take a few minutes to catch it on the CBS website. Head to www.cbsnews.com/ video and search for "GoPro's Video Revolution."

### 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 OCTOBER 2013**

NAME	REFERRALS	REGION
Warren Leach	71	San Diego
Brian Ghidinelli	49	San Francisco
Jeremy McCauley	26	Allegheny Highlands
Carol Deborde	22	Reno
Gayle Jardine	21	Cal Club
Karen McCoy	18	Oregon
Robert Crawford	14	Washington DC
Michael Adams	13	Tennessee
Brian Mason	13	Kentucky
Sydney Davis	12	Houston
Meredith Evans	12	Oklahoma
Richard Meyers	12	Detroit
Simi Ritch	12	Ohio Valley

There are 2,254 additional members with at least one referral.

### **REGION LEADERS**

Category based on 2012 year end membership.						
GROWTH	RETENTION					
23.2%	83%					
8.5%	84%					
8.1%	79%					
18.6%	75%					
15.7%	85%					
15.6%	84%					
73.4%	80%					
36.1%	86%					
20.9%	74%					
76.1%	76%					
63.6%	67%					
35.0%	78%					
	23.2% 8.5% 8.1% 18.6% 15.7% 15.6% 73.4% 36.1% 20.9% 76.1% 63.6%					



### CELEBRATION

Andrew Aquilante had good reason to celebrate at the 2013 Runoffs, winning two National Championships in consecutive days. That performance helped him earn an invitation to ioin the RRDC.

### **RRDC CLASS OF 2013**

A number of SCCA members will join 2013 Mark Donohue Award winner and SCCA National Champion Lawrence Loshak in becoming members of the prestigious Road Racing Drivers Club. The RRDC was created in 1952 as a way for champion drivers to give their input on the direction of auto racing in the United States. While the primary concern at that time was safety, the organization now focuses on assisting up and coming drivers to achieve their racing goals. The RRDC's primary membership is composed of drivers, but they also honor those who made a lasting contribution to the sport outside the car.

Among the new members are Lisa Noble, SCCA's Interim President and an accomplished racecar driver. Noble has raced in Formula Vee since 1992. Andrew Aguilante was one of two drivers - Loshak being the other - to claim two wins at the 2013 SCCA National Championship Runoffs, taking the Touring 1 and GT-2 classes

on his way to his third title. Aquilante is also an accomplished pro racer, with starts in both the SCCA Pro Racing Pirelli World Challenge and Grand-Am.

Corey Fergus is a third-generation RRDC member. From 2009-'12, he qualified on the Sports 2000 pole at the Runoffs and set new track records each of those years. Fergus broke through in 2012 as he earned his National Championship title that season. Steve Sargis has racked up seven Runoffs wins in three different production classes and is third in number of career pole positions in event history, with 11.

Drivers Paul Miller and R.J. Valentine started their career as Club racers before moving to the professional ranks of SCCA Pro Racing Trans Am as well as IMSA. David Burns, Brad Francis, Bruce McCaw, and Art Evans were also voted into the RRDC for their contributions to motorsports outside the driver's seat. However, they had one thing in common by starting their respective careers in SCCA.

### MEMBER BENEFITS

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

















Receive 20 percent off published rack rates at all participating Choice Hotels.



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



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

Save up to 15 percent off on PODS containerized moving and storage services.



SCCA members can receive 15 percent off custom plaques and T-shirts from Rainbow T's N Things, plus a \$2.50 flat shipping fee.



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

For a full description of all the special offers included in the Member Benefits program, plus links to the participating companies, go to the "Discounts" area at ams.scca.com.

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Congratulations ALARA Racing's Christian Szymczak

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ALARA's awesome crew WINS another *Team Of The Year Award*.

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**ALARA's Brent Mosing WINS the Masters Award.** 



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Photos: Alison Merion Padron Photography





### CONVENTION REGISTRATION

There is still time to register for the SCCA National Convention and the MSX Expo, which takes place March 7-9, 2014, in Charlotte, N.C. The Expo will feature exhibitors, technical seminars and much more. Visit www.scca.com/convention and www.msxexo.com.

### ANNIVERSARIES

### **SCCA MEMBERS CELEBRATING 25-60 YEARS**

### **60-YEAR MEMBERS**

Grayson E Brumfield Dean Edmonds J Peter Martin

**50-YEAR MEMBERS** 

Paul R Brownell Patricia Dewitt Charlton H Jones James J Schardt

45-YEAR MEMBERS

James P Christian Gwen Grady Jeffrey R Miller Jerry Orr

40-YEAR MEMBERS

Dennis J Kay Gary M Ozburn Clarence J Popp John E Sweeney

**35-YEAR MEMBERS** 

Richard C Bontempi Emery C Duell Ronald E Emmerson David A Hall Ray Hill Judy K Hudak Harvey A Lewis Mervin Merlyn Neher Cliff Rademaker Hsin Chiu Rozelle Lawrence R Stark Daniel K Thiel Steven J Tupper

30-YEAR MEMBERS

Damaris G Wilkie

Neal C Bellamy
Daniel J Cashman
Robert L Frogner
Robert J Gentner
Terry H Gough
Patrick M Kosuth
Robert H Masch
Larry W Mason
Lewis Milkavich
Shirley Milkavich
John E Souder

Grayson G Upchurch Jr Scott Walker

### 25-YEAR MEMBERS

Raymond F Boyer Christopher P Cancellieri Marc E Dana Jeff H Futch Teresa A Halloran Ralph R Johnson Sr. Edward M Knapp Allen E Kugler M.G. Lewis Patrick Lind Daniel A Lipperini Sr Pasqua B Martinez Kathleen E Matuszek Gaill Miller Jason R Miller

Jason R Miller
Keep Morse
Linda D Mulholland
George Russell
David J Skinner
Linda M Starkweather
David M Thilenius
William D Vehe

Colorado Florida Florida

Milwaukee San Francisco Atlanta Western Ohio

Colorado Land O'Lakes Milwaukee Land O'Lakes

Milwaukee Atlanta San Diego Colorado

San Francisco Northern New Jersey Oregon

Detroit
Atlanta
Saginaw Valley
Buccaneer
Nebraska
Houston
San Francisco
San Francisco
Finger Lakes
Milwaukee

Northeastern Pennsylvania

Texas
Texas
San Francisco
Northern New Jersey
San Francisco
Neohio
Cal Club, San Francisco
Cal Club
Arizona

Arizona Northwestern Ohio, Ohio Valley Central Carolinas Central Florida

New England Continental Divide Central Florida Central Florida Southern West Virginia Des Moines Valley Steel Cities

Steel Cities Susquehanna Hawaii Iowa Northeastern Pennsylvania

Chicago Glen Milwaukee Milwaukee Central Florida Buccaneer Fort Wayne Washington DC North Carolina Arizona

Chicago



**2013 NATIONAL CAR COUNTS** 

The final 2013 SafeRacer National Series class participation is in, and while the usual suspects continue to attract big fields, a number of other classes are on the move.

The battle for the top spot is always a tight one between Spec Racer Ford and Spec Miata, with SM taking the top spot this past season fielding some 1,492

entries, while SRF posting 1,478 entries.

In its first year with full national status, Super Touring Light claimed the number three spot, with 696 entries, and the always-popular Formula Vee claimed fourth with 541.

On the other end of the spectrum we find B-Spec, still in its infancy, with a scant 87 entries.

2013 N	ATIO	NAL C	AR C	OUNT	ľS					
No. of Races	9	6	10	9	9	10	10	14	8	85
CLASS	Central	Great Lakes	MW	NE	Norpac	Rocky Mtn	SE	Sopac	SW	Total
SM	172	165	72	186	103	60	337	143	254	1492
SRF	186	129	70	217	118	38	329	131	260	1478
STL	85	73	37	111	33	18	128	91	120	696
FV	40	77	25	108	46	43	68	71	63	541
EP	47	70	77	35	18	33	43	49	66	438
FF	64	40	33	46	40	32	55	31	67	408
FP	55	60	38	47	16	34	58	21	20	349
AS	38	55	53	62	14	16	54	13	22	327
GT2	43	20	26	38	14	8	64	44	64	321
FA	48	14	22	49	19	12	68	29	44	305
FB	31	16	2	43	24	42	69	11	44	282
F5	48	30	42	65	4	4	34	21	31	279
FM	33	20	33	20	14	14	55	32	58	279
HP	44	38	28	43	16	10	48	24	14	265
GT1	57	19	13	36	12	0	58	22	31	248
T4	17	31	21	26	19	23	33	41	31	242
FC	31	40	3	46	15	16	56	17	14	238
STU	13	27	8	15	15	24	48	31	41	222
CSR	37	11	5	12	13	22	45	41	30	216
T1	14	33	3	55	15	13	33	32	17	215
T2	25	32	21	39	8	13	33	4	31	206
FE	45	8	4	34	4	8	63	2	24	192
GT3	15	23	30	25	16	12	13	35	12	181
DSR	22	29	2	24	27	5	29	10	25	173
T3	23	22	6	15	10	35	36	7	15	169
S2	27	14	11	8	10	11	11	50	25	167
GTL	12	23	20	39	12	8	28	14	8	164
BS	18	10	5	12	5	0	10	15	12	87

### SCCA TAKES ON BAJA

A lucky few SCCA members took on the 46th Annual Tecate SCORE Baja 1000 as part of the 2013 BFGoodrich Tires/Wide Open Excursions Baja Challenge race team. This year, T3 Club Racer Chad Gilsinger returned to Baja after a great run with the same team in 2012. For the first time, a Solo competitor was invited, with National Champion Mike Johnson suiting up.



# ARD OF DIRECTORS

### SCCA BOARD OF DIRECTORS MEETING MINUTES OCT. 11-12, 2013

The SCCA National Board of Directors met at the National Office in Topeka, Kan., Oct. 11 and Oct. 12. Area Directors in attendance were: Lisa Noble, Chairman; Dick Patullo, Vice-Chairman; Jerry Wannarka; John Walsh; Bill Kephart; Todd Butler, Secretary; Phil Creighton; Michael Lewis, Treasurer; Dan Helman; Robin Langlotz; Steve Harris; and Brian McCarthy. Bruce Lindstrand participated via conference call.

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

The following guests participated: Steve Hudson, SEB Chairman; Jim Wheeler, CRB Chairman; Butch Kummer; John Bauer and Chris Blum, Club Racing Technical Department; Reece White, Public Relations Manager; and Dave McDermott, President and CEO. Premier One.

The secretary acknowledges that these minutes may not appear in chronological order and that all participants were not present for the entire meeting. The following is a synopsis of meeting motions. Full meeting minutes and motion details are available in the November 2013 Fastrack News.

### **SOLO**

MOTION: To approve the SEB rules package comprised as Items 1-37 and 39 as presented in BoD briefing book. Creighton/Patullo. PASSED 13-0.

MOTION: To appoint Scott Dobler as SEDiv Solo Divisional Steward for 2014. Walsh/Langlotz. PASSED 13-0.

### **CLUB RACING**

MOTION: To set 2014 Majors Assessment fee per car to \$60 per event weekend. Langlotz/Helman. PASSED 13-0.

**MOTION:** To approve Jim Averett as Chairman of the Stewards for 2014. Kephart/Wannarka. PASSED13-0.

**MOTION:** To appoint the following as Executive Stewards for a one year term beginning 1/1/14. PASSED.

GLDiv, Dan Hodge; MWDiv, Scott Bowman; NEDiv, Kathy Barnes; NPDiv, Ken Jones; RMDiv, Gloria Larson; SEDiv, Paul Gauzens; SPDiv, Barbara Knox; SWDiv, Tom Brown

MOTION: To approve 11417, 11474, 12300 as written effective 1/1/2014. Walsh/Butler. PASSED 12-1 (Langlotz opposed).

MOTION: To approve 11676 and 11677 as written effective 1/1/2014. Walsh/Butler. PASSED 13-0.

MOTION: To approve 11739 and 12170 as written with 600cc Motorcycle engine spec lines for F500 to be provided by CRB effective 1/1/14. PASSED 9-4. Opposed Langlotz, McCarthy, Walsh and Patullo.

MOTION: To approve letters 10580, 10581, 12227, 11182, 11701 as written effective 1/1/14. PASSED 13-0.

MOTION: To approve 10284 and 11778 effective 1/1/14. PASSED 13-0.

MOTION: To approve 12068 GTL becomes a Regional Only class in 2015. PASSED 12-1. Langlotz opposed.

MOTION: To change GCR section 9.1.7.6.c Tires, approving a Spec Miata Hoosier tire as specified for Regional and National (Majors+Runoffs) racing. PASSED 12-1. Langlotz opposed.

### GCR RE-WRITE TO ACCOMMODATE MAJORS

A GCR Committee was tasked with revising the GCR to accommodate the Majors events and addresses other changes in Club Racing such as the competitor licensing change. Copies were previously provided to Directors and Harris reviewed each section for discussion.

MOTION: To change the points structure for the US Majors Tour Events as follows: Points are awarded to the top 20 finishers (first through last) in each race as follows: 25, 21, 18, 17, 16, 15, 14, 13, 12, 11, 10, 9,8,7,6,5,4,3,2,1. Harris/Wannarka PASSED 13-0

MOTION: To accept 3.1.1.E.2 requiring that at least one race of a Majors shall be a minimum of 45 miles in length. Harris/Wannarka. PASSED 11-1-1 (Against- McCarthy, Abstain - Langlotz)

MOTION: To accept GCR Section 3 as amended. Harris/Wannarka. PASSED 12-1 (Against-McCarthy)

MOTION: To extend section 9.1.13.A enforcement of 2.5 Rule to 2015. Kephart/Creighton. PASSED 13-0

MOTION: To approve the proposed 2014 General Competition Rules (GCR) as edited with specific Director exceptions noted above. Harris/Wannarka PASSED 13-0

MOTION: To approve change in GCR language section 3.6.1 supporting insurance requirements and change section 8.4.2 of the Operations Manual to reflect change in the make-up of the CoA. Helman/Harris PASSED 13-0

MOTION: To approve GCR changes in section 2.8 for competition license type definitions and grandfather in existing Regional and National licenses. Harris/Wannarka PASSED 13-0

### **TIME TRIALS**

MOTION: To approve TTAC rules as presented effective upon publication. Walsh/McCarthy. PASSED 13-0.

### **GENERAL**

MOTION: To appoint Lisa Noble as interim President of SCCA, Inc. effective 10/14/13. Lewis/Wannarka. PASSED 12-0-1. Noble absent.

Note: Following the passing of the motion, Chairman Noble formally resigned as Chairman of the Board of Directors for SCCA, Inc. effective Monday, 10/14/13.

MOTION: To appoint John Walsh as Chairman of the Board of Directors for SCCA, Inc. for the remainder of the 2013 term effective 10/14/13. Patullo/Harris. PASSED. 12-0-1. (Walsh abstained.)







# POBST POSITION

### Randy Pobst

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

# Racing Aging

Watching the latest K-PAX Racing video by Myles Williams' RCE Video motivated this column. In spite of his best efforts, I look old. Wrinkles, turkey neck, gator hands, and gray hair, though less than several of my old-guard colleagues, I'm happy to say. Thanks, Dad. Though thinning, he still has no gray. So, I have to admit it. Can't hide it. No denying. I'm getting old. Like my parents, you know?

Early in my career, I always went fastest if I held back. That's because I drove with the reckless abandon of youth"

Wide-eyed, young, wannabe, track rats ask incredulously, "How old are you?" Fifty-six. Sounds so strange to say it out loud. In my own defense, I will claim that, neck-down, I'm still fairly youthful. It was those face-and-arm all-day Florida autocross sunburns, before I went to wide brimmed hats and sunscreen in my early 30s, after one of my ears once bled spontaneously. Neck down, it's the 99 percent vegetarian diet and regular moderate exercise. But my back hurts. Stretching has helped a lot.

At 40, right on schedule, I could no longer see up close with my contacts in, my urinary stream decreased, and I lost my voice a few times. Doctor's answer is the same for all three: age. Thanks. But hey, that was before any of my factory driver deals. I'm a late bloomer, yeah, but it's fall and at some point the leaves are gonna start falling, too.

But neck up, I still want it bad. Still need the intense focus that racing creates. Still crave the feel-good juices that pump into my veins on track. I see it in old buddies, like my 1990s co-driver Peter Schwartzott, 73, and his B-Spec races this year.

If we want to race at our age, we have to be in reasonably good health. The faster the car is, the more health we need. A Spec Miata is far less physical than a Formula Enterprise car. Grip and downforce add work. Lateral gees: abdominal and neck muscles.

Steering: hand, forearm, bicep, and shoulder. Brakes: leg and buttocks. The most-taxing efforts I've experienced have been in the brake pedal. GT cars often have very high-effort stopping, of which I have never been a fan. It reduces precision, though it also



reduces flat spotting, by default.

This justification continues to annoy me to no end. A good brake system will allow you to slide the tire without locking it, without excessive effort. Don't settle for less. Our StopTech setup on the Tri-Point Mazda 6 Touring Car was a good example. So was the 2000-season ALMS Porsche with Alex Job Racing. My K-PAX Volvo is good, and we keep pushing for better.

Downforce cars create the monster cornering loads. The neck is where I feel that first. I'm driving a Norma sports racer with Davidson Racing right now, and with a neck-bracing seat, it's no problem - just lean on the pad. I think the low seat height of a real racecar seems to reduce the effect of the higher gees. I'm much closer to the center of gravity, so that g-force has less leverage; similar with the steering effort. The real racecar is far lighter, and this often reduces steering effort considerably. Relaxing



in the car helps, too. The first few laps in the Norma, I panted hard. Then, as I learned and got the rhythm, I settled down for the long run. The big GT cars need power steering, because if not, with slicks, it can be the car driving you, not vice versa.

Early in my career, I always went fastest if I held back. That's because I drove with the reckless abandon of youth. Not so anymore, I learned not to overfill the friction circle. I've raced a long time and have seen what can happen. It makes me careful. Too careful? I led the last two SCCA Pro Racing Pirelli World Challenge GT races, but did not win. On the other hand, in spite of some high-risk situations and setbacks, we finished fourth and second with virtually no damage in a car that ran perfectly.

My teammate Alex Figge is fast. He takes more risks than I do, won more races this year, and occasionally paid the price. He pushes me. I must raise my risk, but not so much in driving; raise it in setup. Less understeer. Not easy to accomplish with this chassis. I consider oversteer risky because we have very little steering angle for correction (though more than the Cadillacs), and the looseness we do get is often unpredictable. That's the challenge.

The cool suit helps a lot. GT cars get hot inside, and we're working hard, fully clothed. Highly recommended. Include the helmet blower, as much for cleaner air as for cooler air. Thanks for the luxury, K-PAX. Back when I drove for Porsche, their answer was more exercise, which helps, but 110 degrees is hot for a two-hour workout. Now everyone smart uses one in warm weather, because a cool head is fast and consistent.

Take a look in the mirror. Fifty extra pounds? One hundred? You are living life on the edge, especially on track. Fatal heart attacks while driving have been far too frequent this year. Racing is stressful, whether your doc approves or not. Start with long walks

and less sugar; something, please. Take the stairs. I like the bicycle, street or mountain. Low impact and I'm driving something. I run because it is convenient -anywhere, anytime. I keep fighting the tummy sag with various sorts of crunches, which helps my back, too. A lot of that seems to only keep my body from getting worse, but that's better than nothing. My joints hurt back when I first started real exercise, but that got better with time. My knees are clearly stronger now than 15 years ago.

My reactions are slower than when I ran that first VW Cup race at Sears Point (now Sonoma) in 1985, I'm sure, but my experience helps me see the future. I managed to dodge O'Connell when he stalled in front of me there a couple of months ago, and then I did not hit anything working my way back up from last through heavy traffic. I'm proud of that.

If you're old, don't try to drive like you're 19. It's embarrassing. Use your wisdom, experience, patience, and timing. Use your best tools. I saw that Euro whiz kid lapping two seconds faster than the field at Houston for a short time. I also saw him bounce off the wall just two turns into the first wet lap. He was lucky - lucky to continue. Young lion with not much to lose. Rock on.

My eyes are as good as ever, including night, so far. I think they got better seven years ago when I started eating a lot more fresh vegetables and fruit, especially greens, as in my low sugar green smoothies. And good progressive trifocals help, too. You've got to be able to see far, yes, but don't forget the gauges and switches. No problem, just look under your glasses if you're near sighted.

My best tool right now is setup and teamwork; getting the car ready before the race ever starts. I have always been a slow-hands driver. Smooth. The chassis has to be just right to go really fast without always catching the car at the limit. Too risky, too. A great car drives itself, like at Mazda Raceway Laguna Seca World Challenge race in 2012. Good setup and well prepped. Fit my style perfectly: slow hands, but right on the edge of what the tires can offer, all the time. That's how I will win as I age. Old age and treachery triumphs over youth and enthusiasm, right, Old Folks? Oh, yes, on the good days, my friends.

### PERSPECTIVE

Over the years, Randy Pobst has learned that highflying maneuvers are not the only way to get to the front.









AEM has expanded its Infinity ECU lineup to include the 2001-'06 BMW E46 M3 with manual transmission. The E46 M3 kit includes a startup calibration and connects via a plug-and-play harness (available separately). Designed to fit in the factory location, it can take advantage of the E46 M3's CAN bus system to incorporate several features directly into factory buttons.

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### **NECKSGEN REV**

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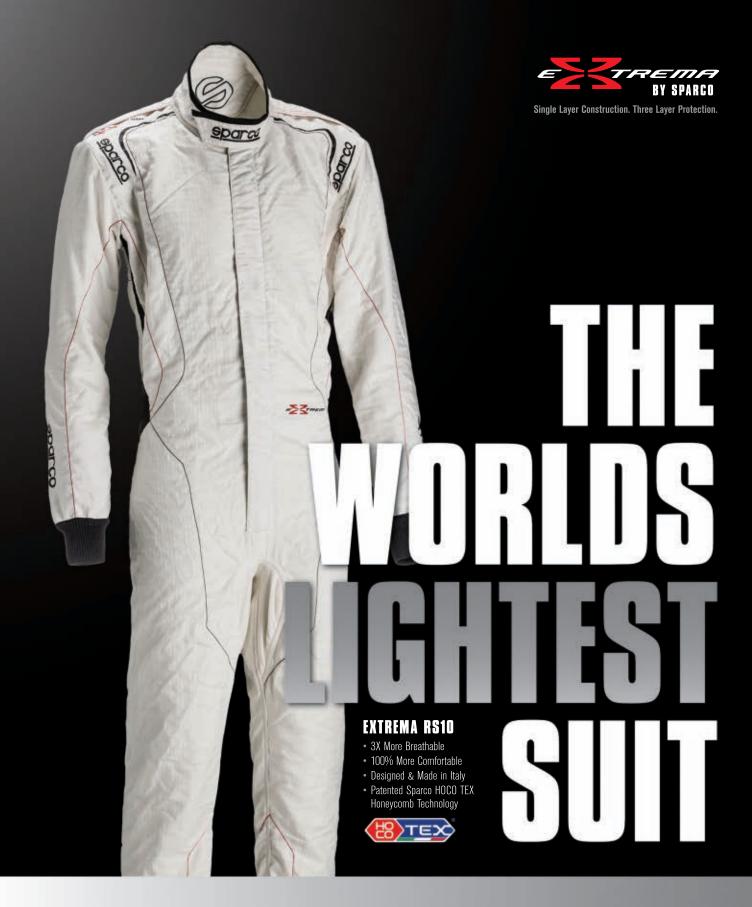


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# SHIFTIN' GEARS

### THANK YOU!

2013 has been a busy and productive year for the SCCA Foundation. We hope you have seen and heard more from us this year; we are grateful for those who have provided financial support between Jan. 1 and June 30, 2013!

The mission of the SCCA Foundation is to create, develop, and facilitate programs that foster awareness and an all-encompassing knowledge of automotive and competitive motorsports activity. The Foundation strives for the development of new programs that will benefit our membership, our youth, and our historical preservation, and will keep SCCA a brand name recognized by all.

We began 2013 with the launch of our first Winner's Choice Raffle at the SCCA National Convention. Many of you supported that effort, which raised \$30,585. Jim Hayter, the winning ticket holder, elected to receive the cash award of \$18,000. Be sure to watch for the launch of the next raffle at the 2014 National Convention in March.

In September, the Tire Rack Street Survival Program celebrated its 100th school! By the end of 2013, SCCA will

The mission...is to create, develop, and facilitate programs that foster awareness"

have completed 43 schools with attendance being at the highest rate ever. The second Street Survival Summit will immediately follow the 2014 National Convention.

We have visited several potential "homes" for our SCCA historical archives, and have learned a great

deal about what is available and necessary to preserve these valuable assets. The Foundation's Website, www.sccafoundation.org, is active and we anticipate the rollout of our new newsletter soon! The Foundation's new donor giving program will allow us to recognize and thank each of you personally for your generous support.

Our year has been full - and we're not finished yet! Your financial assistance and trust in our work has enabled us to advance our goals, and we hope that we can count on your continued support in 2014. For those who have not contributed previously, please seriously consider a gift. Remember, you can now donate online!

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# PACESETTER

### TOMMY **SAUNDERS** HAS PLANE PERSISTENCE

ike so many other children, Tommy Saunders grew up fascinated by airplanes. He liked boats, trains, and the racecars at Mid-Ohio, too; but there was something about planes that stuck. Unsure how to go from daydreamer to captain, he forged his own path, much like he does in his B Modified Dragon on a Solo course.

"I think most little boys are fascinated by planes," Saunders recalls. "I built models and RC planes and flew them. I had no direct connection though. I didn't even know a pilot. I came from a really small town in Ohio that didn't have an airport. I did not know how to get from where I was, to where I wanted to be."

Saunders quickly discovered that the military offered the most direct route from civilian to pilot. Unfortunately for

Now that I've been around quite a while, I pretty much get my first choice"

TOMMY SAUNDERS

him, the military did not allow those who wore glasses to fly - eliminating that option immediately. He found himself lost again, until his dad learned of a pilot program at Indiana's Purdue University with direct ties to American Airlines. On the advice of a school counselor, Saunders applied and was accepted to Purdue as a business major, with the hope of transferring to the aviation school.

"It was real hell to get in [to the aviation school],"chuckles Saunders. "They only take three people from out of state per year. I had to beg, borrow, and steal to get in. I went to the airport after class each day just to show my face and convince them that I was a good deal until they got tired of me and let me in! Persistence pays off, I guess."

Saunders earned his Masters of Science from Purdue University in Professional Pilot Technology, but without a military background and connections, he was on his own to find a job and log flying hours. If you think finding a job out of college is tough, imagine trying to convince strangers you're qualified to fly a plane! But Saunders made a wise move by studying aviation mechanics, giving him an edge over other fresh graduates.



"I was interested in the mechanics anyway," he says. "I figured why is anyone going to hire me out of college without any experience? What else could I offer? I figured this would make me more marketable."

His well-rounded skill set did give Saunders the edge he was looking for, and his first jobs in the airline industry were in pilot/mechanic roles. The business of flying is just as competitive as the school of flying, leading Saunders to some odd jobs with strange hours and low pay, but the goal was to sign up for anything that logged flying hours quickly.

"My first job was night air mail," says Saunders. "I was living in Ohio and the other pilot and I would jump in a Ford Falcon that belonged to the company and we'd drive to Chicago O'Hare. We'd get there Monday evening, go to the airport and get the plane ready. Of course, being the co-pilot, I'd get to load the plane with 3,000lbs of airmail. We'd fly all night, loading and unloading at every stop. I got to fly every other leg. Then, we'd come back and sleep during the day in a hotel that the company got for us in Chicago. We'd do that five nights, then on Saturday morning, we'd

### THINK FAST

Tommy Saunders has made a name for himself in the Solo world by winning a number of National Championships. He has also continued the tradition by introducing his family to the sport.

finish our flight and drive back to Ohio for two days."

By the time he was 24, Saunders had relocated to Texas and done stints as an assistant county airport administrator and flying canceled checks. With the experience and flying hours he needed under his belt, he began applying to major commercial airlines. His Purdue alumni status helped him earn an invitation to interview at American Airlines.

"It's a four-day process including one day of nothing but psychological tests," says Saunders. "They had ink blot tests and all the various tests you've ever heard of, plus every medical test. Of course, there was a full day in the simulator to prove you could fly. The last day was a full day of various interviews with pilots who were already flying for American. It was pretty intense."

Saunders started at the bottom of the pilot ladder with little choice over where and when he flew. He admits the schedule was tough on his home life, which included three daughters: Laurie, Kristen, and Rachel. As he logged more flights with American, the planes got bigger (he now flies the largest aircraft in American's fleet, the 777) and the routes more desirable and resembling the stereotypical glamorous lifestyle we associate with pilots.

"Now that I've been around quite awhile, I pretty much get my first choice," Saunders explains. "What I usually do is go to Europe in the summer and go to Hawaii in the winter. I mix that up in the spring and fall with South America. I love it!



### CAPTAIN'S CHAIR When not on the

When not on the Solo course, Tommy Saunders can be found piloting massive 777s.

WORDS Erin Cechal IMAGES Courtesy Tommy Saunders

"It's not that way until you get near the top. For example, when I was the co-pilot on the 727, there was a list of all the other 727 co-pilots in Dallas, listed by seniority, and you got to pick your flights based on that. You'd move up that list and then you'd move from the top of the co-pilot list, to the bottom of the captain list, and do it all again. You don't have to move up, but it costs you money. It's nice because you have the choice: get more money or fly the route you want to fly. The longer you've been around, the more control you have over your life."

Having more control over his schedule has enabled Saunders to hike most of Hawaii during his layovers and even take a joy ride on the Nürburgring in a rented BMW.

Perhaps the best perk, though, is

getting to mock fellow Solo drivers on the plane's PA.

"I had Roger Johnson on a flight years ago," says Saunders. "He came up to the cockpit before we took off and said, 'Hi.' I gave it some thought then gave an announcement saying we had Roger Johnson, an aspiring racing driver, on the airplane and he was just beginning to have some success. After finishing last for so many years, he was now finishing second to last, which was progress and we should congratulate him on that. Of course, he was already a multiple National Champion. It was hilarious!"

Let that be a lesson to SCCA Soloists: If you see Captain Tommy Saunders in the cockpit on your next flight, perhaps you should say hello when you *exit* the plane. 

Output

Description:



### **WORKING MAN**

Tommy Saunders has paid his dues as a pilot, and now gets to fly when and where he wants in some of the most impressive passenger airplanes in the sky.



### **FAST FACTS**

- SCCA REGION: Texas Region
- MEMBER SINCE: 1978
- FAVORITE AUTHOR/WRITER:
  Jimmy Buffet
- LAST BOOK READ: Winning Is Not Enough by Jackie Stewart
- FAVORITE ENTERTAINER: Jimmy Buffet
- FAVORITE MOVIE:
  The Eiger Sanction, The Great Race
- FAVORITETY SHOW:
- F1, Science Channel, History Channel, Smithsonian Channel
- FAVORITE FOOD: Steak, medium rare
- FAVORITE NON-SCCA ACTIVITY: Boating, watersports
- FIRST CAR OWNED: MGB
- FAVORITE CAR OWNED: 1968 Mulletwagon
- CURRENT DAILY DRIVER: Green Egg (1995 Geo Metro)
- FAVORITE RACE DRIVER: Jim Clark
- MOST INFLUENTIAL PERSON IN MY LIFE: My dad - honorable, great dad, always time for me, fun, funny, successful, never had to raise his voice, admired him from day one, wanted to be just like him!



# FIRSTGEAR



### PETER PORTANTE IS ON HIS WAY UP

We have no doubt that Club Racing is just a steppingstone for the talented Peter Portante. So, while we have him, time for a shout-out to one of the youngest drivers to ever win a gold medal at the Runoffs. At 17 years, seven months at the time of his championship, Peter was barely half a year older than the person who holds the record for being the youngest Runoffs champ: Graham Rahal.

It gets better. This was his first appearance at the Runoffs, in his first year of SCCA Club racing, in only his second year in open-wheel racing. He qualified on the pole in the combative Formula Continental class running a Zetec-powered Van Diemen on sticker Hoosiers and fielded by Arms Up Motorsports. He led nine of 13 laps after battling early with David Grant.

Other than sweeping out the Road America paddock, there wasn't much left for Peter to accomplish, but he wasn't sitting on his laurels when interviewed after the race. "It's a great trophy to have in a small trophy case," he said, adding, "It's going to be a lot of work to keep improving, though. It's good to win at such a young age, but you have to keep improving - you can't plateau."

That's why he's already got his sights set on driving for Brian Belardi in the USF2000 series in 2014, after scoring two podiums in his first season driving the Mazda-powered cars for Belardi as a Mazda developmental driver. It turns out, he's actually being more than modest about the size of his trophy case, as he's won at least one championship every year in the 10 years since he began racing karts on ovals in 2003.





Consistent with his mantra to always improve, in 2010 Peter took home not one, but four different karting titles. In 2011, when he tried his hand at the Allison Legacy North Series held at tracks throughout the northeast for 1,500lb., 120hp, Mazda-powered replica stock cars, he won four events and grabbed that series title as well.

By coincidence, replica racecars are very much a part of the Portante family, as Peter's father, Peter Sr., is the co-founder of E.R.A. Replica Automobiles in New Britain, Conn. In 1974, Peter Sr. was SCCA's Central Division Regional Champion in Formula C driving a Brabham BT18, but then hung up his driving suit. While he accompanies his teenage son as he travels around the country, Peter Sr. has never pushed him into motorsports, and is not thrilled about the cost. "My family backs my racing 100 percent," smiles Peter Jr., "but both [my father and mother Cherie Juhnke] call it the gift that keeps on taking."

In 2012, Peter decided to compete in open-wheel road racing. After two weekends at Skip Barber driving schools at Lime Rock Park, he entered Barber's summer series. His first race at Laguna Seca was not promising, finding

### WINNER'S EDGE

At 17 years of age,
Peter Portante
accomplished
something most
will never come
close to: winning
an SCCA National
Championship.
Portante
accomplished
the feat in 2013
in the tightlycontested Formula
Continental class
(BOTTOM LEFT).

### IF ONLY...

Asked to elaborate on his son's personality, Peter Portante Sr. responds with considerable father's pride – and a little tongue in cheek.

"Peter is caring, sensitive, dedicated, and loyal," he says, "and outgoing to anyone who wishes to speak to him. He is not overbearing and seems to prefer to run under the radar. He can be very engaging and is a quiet student of the sport of racing. He looks good, speaks well. Now if he could only drive.

him five seconds off the pace. But in testimony to his ability to build on his innate skills, Peter ultimately scored three wins and eight podiums, more than enough to qualify him for the Skip Barber Championship Shootout at Road Atlanta - which he won.

This extraordinary accomplishment for a 16-year-old with just a handful of open-wheel races under his belt catapulted Peter to the top of a lot of radar screens, notably Brian Belardi of Belardi Auto Racing and Gregg Borland of Arms Up Motorsports, both of whom field USF2000 teams. The Shootout win came with an enormous perk: a Skip Barber scholarship of \$220,000, which Peter was able to put toward competing in USF2000 in 2013, one of the series which comprise the Mazda

### It's good to win at such a young age, but you have to keep improving - you can't plateau"

### PETER PORTANTE

Road to Indy. It is why, when asked about his future, Peter laughs and says, "Keep moving up the open-wheel ladder all the way to the Indy 500."

But it's a rueful laugh. Peter has become all too aware of just how much money it takes to climb that ladder, as he tries now to secure the necessary sponsorship to compete again in USF2000.

"If I could give one word to describe Peter, it would be 'genuine," says his father. "It's been fun - and stressful - watching his progress the last two years." Portante Sr. remembers the early days when they would drive him to the Wild Things karting track on a booster seat, then strap him into a race kart.

School is also a priority. Peter is currently a senior in high school and hopes to combine community college with his future racing endeavors, maybe even giving University of Connecticut a try, studying engineering. But we're sure Indy is in his future, too.















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The SCCA Pro Racing Pirelli World Challenge Championship was one of the biggest movers and shakers in all of Pro Racing in 2013, as the series continued to welcome FIA GT3 spec cars to the series, and saw big growth in the relatively new Touring Car B-Spec class, which offered an affordable entry-level platform. The series hit a number of popular venues throughout the season, often running on IndyCar weekends, and even made a stop at the famed Circuit of the Americas.

The series hit a number of popular venues throughout the season, often running on IndyCar weekends"

The SCCA Pro Racing Playboy
Mazda MX-5 Cup season had one of
the tightest championship battles in
the history of the series – a battle that
came down to the final round and
would ultimately be decided by a scant
four points. The series also saw an
historic first, as Kenton Koch, a driver
from the Skip Barber Mazdaspeed Pro
Challenge Championship posted an
overall victory, over all MX-5 Cup
drivers, at a rainy Mid-Ohio.

In the SCCA Pro Racing F2000 Championship Series, it was a fight for second place, as the series champion would own the top step of the podium in nine of the 12 rounds, for a clearly dominating season. The F1600 Formula F Championship Series consisted of a 12-race schedule, with the eventual champ taking wins in seven of those rounds; while this might sound like a dominating drive, the title fight was a close one with second place taking four wins.

Also new for 2013 is the SCCA Pro Racing All Star Team of Champions, which represents the best from each of SCCA's Pro Racing series. The All Stars will be unveiled in next month's issue of *SportsCar*.

For complete coverage of these exciting series, flip the page and start reading. You'll notice, however, not all of SCCA Pro Racing's series are in this issue. This is thanks to an unfortunate combination of magazine deadlines and when the final rounds of Trans Am and Global RallyCross occurred. The February issue will have complete coverage of both of these exciting series.

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### THE ROOKIES

The Rookie of the Year class of 2013 faced a difficult battle, as competition in the SCCA Pro Racing ranks was more challenging than ever. By the time the final checkers flew, four drivers came away with the coveted title.

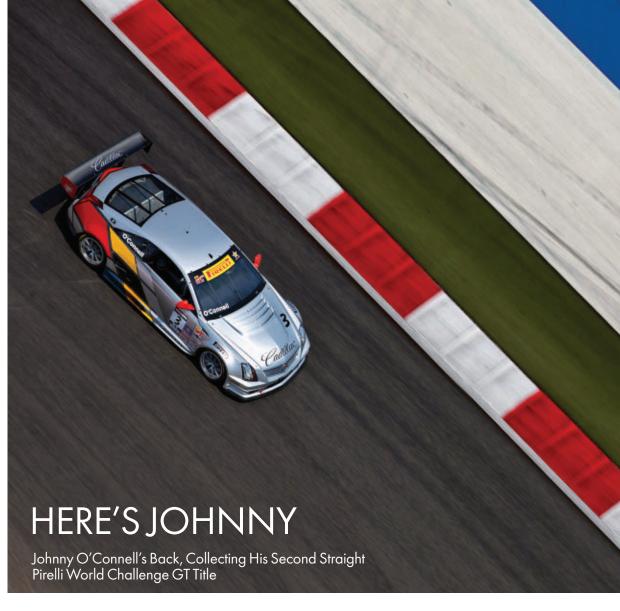
In the Pirelli World Challenge Championships, drivers in three classes were recognized as Rookies of the Year. In the tough World Challenge GTS series, Jim Taggart finished 12th in overall points, taking the Rookie title. Touring Car's Remo Ruscitti finished a respectable third in overall points, claiming Rookie honors. Ernie Francis Jr. made his mark early in the Touring Car B-Spec season and was the one to beat, but trouble in the final round dropped him to third in the points; good enough for the Rookie of the Year position.

In the Playboy Mazda MX-5 Cup, Mazda Ladder driver Patrick Gallagher finished fifth in the season-long standings, laying claim to the Rookie of the Year honors.

2013 SCCA PRO RACING REVIEW

The 2013 SCCA Pro Racing season saw new venues and new cars, making for one of the most exciting seasons ever | IMAGE Richard Prince / GM





### SHINING

Johnny O'Connell's 2013 season was far from perfect, but it had shining moments, which included five wins.

oming off the 2012 season as champion, Cadillac Racing's Johnny O'Connell wanted what every other driver wanted: the 2013 championship. But in SCCA Pro Racing's Pirelli World Challenge GT, that's not an easy crown to get. The points structure rewards consistent finishers - but just about every driver is both consistent and skilled - so if you aspire to the championship, you need something special.

Like every other team, Cadillac Racing worked hard in the off-season to get O'Connell's Cadillac CTS-V.R ready for the series opening doubleheader at the St. Petersburg Sports Car Challenge in March. But the first qualifying session is where a team gets to really look at the competition.

"It was a challenging season," says O'Connell. "When we started out at St. Pete, I was blown away by where our performance was, versus everyone



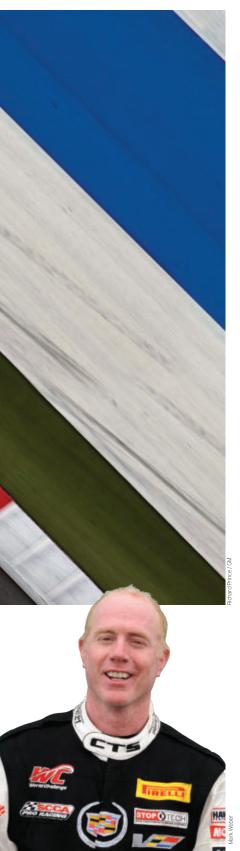
else. I figured it would have to be another season like 2012 where consistency and running every lap would win the championship. I actually left St. Pete very concerned about accomplishing what I was hoping."

O'Connell earned a pair of thirds at St. Petersburg, while the K-PAX Volvo S60 driver Alex Figge and GMG Racing Audi R10 pilot James Sofronas picked up the wins. The message was clear: this championship was going to take strategy, endurance, and patience.

"By Long Beach, I had gained a lot of confidence. I knew we weren't as strong as some of the others, but we raced well. That fact made me feel

### TEAM PLAYERS (RIGHT) Andy

(RIGHT) Andy Pilgrim brought his Cadillac home in third overall, making 2013 a great season for Cadillac Racing.



very confident. We improved the car, so I saw a lot of positive energy in the team," O'Connell says.

The Long Beach Grand Prix gave O'Connell reason to celebrate and to curse - he was chasing Alex Figge for the lead when Figge's car exploded a brake rotor. O'Connell's Cadillac took a shard of the rotor through the radiator and overheated on the last lap, missing the win by just five turns.

"After Long Beach, it was Circuit of the Americas - I was very excited to run that circuit," says O'Connell. "It suited our car pretty well, and from a personal standpoint of how I approached that weekend, I went in there super motivated and I had a good feeling that we would be really, really strong there."

O'Connell won the first race of the weekend, and then suffered another mechanical failure in the third lap of the second race. But the strategy for the year was becoming clear.

"If there was a theme to what I was trying to do this year, it was to focus a lot harder on qualifying," he says. "I was minding my tires but making sure I threw down some good laps early on because the fast lap in the first race determines the pole for the second race."

The strategy worked. O'Connell earned the pole position at both races at COTA, and then score a win from the pole and a second at Detroit, got two pole positions with a win and a

If there was a theme to what I was trying to do this year, it was to focus a lot harder on qualifying"

JOHNNY O'CONNELL

third at Lime Rock, and a win from the pole in Toronto.

"At Lime Rock, I qualified on the pole for both races by making sure I got the fast laps in," he says. "Then got a third in the first race, but won the second."

By qualifying on the pole again at the Cadillac Grand Prix of Sonoma, O'Connell secured the Manufacturers' Title for Cadillac, but then he crashed at the start, putting his own championship hopes in jeopardy.

"There was a ton of pressure that I put on myself between Sonoma and Houston," O'Connell recalls. "In my mind, I had to win Houston. Waking up and seeing the rain coming in was like



### **HIGH FLYER**

James Sofronas pulled out all the stops this year to lock up the championship, but ultimately fell short.

disaster - but then the race was a trip. We stayed with a dry setup and James Sofronas was just hauling ass, pulling away. It took me five laps before I started using dry settings. Then my car was good and I had something I could race with. I just put my head down, drove as fast as I could, and got there."

By winning the season finale in Houston, O'Connell achieved his goal and secured his repeat championship with a total of five wins, two seconds, three thirds, and an amazing seven pole positions.

"My engineer and I really got the car where we needed it to be for qualifying, then in the races we got lucky," O'Connell says.

Looking ahead, O'Connell would like to look for a third straight title in 2014. "Nothing is firmed up yet, but certainly it's my hope to be driving the No. 3 Cadillac."

### COMMUNI-CATIONS DEVELOP-MENT

John Lankes is ever met," says O'Connell. "He for in a racecar after every single time that we run. recommendation on setup, but for puts together. It has worked out

### GT BY THE NUMBERS

### **DRIVERS' CHAMPIONSHIP** (Cadillac CTS-V.R)

Johnny O'Connell

3

Andy Pilgrim

Alex Figge

(Cadillac CTS-V.R)

1,321 (Volvo S60) 1.177



### **DRIVER WINS**

Johnny O'Connell James Sofronas Alex Figge **Randy Pobst** Andy Pilgrim Mike Skeen

3

1,481 pts 1,444

1,379

### **MANUFACTURERS' CHAMPIONSHIP**

CADILLAC 109 PTS (6 WINS)

AUDI 82 (4)

VOLVO 80 (3)

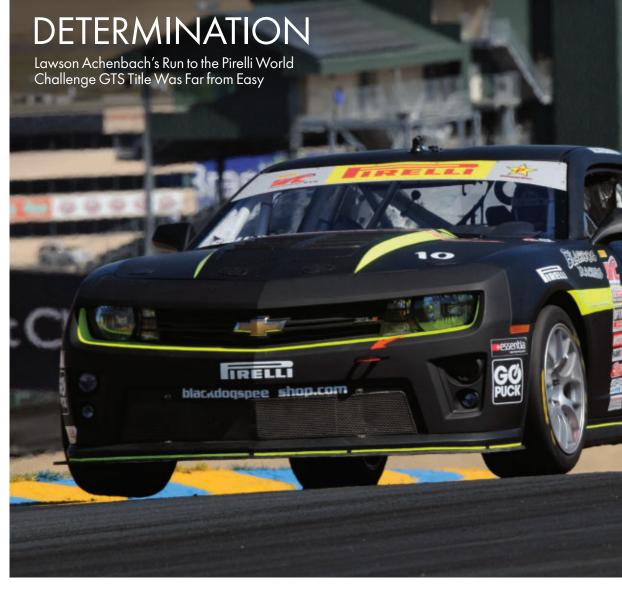
CHEVROLET 30 (3)

AMG CUSTOMER SPORTS 9 (0)



### GOOD DOG!

No driver makes it to Pirelli World Challenge on his own, and Lawson Aschenbach selected Black Dog Speed Shop as his support team. "Black Dog is a fantastic organization, I owe it all to them," Aschenbach says. "They have put together one of the top teams I've ever worked with. I like working with people who aren't afraid to try things. These guys are willing to develop and auestion and make changes to do what we had to do. Every time we got restricted, we had to find a way to make up for it. The guys did a great job of overcoming our challenges.



awson Aschenbach has a long and accomplished resume, with credits starting in go-karts and running all the way up to the American Le Mans Series. He's also now a three-time SCCA Pro Racing Pirelli World Challenge champion, having won the GT class in his rookie year of 2006, the Touring Car class in 2011, and now the GTS class. The thing about Aschenbach is that he makes it all look easy - although he insists that it's hard work that wins the races.

"A lot of people didn't see the work and the craziness that was happening from November when we decided to do this program all the way up to the season opener [in St. Petersburg, Fla.]," Aschenbach says. "We showed up to that race without having a single lap on the car."

At the World Challenge season opener, Aschenbach entered the brand-new Blackdog Speed Shop Camaro, scoring a fifth-place GTS finish in the first race of the



doubleheader, and then claiming the runner-up spot in the second race.

"We would have been happy with anything in the top 10," he says. "Then we kind of did a little bit better than that - we were surprised! Getting the podium on the second day really set the tone for the rest of the season."

The season got even better from there, with Aschenbach scoring a significant victory at the Long Beach Grand Prix. The event posed a particular challenge for Aschenbach because he was also committed to race with another series at Road Atlanta on the same weekend.

"I got the afternoon session on Friday at Long Beach, then flew back to

(RIGHT) Mark Wilkins drove his Kia Optima to third in the overall

points standings.

**TOP THREE** 



Atlanta on a red-eye. I ran a race all day and then turned around and flew back. Got there Saturday night and qualified and raced on Sunday," he says.

Maybe stress and exhaustion are what's needed to focus at Long Beach, because Aschenbach drove straight to victory.

"I had a really good battle with Peter Cunningham and Andy Lee. Any time you can win at Long Beach, that's the crown jewel of the Pirelli World Challenge season. It was a personal big win because I've had so much bad luck at Long Beach," Aschenbach says.

But they don't hand out a World Challenge championship after one good weekend, and Aschenbach ran into trouble at the Circuit of the Americas doubleheader in May. A technical compliance issue cost him all his points for the weekend.

"I understand the series had to do what they did, but I thought the penalty was quite harsh," he reflects. "It was an unfortunate situation, but I respect the series for what they did. We just had to keep our heads down and win some races."

Winning races is exactly what Aschenbach did. After disappointing third- and eighth-place finishes at Detroit's Belle Isle Grand Prix, the second half of the season was good to him. Over seven races at Lime Rock, Toronto, Mid-Ohio, Sonoma, and Houston, Aschenbach achieved an

We just kept our heads down and kept fighting. That's all you can do"

### LAWSON ASCHENBACH

unbroken string of podium finishes, including a win at each track except Sonoma.

"We actually had a gearbox problem at Detroit. On the second day, we were leading and the gearbox broke again, and all I had was fourth. So, we went from leading to eighth place. We had that thing pretty much in the bag until that happened."

With the points deficit from his earlier penalty, Aschenbach arrived at the season finale in Houston in second place to Porsche Cayman pilot Jack Baldwin.

"To take the championship we had to lead the most laps, win the race, and hope Jack Baldwin finished third or worse," says Aschenbach. "We needed



some help in order to win. That's when the rain came and I knew we had a shot at it. Rain is a great equalizer."

Aschenbach passed Baldwin for the lead on the third lap of the race, and opened up a substantial lead before the checker. Baldwin finished fourth, and that sealed the deal for the championship.

"We didn't just luck into it - we got handed a points penalty, we got four performance restrictions, and we just kept our heads down and kept fighting. That's all you can do," he says.

Aschenbach isn't sure what next season will bring, but he likes to joke about making a clean sweep of Pirelli World Challenge titles. "If I could run [Touring Car] B-Spec, I'd do it in a heartbeat. I think that would be kind of fun. I don't see it in the cards, but never say never."

### MISSED IT BY

For most of the 2013 season, it looked like Jack Baldwin's name was all but etched onto the Drivers' Championship trophy. In the end, however, he missed the title by just 12 points.

### GTS BY THE NUMBERS

### **DRIVERS' CHAMPIONSHIP**

 1
 Lawson Aschenbach
 (Chevrolet Camaro)
 1,395 pts

 2
 Jack Baldwin
 (Porsche Cayman S)
 1,383

 3
 Mark Wilkins
 (Kia Optima)
 1,346

 4
 Andy Lee
 (Chevrolet Camaro)
 1,188

 4 Andy Lee
 (Chevrolet Camaro)
 1,188

 5 Peter Cunningham
 (Acura TSX)
 1,063



### **DRIVER WINS**

Lawson Aschenbach Jack Baldwin Mark Wilkins Andy Lee Brandon Davis Dean Martin

### MANUFACTURERS' CHAMPIONSHIP

CHEVROLET 109 PTS (7 WINS)

KIA 63 (2)

ACURA 46 (0)

FORD **22(1)** 



### HI MOM!

Ask Ryan Winchester whom he has to thank for his success and he'll mention his main sponsor: Ligon Industries, and the people at Compass360 Racing. Right after that, he'll tell you about his parents. "My parents have supported me all my life," he says. "They travel with me, they cheer me up when I'm down, and they keep me humble when I'm doing well. It's good to have them supporting me." Judging from his performance this year, his parents will have some heavy work ahead to keep him humble.

# SECOND CHANCES Ryan Winchester Returns to Pirelli World Challenge Touring Car to Clean Up WORDS Jeff Zurschmeide MAIN IMAGE Mark Weber

### SOPHOMORE

Ryan Winchester returned to Touring Car, and did so with a vengeance. By the end of the season, he had logged six wins, claiming the overall title by nearly 350 points. The 2012 season of Pirelli World Challenge Touring Car was not as kind to Ryan Winchester as he thought it could have been. But rather than hanging up his helmet, Winchester decided to give another year to chasing the championship. As it turned out, that was precisely the right choice.

"Last year started off a little rough at the first race – I got taken out and was not able to start the second race," Winchester says. "This year I felt like there was unfinished business. I knew I had more to give, so I decided to try again and we made the decision that we were going to win this year."

The product of that determination and great backing from Compass360 Racing was a solid run to the 2013 Touring Car championship.

"This year couldn't have gone much better," he says. "At our first race at Circuit of the Americas, I was fortunate enough to win two out of the three and my teammate won the third one. So, overall, it was brilliant."

Winchester won the first two races of the tripleheader in Texas, followed by





was one of those things where I could go there and I knew I was going to learn something. I think it worked out well for both of us," Winchester says.

The rest of the season was a similar story. Only once at Mid-Ohio did Winchester fail to make the podium. and even then he had a respectable finish. Throughout the 14-race Pirelli World Challenge Touring Car season. Winchester racked up six wins, six seconds, a single third-place finish, and the fifth place at Mid-Ohio. Additionally, his Compass 360 teammates Brett Sandberg and Remo Ruscitti finished the season in second and third place. Most observers would call that a dominating performance, but Winchester is careful with his words.

"I wouldn't say I was dominant," he says. "I just stayed consistent and drove within my means, so I didn't overdrive the car. At my home track of Mid-Ohio, I made one mistake, and it cost me there. For the most part I drove within my limits, just taking what the car would give me on that given weekend. That just happened to be a little bit better than what everyone else could get."

Teamwork within the Compass 360 paddock helped Winchester to his victory. Sandberg won four races and achieved four more podium finishes, and Ruscitti made it to the podium eight times to win the Rookie of the Year award in the class.

"I feel fortunate to have good teammates," says Winchester. "It's great when you can race that hard all vear and, at the end of the day, you can walk away still talking to each other, and

I just stayed consistent and drove within my means, so I didn't overdrive the car"

**RYAN WINCHESTER** 

Compass 360 driver Brett Sandberg picking up the third win with Winchester following less than six seconds behind. To give a sense of how strong the Compass 360 cars were, the three team cars finished 1-2-4 in the first race and then 1-2-3 in each of the following races.

"That's just a testament to the car that Honda and HPD puts out and the work that Compass360 does. I teamed up with Compass 360 because they have a long history of doing really well in Touring Car. There's not a better team out there with a better history. For me, it

not do anything stupid. We played fair and we drove clean all year. It was fun."

Beyond his teammates, Winchester is quick to note that the championship run was anything but a cakewalk with the close competition in the Touring Car class. "I would have liked to have seen more drivers in the series, but there were different people who came up at different times and had a good weekend. That kept us honest all year. Michael Cooper came back for most of the rounds, and his Mazdaspeed 3 is always fast. My two teammates were



fast all year, and John Miller was guick. When we went to Toronto, Tom and Gary Kwok were very quick."

Looking ahead to next year, Winchester has some big career decisions to make - including whether to pursue a career in medicine full time.

"We're still working on plans for next year - there are options out there, but I graduated in February as a Doctor of Chiropractic, and I've been putting my office together," Winchester explains. "I haven't done much racing stuff since Houston and I have to get that in order. Right now, my practice is my priority. I'm sure I'll find something, but right now I don't know where it will be."

### SECOND CIVIC

(ABOVE) Brett Sandberg's season was not a bad one. with four wins - but that was only good enough for second overall. (BELOW) Remo Ruscitti made it a Honda Civic topthree sweep. Ruscitti also claimed Rookie of the Year honors.



### TC BY THE NUMBERS

### DRIVERS' CHAMPIONSHIP

- Ryan Winchester Brett Sandberg
- Remo Ruscitti
- Michael Cooper

(Honda Civic Si) (Honda Civic Si)

1,365 1,242 948 (Mazda 3) 945

**DRIVER WINS Ryan Winchester** 



**Brett Sandberg Michael Cooper** 

1,710 pts

### MANUFACTURERS' CHAMPIONSHIP

HONDA 124 PTS (10 WINS)

KIA 10(0)





### **CREATING A** WINNER

Brad Davis has plenty of reasons to be pleased and proud of this year's B-Spec results. His son and team won the Drivers' Championship in Touring Car B-Spec, and his Mini dealership created the car that won the Manufacturers Championship. "We were one of the first Mini dealers, and we've been running Minis for 10 years," says Brad Davis. "When we saw the B-Spec cars, I called Mini and

Mini USA was reluctant to commit to a racing program, but allowed Davis to develop a B-Spec kit on his own. Today, Mini of Charleston is the sole supplier of the B-Spec kit for the Mini Cooper.

said we needed

to be there with the Cooper.

'İt shows that the Mini is a sports car," says Robbie Davis. "I always say it's kart with power windows and heated seats.



#### **FLYING HIGH**

(LEFT) Robbie Davis let it all hang out to claim the overall Touring Car B-Spec title (BELOW LEFT) Joel Lipperini had a great season, bringing his Honda Fit home in second overall

hile 2012 may be remembered as the year that B-Spec racing came to Pirelli World Challenge, 2013 will surely be considered the watershed year for the new class. Several things clicked into place to bring the Touring Car B-Spec Championship into the mainstream this year.

First, and most importantly, Grand-Am dropped its Total Performance Showcase class for B-Spec cars, leaving World Challenge as the only U.S.-based professional racing body with a B-Spec class. That brought new cars and drivers to World Challenge. Also, B-Spec became a National class in SCCA Club Racing. Finally, the first year proved the concept - that B-Spec would be fun, competitive, and affordable. These factors made a perfect storm for success in the second season.

B-Spec ran a schedule of 14 races this year. Events included tripleheaders at Circuit of the Americas and Lime Rock Park, followed by doubleheaders at Streets of Toronto, Mid-Ohio Sports Car Course, Sonoma Grand Prix, and the Houston Grand Prix. B-Spec entries averaged over 20 cars per race, making B-Spec the second strongest class in World Challenge this year.

Robbie Davis took the championship,



but he had to wait until the last race of the season to do it. Davis arrived at that final race in Houston sitting in second place in the Drivers' Championship by one point. Ernie Francis Jr. held that single point lead and the pole position for the first race of the weekend in his Festivals of Speed Mazda 2. Davis sat on the outside front row in the Mini USA/Mini Financial Services Mini Cooper. As often happens when a championship is on the line, both drivers made a bold start, coming together in the first turn as Davis spun and contacted Francis Jr.

"It caught me by surprise and I wasn't sure what was going to happen to us, but fortunately, I was able to keep driving and come back up through the field," Davis says.

The impact took Francis Jr. out of the race, and Davis had to fight his way through the field for an eighth-place finish. In the final race of the season,

Francis Jr. could have retaken the points lead, but World Challenge rules had him starting from the back of the field, while Davis started in eighth position. In the end, Francis Jr. finished just behind Davis in the race, third in the championship behind Davis and Joel Lipperini.

"What we found was that the Mini was pretty competitive in handling, but we were definitely not the most powerful car," says Davis. "If you made one mistake or missed a shift, it was hard to pass."

Asked to handicap the competition for next year, Davis is effusive with his praise. "Next season is going to be good," he says. "Tyler Palmer is going to be there and he's got a good shot at the championship next year. Ernie Francis Jr. and Joel Lipperini are great drivers, and even if they're down, they're going to come back. All three of those drivers will be in contention."



TCB BY THE NUMBERS

### **DRIVERS' CHAMPIONSHIP**

Robbie Davis (Mini Cooper) 1,382 pts Joel Lipperini (Honda Fit) 1,352 3 (Mazda 2) 1.345 Ernie Francis Ir.

Tyler Palmer/Scott Kuhne

(Mini Cooper) 1,132 Ernie Francis (Mazda 2) 1,043



**DRIVER WINS** 

Ernie Francis Jr. 7 **Robbie Davis** Joel Lipperini Tyler Palmer

### MANUFACTURER WINS

MAZDA **7 WINS** 

MINI 5

HONDA 2





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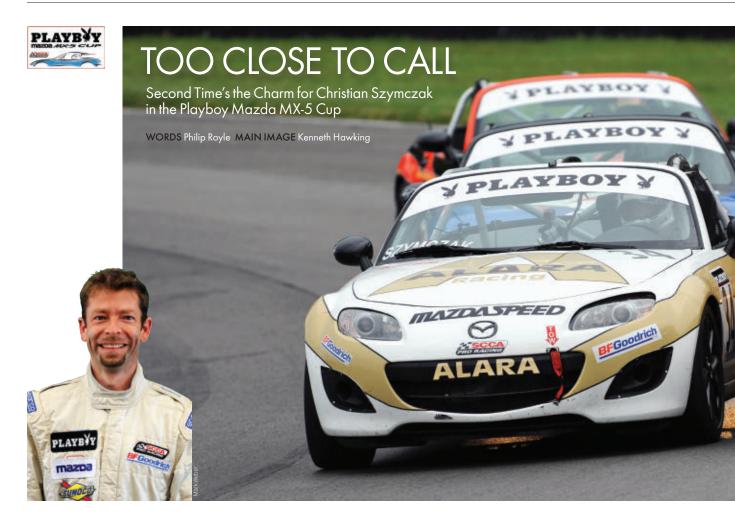












### TIGHT FIGHT

Despite Christian Szymczak's spectacular year, he only clinched the overall championship by a four point margin.

n almost any series, should a driver log 10 pole positions, nine podiums, and four wins over the course of 12 races, the word "domination" would quickly be tossed around. However, while Christian Szymczak's stats were just those, in the 2013 SCCA Pro Racing Playboy Mazda MX-5 Cup series it takes this kind of a record to claim the title - and even then you only have a four-point margin to second place in the overall standings.

"The fight was so close all year, I had only known I had [the championship] wrapped up when I crossed the finish line in the final race," says Szymczak.

The season kicked off with a vengeance for Szymczak, who finished fourth in the 2012 season points, with a pole and win at Sebring Int'I Raceway, the opening round. He followed that up with a pole and second-place finish during round two at Sebring, and then a pole and win during the first race at Mazda Raceway Laguna Seca. The second race at Mazda Raceway started just as well, but his good fortune quickly vanished.

"The DNF in round four at Mazda Raceway was a surprise and a setback for the team and our championship bid, for sure," says Szymczak. "Right at the start of the race, the engine had begun to inexplicably overheat. This eventually forced us to stop the car, unable to continue. While this was not the desired outcome. we tallied the points at the end of the day and realized that we had not by any means been taken out of the title hunt. ALARA and I were happy with our pace during the

whole weekend, and we looked toward Mid-Ohio with confidence."

The next five rounds saw Szymczak on the pole every weekend, with a worst finish of second place. "We took a race-by-race approach, never taking our eye off the ball, and found success each weekend more often than not," he says.

🝊 I had only known I had [the championship] wrapped up when I crossed the finish line"

CHRISTIAN SZYMCZAK

Entering Houston, round 10, Szymczak had won the pole, but the race was canceled due to an accident during the IndyCar race. "When I found out the race had been canceled, I was disappointed not to be able to race," Szymczak says. "But on the other hand, since we gained three points from the pole

### FINAL STED John Dean II finished

the season third overall, claiming the spot by a healthy margin.





"Race two was a colossal four-car battle at the front for most of the duration, and I was in either third or fourth for most of that time," says Szymczak. "I made the decision to hold station and just finish the race in fourth, knowing that we needed a finish of fifth or better to win the championship."

Szymczak's plans for the coming season are still in flux. Part of Mazda's Ladder System allows the winner of the MX-5 Cup to move into another professional racing series with Mazda funding, and Szymczak is currently weighing his options - but he is very thankful for the opportunity. "I feel very fortunate to be a part of the Mazda family," he says. "To win this year and receive [Mazda's] support for next year is a dream come true for me, so for that I owe them big time."

### **GIVING IT ALL**

Elliott Skeer did everything he could to claim the overall championship, winning more races than anyone else. In the end. however, he came up a few points shy.

position, I would have to say that was a good outcome for the team. Sure, it may have been possible to win the race from [the] pole, but it was also certainly possible that Elliott Skeer could win and close the points gap. Anything could have happened."

The series wrapped at Road Atlanta with a doubleheader - this was also the first weekend where Szymczak didn't score the pole, and provided the worst finishes for him outside of the DNF at Mazda Raceway. "I didn't get the pole, but I knew that our starting position in third would put us in a position to fight for the front, so I wasn't worried," he says. "I had it in mind to produce some solid results and get some good points. It was the first time during the season I was driving a bit defensively, as opposed to being in all-out attack mode."

Race one resulted in contact with John Dean, and a spin, knocking Szymczak to ninth. He fought his way to third, ahead of Elliott Skeer, who was second in the points.

### MX-5 CUP BY THE NUMBERS **DRIVERS' CHAMPIONSHIP** 635 1 Christian Szymczak 2 Elliot Skeer 631 3 John Dean II 607 4 Nathanial Sparks 492 5 Patrick Gallaher 485 **DRIVER WINS Elliott Skeer** Christian Szymczak John Dean Iİ **TEAM WINS** CJWILSON RACING 5 WINS ALARA RACING 4 SICK SIDEWAYS 2

689

580

575

559

SKIP BARBER MAZDASPEED PRO

CHALLENGE CHAMPIONSHIP

1 Kenton Koch

3 Robby Foley

4 Drake Kempe

5 David Knight

2 Lucas Bize

### **KENTON KOCH'S SPECTACULAR SKIP BARBER SEASON**

Kenton Koch destroyed the competition in this year's Skip Barber Mazdaspeed Pro Challenge Championship, which runs alongside the SCCA Pro Racing Playboy Mazda MX-5 Cup series. Out of 12 rounds, Koch logged 11 poles and nine wins. Come the final checkered flag, Koch had more than 100 points on second place.

"I knew I was going to be up in the top three or so [this season], but to have won the races we did, I did not expect," says Koch. "It wasn't easy getting the wins the others were as fast as I was - I just got through traffic off the line very well.

The only major stumble Koch seemed to have all season was during the eighth round, Canadian Tire Motorsport Park, where he had the pole but finished sixth. "That weekend, I was quickest when we were all not in a draft - but once we all got into a pack, I could not pass anyone for the life of me," he says.

A second hiccup came at Road Atlanta during the first round of the final race weekend. "I lost the first race by not qualifying on pole," he says of his secondplace starting position and finish. "The first race started in the wet, and with me being on the outside, I was starting on the rubber - rubber is very slick in the wet and I got my doors blown off by the inside row. I spent the whole time playing catch up; I did catch up, but with not enough time to make a move for the lead."

While Koch doesn't quite know what his 2014 season plans hold - other than it will be competing in MX-5 Cup - he knows why he keeps coming back to the series. "Everyone is so friendly," he says. "The SCCA, Skip Barber/Mechanics, Mazda, and competitors made this year very memorable for me; the laughs, the smack talk, everything about it. This is one of the many reasons I love racing so much. It's a home away from home. My parents have loved and supported me throughout my career, and they have given me the opportunity to be here, and the one above has given me the strength to be here."









Year after year, Tim Minor was a fixture on the SCCA Pro Racing F2000 Championship Series podium and always quick in his No. 88 Van Diemen. He would win Masters Class Championships, but the young and daring aspiring racers would go on to the overall title. That all changed in 2013, which produced a lights-out season for the 52-year-old veteran racer and wins at every track on the championship circuit.

It took a year of figuring out the Citation chassis with engineer Eric Langbein, and the competition didn't let up in 2013 either, but Minor dominated the season with nine wins, nine poles, resetting track records along the way, in a season that



### HANGING OUT Kyle Connery (RIGHT) did all he

(RIGHT) did all he could to keep pace with Tim Minor.



### A WELL-DEVELOPED FRIENDLY PADDOCK

The most common car and engine package in the paddock continues to be a well developed Van Diemen with a sealed Zetec motor, although the Pinto powerplant is still legal and used now and then.

All cars are restricted to six Hoosier tires once qualifying starts - and grid sheets over the course of the year saw chassis . from Radon, Van Diemen, Citation, Mygale, RFR, and Metrik. Based on their F1600 success, a Spectrum F2000 chassis is expected for 2014.

Bigger teams and more serious drivers have elevated the game, but the F2000 paddock continues to be as friendly as ever, with teams and competitors more than willing to lend a helping hand to their closest rivals.



old Roberto Lorena, from Brazil, and 15-year-old Santino Ferrucci, who only drove half the year due to age limits, yet still finished fifth in points.

Connery would end up second in points, while Grant moved over from the Atlantic Series to deliver a third-place championship run ahead of Lorena and Ferrucci.

For the F2000 Series, 2014 is on target to continue a now nine-year trend with big fields, close one-class racing, and controlled costs. Fourteen rounds over seven weekends kick off at Road Atlanta in April, followed by Watkins Glen, VIR, Mid-Ohio, Pittsburgh, the new Thompson Speedway road course, and Watkins Glen to finish things off in October – and Minor will be back to defend his championship.

2014 is on target to continue a now nine-year trend with big fields, [and] close one-class racing"

### SCHOOL'S IN

Tim Minor (center) proved that you don't have to be a teenager to be fast in a formula car.

consisted of more than 14 races and seven weekends.

"It's been a great season; I can't thank my crew enough and the people who helped and supported us -

# I can't thank my crew enough and the people who helped and supported us" TIM MINOR

Quicksilver and Hoosier, and many more," says Minor, who also claimed the first championship in F2000 history with a non Van Diemen chassis. "It's been incredible; we've had a good run and been consistent." Better yet, Minor cruised to win after win against heavy-hitting pro teams with haulers, full time engineers, and big budgets. Minor, while working on his own racecar with a small team, owns an auto repair shop in Virginia.

In 2012, he decided to go with the Citation chassis, but wasn't quick right out of the box. "It took us over a year to fine tune it, but we are on the right path now. We are a tight little team, and we are very focused," says Minor.

While Minor was out in front - Kyle Connery and John LaRue were the only other racers to steal wins away but the championship continued to showcase large fields and close racing. Strong newcomers included 18-year-

## F2000 BY THE NUMBERS

### **DRIVERS' CHAMPIONSHIP**

Tim Minor Kyle Connery David Grant Roberto Lorena Santino Ferrucci (Citation-Zetec) (Van Diemen-Zetec) (Van Diemen-Zetec) (Van Diemen-Zetec) (Van Diemen-Zetec)

288

4 9

**DRIVER WINS** 

Tim Minor Kyle Connery John LaRue 9 4 1

**CHASSIS WINS** 

CITATION 10 WINS

VAN DIEMEN 4





### AS CLOSE AS IT GETS

margin of victory for the 2013 F1600 Series? 0.000. Dead round 11 at Summit Point, Starrantino getting the nod by eyewitnesses and a millimeter Aaron Tel<mark>itz.</mark> Bump drafting gave Eidson a push to the line a day later, with three cars going for the win coming to the flag, and a lapped car in the way. Other photo finishes came at VIR and Road Atlanta, along with a for the lead at Mid-Ohio. For 2014, series officials may be the line.



## PREPARATION

Jake Eidson Fights His Way to a Dominant Year in the F1600 Formula F Championship Series

WORDS Monty Mathisen IMAGES Dennis Valet

Seven wins in 12 races gave aspiring driver Jake Eidson the championship in the SCCA Pro Racing F1600 Formula F Championship Series, and his team, Cape Motorsports with Wayne Taylor Racing, a repeat for their Spectrum/Honda package.

"After talking with the team in the off-season, we decided to compete in the F1600 Series, because we thought it was a great learning series

and that it would better prepare me for an F2000 car," Eidson says.

Eidson was the fastest and most consistent of the title contenders, finishing all but one race and being a mainstay on the podium - usually on the top step. The Colorado native excelled in the rain; with huge gaps to win in every race when the track was wet. Dry victories at Mid-Ohio and Summit Point came by inches in a highly entertaining season.

"My favorite race was at Lime Rock Park, because even though not that many people enjoyed the wet weather, I loved being able to race in the rain," Eidson recalls. "In the first race, I was able to fight my way from fifth to first and pull away from the field to win. In the second race I was also able to win, which put me as the championship points leader."



### **KEEP UP**

For most of the season, everyone was playing catch up, trying to keep pace with Jake Eidson (RIGHT).



or talented drivers looking for a series to be competitive in."

That isn't saying the more experienced racers weren't competitive. Steve Bamford took the Masters Class (40 and over) championship and was leading on the last lap at Road Atlanta until Aaron Telitz snuck by. David Grant led half of a Mid-Ohio race for Polestar Racing Group before Eidson found his way around on the

There was action throughout the field in each race - with other notable stories including Ayla Agren, from Norway, sitting on the pole position twice and becoming the first woman to do so in series history. IndyCar driver Tristan Vautier even showed up at Mid-Ohio and was ultra fast, looking for some more seat time to learn the track.

On the promotional side, series events were part of an Internet video package, F1600 in Focus, along with SCCA and Pacific F1600 action, delivering more exposure for the championship, drivers and teams.

As for the cars, Honda powerplants won every race, but Polestar proved the Ford motors could still hold court as Grant's Van Diemen was lightning fast at Mid-Ohio. Eidson's Spectrum chassis

I was able to fight my way from 11th to first and pull away from the field to win"

**JAKE EIDSON** 

Out of 12 rounds, seven were decided with a last-lap pass, as the third year for the F1600 Championship turned into an epic competition.

Eidson traded wins with Bryan Herta Autosport's Adrian Starrantino and WISKO Racing's Aaron Telitz, both also aspiring racers. All three were selected as finalists for the Team USA Scholarship shootout, with Eidson going on to England.

"I would tell any driver who is looking for experience and track time to definitely look into the F1600 Championship Series," Eidson adds. "It provides a great platform for many young drivers who either want to simply learn about racing,

shared wins with Mygales, and the Series also saw Van Diemens, Swifts, a Bowman, Citations, and more.

As for Eidson, he continues to take online college classes at Northwest Florida State College, in pursuit of a business marketing degree. He is signed with Cape Motorsports to move up the racing ladder into a USF2000 car in 2014.

Despite a multitude of chassis and some big name prep shops, the F1600 championship continues to keep a close eye on costs for competitors while offering an abundance of track time. A six-tire rule continues to be the norm once qualifying starts, with some two hours of track time expected for those six tires.



The development platform that the F1600 Series has become is also a home for established racers and will expand again in 2014, stretching to 14 rounds on seven weekends (two races per event). Starting at Road Atlanta in April, the Series will visit Watkins Glen, VIR, Mid-Ohio, Pittsburgh, the new Thompson Speedway road course, and Watkins Glen to finish things off 

### MAKING HISTORY

(ABOVE) Ayla Agren became the first woman to claim the pole position in the F1600 series – a feat she accomplished twice in the same season. (BELOW) Jake Eidson prepares to conquer.



### F1600 BY THE NUMBERS

### **DRIVERS' CHAMPIONSHIP**

lake Eidson Adrian Starrantino

Aaron Telitz 3

Ayla Agren Steve Bamford (Spectrum-Honda) 499 pts (Mygale-Honda) 440 (Mygale-Honda) 396 (Mygale-Honda) 322



**DRIVER WINS** 

(Mygale-Honda)

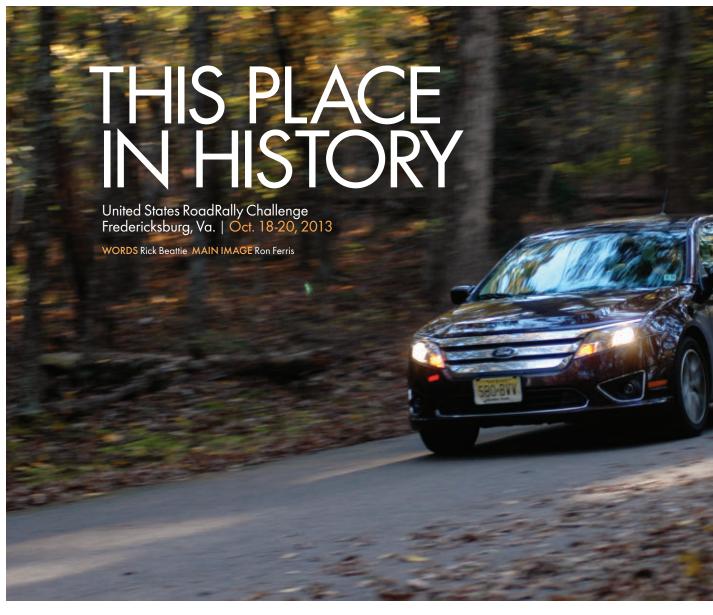
**Jake Eidson** Adrian Starrantino Agron Telitz

317

### **ENGINE WINS**

HONDA 12 WINS

FORD 0



### **STOCK WINNERS**

(RIGHT) J Toney (left) and Nathan Harris (right) claimed Stock class honors. The running of the 19th United States RoadRally Challenge on Oct. 18, 19, and 20 this past fall included a tour of the historic Battlefields of Chancellorsville and the Wilderness. Those Civil War battles were fought one year apart in the same Virginia location where this repeat rally committee produced three repeat champions. It may also have been the last time history repeats for the USRRC, as it is not scheduled to run again in this format.

Driver Chuck Larouere with navigator Carl Staab won weekend honors with a Class E win, while the team of Jim Crittenden and Bruce Gezon took Class L and Nathan Harris and J Toney took Class S honors. Half of those team members were previous USRRC class winners.

The event was headquartered in Fredericksburg, Va., this time, but the organizers were much the same as the group three years ago. Steve Gaddy, Chris Bean, Dave Head and Jim Friedman were committee members when Washington DC Region hosted the USRRC in 2010.

However, before the event and with the class leads changing during the running of the rallies, it sometimes looked like this history would never be written. The committee didn't start out



looking for another challenge. Gaddy, who would become chairman for the event, explained what happened. Since its inception, the USRRC has consisted of three rallies: two Tour events and one Course event. Beginning with the Topeka event in 2006, the format



changed to include one GTA, one

Course, and one Tour. "Dave [Head] wanted to do a Double National and wanted to do it in October. Rather than put on a Double National," said Gaddy, "just two weeks before the Challenge, we figured we could manage the Challenge if Dave wrote both rallies, Chris [Bean] could write the GTA, and I could chair the thing without having to be involved in writing an event."

It was a good plan, but Gaddy found out that even without writing an event, it was much more work than he anticipated.

Bean wrote the Friday Virginia Map



GTA. Head did indeed write two events: the Saturday Virginia Reel Course event and the Sunday Magical History Tour.

With Congress debating government funding 50 miles to the north of the headquarters, Head had to write a second rally route for Sunday's Tour that would bypass the closed areas of two battlefields and the Stonewall Jackson Shrine. Before Head presented his rallies, however, Bean's tough GTA event through five Virginia Counties west of I-95 started the weekend.

### VIRGINIA MAP GTA

Larouere agreed the GTA was the toughest. "Not only did you have to plot the course correctly, you had to apply all of the rules while watching the clock," he said.

Bean required contestants to plan

The crews were required to plot the course through portions of the map given as small photos"

the route using three concepts: map pictures, herringbones, and sum of the digits. Bean took the basic ideas and the spirit of the event from online British tabletop rallies (www. table-top-rallying.org.uk) and some rally concepts used in Ontario.

In map pictures, the crews were required to plot the course through portions of the map given as small photos. Herringbones required plotting using a stick map while sum of the digits forced teams to travel on numbered routes whose sum of the digits equaled the listed number, in order.

In addition to rules for plotting the course, the resulting plot could be

**ROLLING** 

ROADBLOCK RoadRallies differ from all other SCCA competitions in that coming across a road grader is a possibility.

### THE JACKSON SHRINE

The Civil War Battle of Chancellorsville was fought from April 30-May 6, 1863. Confederate General Robert E. Lee's forces defeated the Union forces under the command of Major General Joseph Hooker. Lee achieved a stunning Confederate victory by dividing his troops to defeat the Union force nearly twice the size of the Confederate army.

During the battle, on the night of May 2, Thomas Jonathan "Stonewall" Jackson was shot by his own troops as he was returning from a reconnaissance of the Union position.

Following his wounding at Chancellorsville, Lee ordered Jackson taken far behind the lines to Guinea Station, near the rail line to Richmond, Va.

Although offered the house, Jackson's doctors placed him in the quieter outbuilding containing the office of the 740-acre Chandler Plantation. That outbuilding is the only surviving plantation structure.

Jackson died there on May 10, 1963. His last words were, "Let us cross the river and rest under the shade of the trees." He is buried in Lexington, Va., where he was an instructor at the Virginia Military Institute.

A year later and only a few miles away, from May 5-7, 1864, forces under the command of Robert E. Lee and Union General Ulysses S. Grant fought for the first time in the Battle of the Wilderness.

It was an extremely bloody battle but the result was considered inconclusive. There are stories of shallow graves being opened by spring rains and Union troops fighting among the skeletons of men killed in battle the year before.





### READY TO ROLL Competitors line up in preparation for starting the Virgina Reel rally.

affected in various ways by the actual roads encountered, and the presence of a "designated road." Whether or not you traveled the correct route was determined by another series of rules for signs and how they could be used. All of this had a time limit.

Gezon liked the GTA rally best. He and Crittenden did the plotting in stages. They started the event having plotted the first half of the route. "I finished legs eight through 14 during the breaks and lunch," he said. "[I] don't believe I got out of the car at either break and only for the restroom at lunch. [It was] great for my weight loss regimen, actually."

Their biggest problem was time management. The event started heading west on U.S. Route 17. The days of only three traffic lights as eastbound traffic approached I-95 are long gone. Now it seems like 40 of them stretched from I-95 to within sight of the far away Blue Ridge Mountains.

A surprise construction zone in a section of that road soon after leaving the hotel forced competitors to find



their way through a shopping center and added a few minutes delay to their time worries.

There was also a grader leveling an unpaved road along the route. Although the drive behind it was comfortably smooth, the four or five teams following the maintenance crew were not interested in the road surface.

As there is no need for precise distance measuring equipment on a GTA, the event was scored as a single class"

Later Gaddy explained that because of some problems with the explanation given in the instructions, the committee eventually "ended up throwing [out] the timing penalties."

As there is no need for precise distance measuring equipment on a GTA, the event was scored as a single class. The finishing positions were later transferred to Classes E, L, and S points for the weekend scores.

The event concluded with a committee-provided dinner at Amy's Cafe in Fredericksburg. The final results showed Gezon and Crittenden finished first overall and first in Class L with eight points. Jack von Kaenel driving for Stu Helfer finish second overall with 11 points, good enough for first in Class E.

### THE NEXT CHALLENGE

As announced at the RoadRally Board Town Hall meeting after the Virginia Reel, for 2014 the USRRC will be run as part of the late September Coker Tire Challenge, and will be headquartered in Chattanooga, Tenn. The Coker Tire Challenge is part of the Great Race events.

Although many contestants liked the GTA/Course/Tour mix of the current USRRC, the present format has not been successful in attracting competitors. The DC Region drew an average of about 16 teams this year compared to almost 21 teams in 2010.

Bruce Gezon felt that "something new was needed and my decades of experience with the experience of the Great Race committee led me to suggest their annual September event as the catalyst to move the USRRC to a higher level."

Gezon goes on to explain, "the USRRC needs promotion and a grandeur that has been lacking. Rallyists just aren't good promoters but sponsors are and Coker Tire will be."

The Coker Tire Challenge runs on Friday, Saturday, and Sunday, the second or third weekend in September, with registration and tech inspection on Thursday. Multi SCCA National Champion John Classen is rallymaster.

Many details need to be worked out but USRRC contestants will use the same time-speed instructions as the Great Race competitors. Classes E, L, and S will remain. They will run the same course with the same checkpoints but will be started before the other entries.

The event itself, though, will be new to everyone. To Gezon's knowledge, Great Race has never before permitted the type of equipment used in the SCCA classes.

Coker Tire's first-rate hospitality contributes to the overall excitement of a Great Race event. "It's a chance to bring all serious rallyists together at a single venue and finally have the rally community we envision as our future," concluded Gezon.

### LIMITED WINNERS

R. Bruce Gezon (left) and Jim Crittenden (right) finished on top in the Limited class.



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HISTORY IS HERE This year's USRRC took place in a historically rich portion of America.

Larouere and Staab's score of 13 points put them second in Class E tied with two other teams. The lowest scoring Class S car, driven by Kyle Moser and navigated by Kyle Rand, finished 10th overall with 23 points.

### VIRGINIA REEL

Friday's sunny skies gave way to a cloudy Saturday for the Virginia Reel Course rally. Head hadn't put on a rally since a course event of the same name in 2006.

This event was definitely Staab's favorite. "Dave [Head] did an excellent job of putting together an event that paired an interesting route with a sweet mixture of traps," Staab said. "He had old standbys, many with new variations and some new concepts. If you knew the generals [instructions] and watched what you were doing, it was all there and it was clean.

"[Chuck Hanson] talked to several of the [newcomers] after the events and was impressed that they all said they had fun on the events, even the course event that I thought might be too hard for them."

Two traps that caught most of the field illustrate what Head devised. Most Do-It-Yourself-Controls end one leg and begin the next one. However, on this event, the distance from the end of one DIYC to the Out-marker for the following leg was given on the instructions for that leg. Even though the DIYC ended at "Speed Limit 45" and the next leg

started at "Speed Limit 45," it wasn't the same sign. The correct sign was 0.60 miles farther along the route. Head wrote a trap similar to this for the 2006 Virginia Reel.

A bit earlier in the event, contestants were looking for a turn on Oaken Brow. At an apparent crossroad they saw a sign for Oaken Brow on the left and another sign on the right identifying that road. However, the road to the left was gated and therefore did not exist.

Without that road, the Oaken Brow sign also names the road to the right. Even though the road to the right now had two names, teams could turn right on Oaken Brow.

Larouere and Staab were off course at least twice during the event. Both times "something didn't feel right" for Larouere and they were able to retrace their steps and find the correct route.

Their clean run gave them a first overall and first in Class E win, besting the second-place team of von Kaenel and Helfer by just five points. Crittendon and Gezon were fourth overall with 220 points but their first in Class L finish was enough to also give them the USRRC winners' trophy in Class L over Jeanne English and Dave Kolb.

English and Kolb's first overall and first in Class L in the 2010 USRRC event would not be repeated.

Jim Wakeman and navigator Mark Haas finished first in Class S with 417 points, but a schedule conflict prevented them from running Friday's event and they could not compete for USRRC overall honors.

Nathan Harris, driving for J Toney, finished second in Class S and 11th overall with 671 points.

The event ended at the Riverboat on the Potomac Casino in Colonial Beach, Va. That casino is built on a pier that extends across the state line into Maryland where some games of chance are permitted.

The day's results found the teams of Larouere/Staab tied with von Kaenel/Helfer for the Class E weekend trophy and Harris/Toney tied with Moser/Rand for the Class S weekend trophy.

Quite a few teams got the opportunity to practice repeatedly buying time"

KARL STAAB

#### MAGICAL HISTORY TOUR

Sunday's event took contestants on a tour of counties east and south of Fredericksburg, through the Chancellorsville and Wilderness Battlefields and a stop at the Jackson Shrine. It also decided the Class E and Class S USRRC winners.

"With mileages on every instruction, we felt the real challenges were to get a good odo factor, drive consistently and not succumb to brain fade," summed up Staab of the Tour. "We did struggle with the odo factor for the first few legs." Larouere thought the speeds were brisk. However, many of the speeds, while appropriate for the road, did not give enough time to execute the stops and turns along the route.

Staab remembered that, "the event did have an interesting moment when a tractor with a combine formed a rolling roadblock. Quite a few teams got the opportunity to practice repeatedly buying time. Unfortunately, too many cars ended up on the same minute and overwhelmed the control crew."



ck Beattie

WELCOME (RIGHT) Virginia was host to this year's USRRC.

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At the lunch break, Larouere/Staab were tied with Bob Morseburg and his navigator Sue Stewart for the Class E lead both with six points.

During the afternoon, the course ran through parts of the Chancellorsville and Wilderness battlefields. There was also a short afternoon stop at the Jackson Shrine where Stonewall Jackson died of his wounds suffered in the Battle of Chancellorsville.

Dave Head is to be commended for his efforts in rallymastering two events"

### JIM WAKEMAN

Kevin Poirier enjoyed the history lesson. Poirier commented that in Oregon most history started in 1840. It's nice for him to see a bit more history on the East Coast rallies. Wakemen, who spends some non-rally time touring with wife, also enjoyed the tour.

The history tours in the afternoon section produced nothing but zeros for the Class E leaders. At the awards presentation following dinner at the Blue & Gray Brewing Company in Fredericksburg, the team of Morseburg/ Stewart, although tying Larouere/Staab, was given the first in Class E trophy on the tiebreaker. Both teams had just six points over the 23 scored controls.

English/Kolb took first place in Class L honors with 24 points while Wakeman/Haas finished first in Class S with 125 points.

Ties are not broken for National point standings, leaving Larouere/

Staab to also be awarded first-place points and solidify their USRRC first in Class E award.

Harris/Toney gathered 179 points on the event to pull ahead of Moser/ Rand with 448 and take the USRRC first-place award in Class S.

Along with Larouere, Gezon in Class L and Toney in Class S were all repeat Challenge winners. For Toney it was his eighth win, while Gezon gathered his fifth and Larouere his fourth. For rally partners Staab, Crittenden, and Harris, it was their first USRRC victory.

### **EPILOGUE**

The committee received many compliments. "Dave Head is to be commended for his efforts in rally-mastering two events. Roads were great. Speeds were good. Just a truly wonderful weekend," wrote an enthused Wakemen.

"All three [events] were excellent," added Hanson. Staab had "to say that I thoroughly enjoyed the weekend and would like to thank Steve, Chris, and Dave - and all their crews - for a great event."

Haas gave "a big thanks to the entire committee for this year's Challenge." •



#### RESULTS

### UNITED STATE ROADRALLY CHALLENGE

### VIRGINIA MAP (Friday, Oct. 18)

RESULTS: pos, driver/navigator (car) total. 1, Crittenden/Gezon (MINI) 8; 2, von Kaenel/Helfer (Ford) 11; 3, English/Kolb (Toyota) 12; 4, Larouere/Staab (Mitsubishi) 13; 4, Morseburg/ Stewart (Ford) 13; 4, Poirier/Beattie (Toyota) 13; 7, Miner/ Forehand (BMW) 18; 8, Drummond/Hanson (Ford) 20; 9, Harrison/Beidelman (VW) 21: 10, Moser/Rand (Toyota) 23; 11, Thompson/Rosevear (Subaru) 24; 12, Binning/Binning (Toyota) 46; 12, Harris/Toney (Chevy) 46; 14, Jameson/ Sears (Chevy) 57.

### VIRGINIA REEL (Saturday, Oct. 19)

RESULTS: pos/class, driver/navigator (car) total. 1/1E, Larouere/Staab (Mitsubishi) 8; 2/2E, von Kaenel/Helfer (Ford) 13; 3/3E Jameson/Sears (Chevy) 214; 4/1L, Crittenden/Gezon (MINI) 220; 5/4E, Miner/Forehand (BMW) 229; 6/5E, Thompson/Rosevear (Subaru) 278; 7/6E, Poirier/Beattie (Toyota) 329; 8/7E, Morseburg/Stewart (Ford) 349; 9/1S, Wakemen/Haas (Mazda) 417; 10/2L, English/Kolb (Toyota) 507; 11/2S, Harris/Toney (Chevy) 671; 12/8E, Drummond/Hanson (Ford) 896; 13/3S, Harrison/Beidelman (VW) 1373; 14/4S, Inderrieden/Inderrieden (Saturn) 1449; 15/5S, Moser/Rand (Toyota) 1472; 16/6S, Walker/Atkins (Honda) 1614.

### MAGICAL HISTORY (Sunday, Oct. 20)

RESULTS: pos/class, driver/navigator (car) total. 1/1E, Morseburg/Stewart (Ford) 6; 1/1E, Larouere/Staab (Mitsubishi) 6; 3/3E, Poirier/Beattie (Toyota) 10; 4/4E, von Kaenel/Helfer (Ford) 11; 4/4E, Jameson/Sears (Chevy) 11; 6/1L, English/Kolb (Toyota) 24; 7/6E, Thompson/Rosevear (Subaru) 42; 8/7E, Miner/Forehand (BMW) 47; 9/8E, Drummond/Hanson (Ford) 67; 10/2L, Crittenden/Gezon (MINI) 69; 11/1S, Wakemen/Haas (Mazda) 125; 12/2S, Harris/Toney (Chevy) 179; 13/3S, Walker/Atkins (Honda) 241; 14/4S, Moser/Rand (Toyota) 448; 15/5S, Pritchett/Pritchett (Honda) 586; 16/6S, Binning/Binning (Subaru) 590.

### 2013 EVENT POINTS STANDINGS

DRIVER/ NAVIGATOR	VIRGINIA MAP	VIRGINA REEL	MAGICAL HISTORY	TOTAL
EQUIPPED CLASS Chuck Larouere/ Karl Staab	8	10	10	28
Jack von Kaenel/ Stu Helfer	10	8	5	23
Bob Morseburg/ Sue Stewart	8	2	10	20
Kevin Poirier/ Rick Beattie	8	3	6	17
Dave Jameson/ John Sears	1.9	6	5	12.9
Jim Miner/ Scott Forehand	4	5	2	11
Mike Thompson/ Fred Rosevear	2	4	3	9
Ted Drummond/ Charles Hanson	3	1.9	1.9	6.8
LIMITED CLASS Jim Crittenden/ R. Bruce Gezon	10	10	8	28
Jeanne Englis/ Dave Kolb	8	8	10	26
STOCK CLASS Nathan Harris/ J Toney	8	10	10	28
Will Moser/ Kyle Rand	10	8	8	26

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# SERIES REPORTS

Sports Car Club of America 01/2014



### WHAT THE **RACERS GET**

t's interesting to see reactions online to some of the changes being made in Club Racing. When SafeRacer was announced as a new sponsor for National Club Racing and we were required to use the SafeRacer National Racing Series stickers, there were racers who complained that they were being forced to run the stickers and SafeRacer wasn't paying them any money to do so.

Club and all sponsorship money that comes into the Club goes to each member. No, the money does not take a direct route, like the two free tires Hoosier sends for a National win, but the money does make an impact on your racing budget. That's why my belts, helmet, and gloves come from SafeRacer. com, and my Jeep has BFGoodrich tires, purchased from Tire Rack.

We have seen some negative reaction to the optional fee for reserving your number for all U.S. Majors Tours in any conference. This came out of requests for a quarantee that a racer could keep the same car number, even though the Majors were not in their home Division. So, SCCA came up with a program that included some swag, along with the number guarantee and, no, it's not a "tax" or a "cash grab," as some Web wonks have posted. It is an optional program, launched in response to member requests remember: Any money received by the Club is received by the racers.

The National Board of Directors, as you all know, has asked the CRB to manage the number of classes in an attempt to cluster competition and eliminate the types of classes where a competitor can race a full season and never see another car in their class. At the 2013 National Championship



Runoffs, the CRB was asked how we viewed this whole process. After the Runoffs, I asked the rest of the CRB several questions. Their responses were presented to the BoD at the December meeting.

### **CLASS MANAGEMENT**

The BoD and CRB should continue to reduce the total number of classes eligible for Majors races as well as the Runoffs, and this should be accomplished by active management, completely eliminating the need for the 2.5 rule.

There are several different opinions on the maximum number of classes, and how to get there. Generally, something around the number of races at the Runoffs would be a decent number of classes for which to aim. That said; we don't feel that setting an absolute number of classes is the way to go. We think that gradually eliminating the non-performing classes will get us to the proper number. Underperforming classes should be able to remain as Divisional classes, but all

### **MAJOR DEAL**

(ABOVE) The Club has instituted a program giving competitors the ability to reserve their car number for all U.S. Majors Tour races in a particular Conference, or even across all Conferences. (BELOW) The hope is that with active class management, race groups will be well subscribed.

cars in those classes should have an avenue into other existing classes to continue to race in the Majors and the Runoffs. Cars must be made to fit into the new class rules, but if they are moving into another class that is also weak, some adjustments might be made to the new class.

"With class management, every class has a reason to exist, and the people involved at the committee level need to take ownership of the health of the class," says CRB member, and this year's Runoffs T3 runner-up



Reports from SCCA's Competition Series

**Kevin Fandozzi.** "There have been some great examples of successful classes, so we know that, if we get the details correct, people will race. I think the Club has done a good job adapting to our members' changing needs, even though our Club-based structure makes it cumbersome, at best."

"I think it is important to decide what the real purpose is," says CRB member **Tony Ave.** "I think if it's to maximize value to members in terms of track time, etc., that's a great thing. I think for the Majors and Runoffs, this streamlining is a good thing. In particular, I am one who thinks individual class races at the Runoffs

We should manage the classes to provide the best cross section of equipment"

TONY AVE

are preferred on all fronts. That's not to say exceptions can't be made here and there, but in a general sense, strong classes like Prod, for instance, shouldn't have to share track time at the Runoffs with an under performer.

"I don't think you can properly represent the various interests of our members by purely using the number of cars on the track," Ave continues. "The faster, more technically advanced classes will never have as many cars on the track as an SRF, for example. If you do have any glimmer of hope of getting people to watch what you are doing, you absolutely need the loud, fast cars on the track: P1, FA, GT-1, etc. Even [American Sedan] gets the people to the fences. Yes, SM and SRF provide awesome races, but noise and speed still sell tickets. So it's a balance.

"We should manage the classes to provide the best cross section of equipment as it applies to budget, speed, etc., from the low-buck FV racer to the guys willing to spend \$25,000-plus per race weekend."

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### ON RALLYING

ROADRALLY

## PRESSING ON FOR 65 YEARS

The Press On Regardless (POR) RoadRally has been held for three score and five years in some part of northern Michigan. If that doesn't sound like a long time, keep in mind that the Studebaker Corporation, maker of the winning entry the first year, rolled its last car out of the South Bend, Ind., plant in 1963, roughly 15 years after the first POR.

The Gene Henderson Memorial Trophy, nearly three feet high with the names of all the overall winners, is still around. It's appropriately sized for many of the seemingly larger than life aspects of the event.

"To have your name on the POR trophy is surreal," admits a very excited **Edward Schowalter**. "There are a lot of epic rally teams on that

list." Schowalter and navigator **Daniel Harkcom** finished first overall with just 27 points after two days, 620 miles, and 53 controls at this year's event. It was Schowalter's first win, Harkcom's third.

Schowalter and Harkcom just got by Ron Johnstonbaugh and Jack von Kaenel, who finished second in Class E with 34 points. Schowalter also admitted to constantly "checking the POR Wikipedia web page to see the updates. It didn't take long. By Sunday night our names were on that list."

For Harkcom, it's a highlight of his relatively short rally career. He started with his father, **Dave Harkcom**, in 1998 or 1999, and ran POR each year for about a decade before his first win.

Every rally he ran prepared him for POR. "I'm not sure what it is about this particular event. It seems like running PORs ends up being the best preparation for running other PORs."

**Brian Thorpe**, the Class S winner, explained part of how POR gets its reputation. "POR is the longest [Detroit Region] TSD event by far, and as such is quite demanding. However,

the navigation is straightforward and no more difficult than any other TSD event run by [the region]. The roads are generally smooth, but there are a few rutted and rocky roads which are always highlighted in the RI's with cautions - sometimes triple cautions.

"Just about all the old Stage Rally logging roads in the eastern Upper Peninsula and northern Lower Peninsula from past PORs are used and they are the best in Michigan. The



ITAIN'TEASY
Earning a trophy at the Press on Regardless
can sometimes take decades.

### PLOT AND BASH

In British car rallies, "Plot and Bash" refers to having the instructions thrust through the car window at the start of a section and then needing to plot the course on the fly. This is opposed to the pre-plot sections where you are given the instructions early and have time to olan the course efore starting the section.

CASTs are all doable but can be a little tight on some of the sections."

Thorpe has been navigating with driver **Jennifer Glass** for six years. Glass and Thorpe gathered 556 points in their Class S win. They met up when Glass asked if his daughter would like to navigate for her. Thorpe's wife recommended him instead, based on his love of the "Plot and Bash" rallies he ran in the U.K. before coming to the U.S. in 1977. Glass and Thorpe had run POR for six years before this year's

Harkcom complimented rallymaster **Bruce Fisher**'s work in refining the route over the years. "The event is no longer the car breaker it was in the late 1990s and early 2000s," says Harkcom. "Bruce Fisher has done a tremendous job with road selection and event structure to ensure that POR stays challenging, but leaves behind some of the older, rougher, messier stuff."

"Bruce [Fisher] does an excellent

The most difficult thing to me...is maintaining focus over 600-plus miles of rally"

### BRIAN LINE

job with the roads for POR. He changes the route each year and utilizes some former POR stages with a note in the route instructions for a bit of history," adds **Brian Line**. Line, with his brother **Kevin Line** navigating, took first in Class L with 101 points.

"The speeds are appropriate for the roads and the time of day we are on them. The most difficult thing to me about POR is maintaining focus over 600-plus miles of rally."

A famous route, enjoyable history and a thorough challenge make POR a special RoadRally. "It is an event that any serious rallyist should not miss," says Harkcom.

### **FAMILY BUSINESS**

In addition to the Henderson family's involvement in POR, with Mark Henderson now helping out in an event his father, Gene Henderson, made memorable, Brian and Kevin Line also have a family history with the event: their father and uncle both participated.



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### PREPARATION

Greg McCance's season involved more success than he anticipated. But that success was the result of a lot of determination.

## LEAVING THE LINE NATIONAL SOLO

### GREG McCANCE: A YEAR TO REMEMBER

reg McCance had an incredible 2013 season. With no budget to speak of, and therefore not a whole lot of events involved, the events he made it to ended up being truly special. After the car ate a ring gear at the 2012 Tire Rack ProSolo round at El Toro in California, his Subaru WRX sat for long enough that last-minute problems in 2013 with the reassembly made him miss both the San Diego Tire Rack Solo Championship Tour and the El Toro ProSolo. The car did make an appearance as a replacement for another broken car at the Lone Pine Time Trials, and surprised McCance by holding together - that gave him a chance to run the SoPac Divisional

Solo in June 2013, but the aging Goodyears the car wore made it a forgettable event. However, this marked two events in a row the car didn't require major surgery.

The June 29-30 Farmington Solo Championship Tour was a wild hair. There were not enough stations offering E85 between Romona, Calif., McCance's home, and Farmington Park, N.M. - or any other Tire Rack ProSolo National Series destination to make the trip driving the car. Some negotiation put together a friend's truck and his roommate's trailer (and a nearly new set of BFGoodrich tires), so he headed east. He discovered that Yuma is still hot in the middle of the night in late June, therefore not conducive to sleeping in the cab of the truck, resulting in a marathon driving session.

Farmington elevation caused launch issues, as even at 6,400rpm the car was bogging. Saturday morning didn't go well, and found McCance near the bottom of the class. Not autocrossing for a full year meant his skills were a bit rusty; but he put

things together well enough in the afternoon runs to take the lead.
A night in the bed of the truck in high temperatures proved relatively easy to tolerate with a class lead.

Launch revs were moved up to 6,600rpm on Sunday, curing the bog. The car held together, even when McCance boldly offered it up for an extra four runs to fill in for a competitor's broken ride. McCance went into yet another Super Challenge. Two red lights from his competitors combined with his outstanding drive in the final round meant he got his first Challenge win. Along with that came tires, cash, and appreciation for the heat tolerance of his BFGs. The class win meant he needed to find a way to make the Packwood, Wash., trip for the July 20-21 ProSolo. Packwood was on his bucket list anyway.

### PACKWOOD BOUND

This trip would have to be done in the car. The truck was not available and burned too much gas anyway, but the only way to make the car work would

be to retune it for 91 octane for the road portion, switching back to the E85 tune for the event, then back again to the gas tune for the trip home. Granted, it was rather unlikely that the car was going to make the 1,200-mile road trip, a full ProSolo, and the 1,200-mile drive home without some major mechanical issues, but one needs to make long-term plans anyway. The only additional holdup was that his contingency tires wouldn't arrive until he was already on the road, but the BFGs on his Subaru were wearing well.

The trip to Packwood was painful - no a/c and springs designed for handling, not comfort. Music consisted of singing loud enough to drown out the exhaust. The car was stuffed with everything he needed to go racing for a weekend, including 25 gallons of E85 in cans.

Packwood was friendly to roughing it, and a tent was included in the massive amount of stuff crammed in

Besides the clutch, the transmission was ready for a rebuild and the rear diff sounded like a rock tumbler"

the car. According to McCance, the birds in Packwood wake up at 4 a.m. with a song that sounds like frying bacon. Waking up to that proved annoying – not only was it 4 a.m., but there was no bacon.

Saturday morning convinced McCance that heat-cycled BFGs were not the ticket on the slick Packwood surface in cool conditions, as he was in fourth place after the session. Fortunately, it warmed up to about 80 degrees in the afternoon and his tires were happy enough to give him nearly a one-second lead on the class. There was no way to improve his time on Sunday morning, but the competition couldn't catch up, so he was back in the Challenge, with some contingency cash and tires already in the bank. This time it was McCance's turn to give one away, coning in the third round. That's not a tragedy, as the class points were the goal for the weekend.

The trip home involved adventures. First, he discovered that the clutch was slipping under boost in top gear, so that would have to be addressed. Fortunately, gentle driving kept it from

being an issue on the road. This second adventure involved stopping for the night near Mt. Shasta, Calif., where he curled up in the back seat. He was awakened at 2 a.m. by what sounded like a large tree falling. He rubbed the sleep out of his eyes to discover an enormous black bear rooting through the concrete trashcan he had overturned 10 feet from the car. McCance was sitting in the passenger side back seat with all the windows down and nothing but a set of keys for defense - and there was food in the car: McCance. Apparently, whatever was in the trash was more appealing than a sweaty guy in a Subaru, so McCance was able to slip around the car, roll up the windows, and get back on the road home.

Besides the clutch, the transmission was ready for a rebuild and the rear diff sounded like a rock tumbler. Those issues were addressed with time to spare before the marathon trip to Lincoln, Neb., for the Tire Rack ProSolo Finale on Aug. 31-Sept. 1. He parlayed himself into a new set of Hoosiers, and was all set.

### LINCOLN OR BUST

Twelve miles into the trip to Nationals, the right front tire locked up. He called a friend to help drag the car home. Oddly, the brakes and wheel bearings all looked fine, so he started the trip over. Amazingly, he got to the same place and had the same problem. The

car was towed home once more. He went to bed wondering what could be wrong with the car?

He had installed a spare diff he picked up on the Packwood trip, so when he got up he swapped it out and tried the trip again. Passing the 12-mile mark, the trip was on. The next issue was heat, but he was ready with a cooler full of ice water and a towel to wrap around his neck. The only mechanical glitch was a miscalculation on fuel, as he arrived in Lincoln with nearly half a tank of premium.

The Tire Rack ProSolo Finale went much like the others he ran - bad on Saturday morning, but great after that. He took a big lead on Saturday afternoon over the soon-to-behonored Driver of Eminence Mark Madarash. McCance got the car hopping at the finish on Sunday morning, but it didn't break, and though he couldn't improve his time, he still held on for the class win (event and season) by all of 0.026sec. The Super Challenge went well, other than meeting up with eventual Challenge winner Kevin Wenzel in the round where Wenzel cut a perfect light.

The story of McCance's successful ESP run at the Solo National Championships in early September has already been told both online and in the November issue of *SportsCar*. Suffice it to say, it went well for him. "Preparation and determination - that is all," McCance said. 

Output

Description:

### A MEAN

Greg McCance has been driving his familiar Subaru WRX for 14 years. Some might say the car is notorious for being fragile, but a more appropriate description might involve the word "legendary." That is just one of the aspects that made this year's run so unusual for him. The end results, most would agree, made all the struggles worth it. In the end, this is a season McCance probably won't forget for a long, long time.







PRO FILE

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

## TRANS AM ROUND 8: VIR

Simon Gregg finally captured his first victory of the 2013 Trans Am Season, with the win coming Sunday, Sept. 29, at VIRginia Int'l Raceway during the Trans Am 100, Presented by World Information Systems. The victory was the culmination of an impressive outing for Gregg - he led every practice session, set the fast lap in qualifying, and led every lap of the race.

In TA2, **Cameron Lawrence** walked away victorious for the sixth time this year, capturing the 2013 TA2 championship in his wake - the result of a dominant performance throughout the entirety of the season, Lawrence's championship also set the record for the youngest Trans Am champion, surpassing **Wally Dallenbach** Jr.'s prior record at the age of 22. Lawrence is 21.

"I don't think it has really set in yet," Lawrence said after the race. "It's surreal, but last year when we joined Miller Racing I knew they were the team to help us capture a Championship, and that's what we did."

The race began with Gregg on pole, followed by TA points leader **Doug Peterson** and **Amy Ruman**. As the course went green, Ruman raced forward to challenge Peterson, overtaking him before the completion of the first lab.

During the third lap of the race, Ruman went off course due to gearbox failure, causing a ripple effect through the TA leader pack, as **John Baucom** and Peterson were forced off track to avoid collisions.

In the wake of the incident, **David Pintaric** moved up to second place
followed by **Cliff Ebben**.

In TA2, Lawrence started on pole followed by **Robert Huffmaster** and **Gregg Rodgers**. The TA2 race remained largely unaffected by the TA-class incident, and the top three continued in that order until lap 11 when Huffmaster suffered a steering pump failure - the latest in a long line of mechanical failures that have maligned otherwise stellar performances from the TA2 Rookie of the Year contender.

During lap 18, the field went under a full-course yellow, the result of Pintaric

### HE'S BACK

Tony Ave spent much of the 2013 Trans Am season on the sidelines, but returned to the driver's seat to win at Road Atlanta being stuck off course in a precarious position near Turn 1. His off allowed Peterson and **Paul Fix** to move up into second and third positions, respectively.

After the restart, the race continued with Peterson continuously pushing Gregg for the lead, but like much of the weekend, the defending champion was nearly flawless in his run, fending off the points leader and

[Mike] Skeen is one of the best – if not the best – road racers in the country right now"

TONY AVE

powering across the finish line for his first victory of the year.

"I'm very happy with the result," Gregg said. "This season hasn't been ideal, but I've ramped it up and it's good to get some momentum going into the final two races at Road Atlanta and Daytona. We're down, but I'm going to give it all I have until the end of the season."

Following Gregg across the finish line were Peterson and Fix, holding their positions from the restart to the podium. The second-place finish continued Peterson's podium streak, where he has yet to miss a podium during the 2013 Season.

In TA2, Lawrence crossed the line first, followed by Rodgers and **Tom Sheehan**.

In TA3, American Muscle, Steve Kent Jr. started in first position, with Rich Jones in second and Rob Bodle third. Despite plenty of turmoil and competition, all three drivers crossed the finish line in that order, with Kent leading the pack by a large margin. Mickey Mills won the TA3 International Group.

### **ROUND 9: ROAD ATLANTA**

Tony Ave clinched victory at the Nov. 1-3 Trans Am round at Road Atlanta, all the while fending off constant challenges from Trans Am returnee Mike Skeen. Ave set a track record en route to his first victory of the 2013 Trans Am season, a 1:20.404. He began the race on pole and never looked back, leading all 40 laps of the 101.6-mile race, most of which with Skeen right behind him, and being forced to defend his lead after a full-course yellow concluded with only two laps left in the race.

"It was a lot of fun to get back behind the wheel," Ave said, who has spent most of the season watching from the sidelines. "I love this track and it's always fun when someone like a Skeen shows up and you really have to run hard. Skeen's one of the best if not the best - road racers in the country right now."

Skeen finished second in his Trans Am return, having not raced in the series since 2011, when he competed in TA2 at Road Atlanta. Ebben claimed third, his fourth podium of the year.

Ave was not the only member of Tony Ave racing to celebrate at the conclusion of the race - Peterson, despite suffering his worst performance of the season due to power steering issues that forced him into the pits only one lap into the race, became the 2013 Trans Am Champion. "It really hasn't set in," Peterson said after the race.

TA2 featured a continuation of Lawrence's six-race winning streak, a TA2 record. He captured the 2013 title at VIRginia International Raceway, but still came out with the same drive and purpose as he always has this year. He set a track record of 1:28.258 on his way to victory.



Lawrence started on pole and led every lap of the race, building up a large lead until the track went under a full-course caution near the end of the race. When the course went back under green, he managed to fend off Rodgers for the final two laps of the race. Rodgers finished second, his fourth podium in a row; enough to

vault him into second place in the TA2

points, leapfrogging Bob Stretch.

TA3 experienced an exhilarating day of Chevrolet versus Ford racing courtesy of Todd Napieralski (Camaro) and Kent Jr. (Mustang) in the American Muscle subgroup. Napieralski began the race on pole and was able to hold off Kent for four laps before being overtaken by Kent. The duo battled back and forth throughout the race, for a total of eight lead changes. Kent held the lead going into the full-course caution, and with only two laps under green at the end, Napieralski passed Kent, only to be overtaken immediately. On the last lap, Napieralski managed to barely power past Kent for the victory. Contact between the two led to strong words after the race.

In the TA3 International class, **David Seuss** claimed his sixth win of the year, locking in the championship.

The final round of Trans Am's 2013 season, at Daytona, will be covered at www.gotransam.com, with a season wrap-up appearing in the February issue of *SportsCar.* •



MUSCLE

Todd Napieralski

had a rough Road

Atlanta race, which

contact. In the end.

however, he took

the TA3 American

involved some

Muscle win.

### INTERNATIONAL

Road Atlanta saw David Seuss take the TA3 International class win.

### RESULTS

Trans Am Series | Round 8 VIRginia International Raceway | Sept. 27-29, 2013

Trans Am: 1. Simon Gregg (Chevrolet) 1:50.404; 2. Doug Peterson (Chevrolet); 3. Paul Fix (Chevrolet); 4. Cliff Ebben (Ford); 5. John Baucom (Ford); 6. Denny Lamers (Ford); 7. Bob Monette (Jaguar); 8. David Pintaric (Chevrolet).

Trans Am 2: 1. Cameron Lawrence (Chevrolet) 1:58.832; 2. Gregg Rodgers (Chevrolet); 3. Tom Sheehan (Chevrolet); 4. Scott Ferguson (Pontiac); 5. Kenneth Liesfeld (Chevrolet); 6. Kut Roehrig (Chevrolet); 7. Joe Ebben (Ford); 8. Dale Madsen (Ford); 9. Mel Shaw (Chevrolet); 10. Bob Stretch (Chevrolet); 11. Michael Wilson (Chevrolet).

Trans Am 3 A: 1. Steve Kent Jr. (Ford) 2:06.557; 2. Rich Jones (Ford); 3. Rob Bodle (Ford); 4. Chuck Cassaro (Ford); 5. Robet Korzen (Ford).

Trans Am 3 IN: 1. Mickey Mills (BMW) 2:08.023.

### Trans Am Series | Round 9 Road Atlanta | Nov. 3, 2013

Trans Am: 1. Tony Ave (Chevrolet)
1:20.404; 2. Mike Skeen (Jaguar); 3.
Cliff Ebben (Ford); 4. Amy Ruman
(Chevrolet); 5. Simon Gregg
(Chevrolet); 6. David Pintaric
(Chevrolet); 7. Allan Lewis (Chevrolet);
8. Richard Grant (Chevrolet); 9. Doug
Peterson (Chevrolet); 10. Bob
Monette (Jaguar); 11. John Baucom
(Ford).

Trans Am 2: 1. Cameron Lawrence (Chevrolet) 1:28.258; 2. Greeg Rodgers (Chevrolet); 3. Tom West (Chevrolet); 4. Kurt Roehrig (Chevrolet); 5. Joe Ebben (Ford); 6. Mike McGahern (Chevrolet); 7. Kenneth Liesfeld (Chevrolet); 8. Mel Shaw (Chevrolet); 9. Seth Duval (Chevrolet); 10. Dale Madsen (Ford); 11. Tom Sheehan (Chevrolet); Chris Liesfeld (Chevrolet).

Trans Am 3 A: 1. Todd Napieralski (Chevrolet) 1:33.560; 2. Steve Kent Jr. (Ford); 3. Rob Bodle (Ford); 4. Robert Korzen (Ford); 5. Chuck Cassaro (Ford).

**Trans Am 3 IN:** 1. David Seuss (Porsche) 1:34.561; 2. Tim Gray (Porsche).





### **GETTING READY**

Unlike some of our SCCA brethren to the south, January brings the NEDiv Regions a break in competition events a short off-season to get ready for the coming year. It provides an opportunity for evaluating the prior year, for seeking new inspiration and ideas, for goal setting, and for catching up with friends at award banquets and meetings.

Our Division and Region leaders got the planning process kicked off at the NEDiv Mini-Convention in Pittsburgh, Pa. - a terrific event hosted by Steel Cities Region and organized by Paula Hawthorne and Barry Kaplan. Washington DC Region, like many Regions, uses this time to hold its annual awards banquet with a classy

event that brings together participants from all programs. In Philly Region, the Board is using its annual planning meeting held in January to discuss the results of an online member survey regarding all aspects of its programs. Using this time to celebrate our successes and plan next year's events is a great way to energize for the New Year.

Competitors may use a number of ways to keep their skills sharp through the winter season. Indoor go-kart tracks are the meeting point for drivers across several programs to gather in weekly or monthly league competitions. With its headquarters in New England Region's Bedford, Mass., the online racing simulator iRacing.com gives current and future Club Racers the opportunity to continue to turn laps at Lime Rock Park, Watkins Glen, Summit Point, and VIR (where the virtual oak tree still stands) in cars that include the MX-5,

### AND REGIONS The SCCA is divided into Divisions and within those boundaries are Regions. You can find your

SCCA Division and

Region by going

to SCCA.com.

**DIVISIONS** 

Spec Racer Ford, Mustang FR500S, and Skip Barber Formula 2000.

Those in search of inspiration for the New Year will find it at the Simeone Automotive Museum in Philadelphia, with an internationally acclaimed collection of historic sports cars that are sure to get the competitive juices flowing. Much of the collection touches our Division, including cars that participated in the revival of sports car racing at Watkins Glen post World War II, such as a 1950 Allard J2 and a 1963 Corvette Grand Sport. Combine that with an astounding collection of classic Jaguars, Alfa Romeos, Ferraris, Astons, and Bugattis that ran (and, in many cases, won) historic races at Le Mans, Nürburgring, Targa Florio, Mille Miglia, and Sebring, and you can't help but be inspired to make some history of your own in the next racing season (but, no, Dr. Simeone doesn't need your "classic" Spec Miata for the collection, thank you).



### **MSX IS COMING**

Our Division has the good fortune to be so close to the SCCA National Convention being held March 7-9, 2014, in Charlotte, N.C. If you think that the SCCA National Convention is mostly geared toward Region, Division, and National leaders and their administrative issues, fear not this year's National Convention has been combined with the North American MotorSports Expo (MSX) for a weekend focused on all forms of racing, creating a competitive edge for all who attend.

MSX will include vendors showing the latest performance and safety products, and you'll also get informative workshops on aerodynamics, data acquisition, suspension technology, driver fitness, and sponsor solicitation. Not to be missed is the Hall of Fame Induction Ceremony and Banquet on the Saturday night, which is an inspiring celebration of our Club's history. For our Division, MSX timing could not be better for getting ready for the racing reason, which will be about to kick off.

### **CHECKERED FLAG: LES HANDLY**

We are sad to note the passing of Les Handly. Les joined Philadelphia Region in 1964 and started racing a 1957 Porsche Speedster, mostly at Vineland and Marlboro. He competed regularly in MARRS Regional races and won the MARRS championship in 1977. Just last year, Philadelphia Region named Handley its Club Racing Driver of the Year in recognition of his continued efforts at nearly 70 years old in his blue No. 78 F Production Porsche 914-4.

### CONTACT

Jeff Jacobs

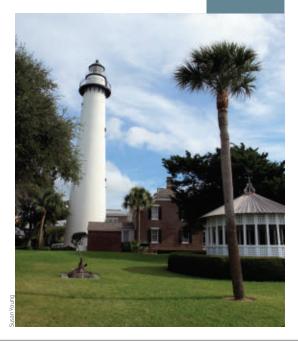
(267) 251-5736 *cablelawyer@aol.com* 

REVVIN' IN SEDIV SOUTHEAST DIVISION BY SUSAN H. YOUNG

## THE CONFERENCE IS COMING

Come to St. Simons for the latest SCCA updates on the U.S. Majors Tour, SARRC, Solo, and everything SEDiv at the 2014 Conference. Located about halfway between Jacksonville and Savannah, Fla., St. Simons has more amenities than Jekyll, but retains much of the historic island charm.

The Sea Palms Resort has a restaurant, bar, scenic marsh views, and lots of room. St. Simons also has a lighthouse and beach only two miles south of the resort. The island is also



CHECKERED FLAG
Philadelphia Region's Les
Handly raced with the SCCA for decades, claiming
Philadelphia Region's Club
Racing Driver of the Year award just last year. Sadly,
Handly passed away at age 70.

### **NEW DIGS**

St. Simons Island is the new location for the SEDiv Convention. The beacon beckons you to attend. popular for its local seafood and BBQ restaurants, the Fort Frederica National Monument, and ghost tours. Your family members can even rent bicycles and golf carts while you have your own fun meeting with National and Regional SCCA leaders.

SARRC Admin **Jim Creighton** tells us that the room rates are the same as last year! Don't forget that there will be a beautiful banquet with great door prizes. Will your Region win an award this year? Come and see.

A logistical note: The convention's new venue is *not* on the same island or exit as it has been in recent years. St. Simons is 14 *slow* miles from Jekyll, so watch your road course speeds! Also, there's a tight roundabout right in the island's center - be gentle and patient with it, and don't knock over any cones.

For more information on the new venue, and for convention registration, visit www.seapalms.com, www.sedivracing.org, and www.explorestsimonsisland.com.

### MSX DRIVES INTO CHARLOTTE

This first annual MSX expo is being held in conjunction with SCCA's National Convention in March 2014. MSX has more than 20 expert-led sessions focused on actionable tips and best practices to help you win, both as an organizer and as a competitor. The "tracks" include technology, driving, business, and data acquisition, to name a few. No other event is exclusively focused on the men and women behind the wheel like MSX. Club Racing, RoadRally, RallyCross, hill climbs, Solo, and more it's all here. See www.msxexpo.com for more information.

### PRAYERS AND PENNIES FOR PAM

Many SEDiv members are familiar with **Pamella MacGregor**'s work on pit lane as well as in the BBQ pits, where she coordinates the most amazing meals at any Club race. She and her husband, **Dave MacGregor**, are both stalwart volunteers. Unfortunately, Pamella was recently badly injured and has a long road to recovery. Consequently, several members are providing unique fundraisers.

"Prayers and Pennies for Pam" is a new group on Facebook started by Mullins Racing. **Dinah Thompson** wrote, "Our team knew we needed to do what we could to help Pamella. I created the 'Pennies' Facebook page, and Dave



our crew chief is collecting the funds. Through this I've gotten to know Pam's husband and her daughter, and I feel like I have another family now. What amazing people."

If you would like to make a donation, please make out checks to "PAM" and mail them to Capital Car Care, c/o Crew Chief Dave Planakis, 71 Capital Ave., #117, Fredericksburg, VA 22406.

This is not the only fund raising going on, either. Flag to Flag Photography with **Darren Gunn** is donating proceeds from gorgeous 20x30-inch on-canvas prints, created from your photos or theirs. See **flagtoflagphotography.com**. Pit Chief **Gloria Theen** has sewn a special "Care Bear," which is sitting by Pamella's side.

"So many of you know I am not much for words," says Dave MacGregor. "But I am blessed to have Pamella in my life. And we are so blessed to have each and every one of you in our lives! Thank you for the outpouring of well wishes, calls, texts, etc., and most importantly, your prayers."

### BIG-HEARTED SEDIV CONTINUES TO DONATE

In memory of **Sue Coleman, Jim Creighton** set up a food drive at our
SIC. Over 400lbs of goods went to the
Castle of Cans food bank. Also, Central
Florida Region has raised over \$1,000
for Camp Boggy Creek, which aids
critically ill children.

### CONTACT

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### CONGRATULATIONS TO ALL

Alliance Autosports reported the winner of the Intern of the Year award to crewmember **Nigel Mathias** in September. Mathias, who was named for F1 racer **Nigel Mansell**, grew up as a track brat. He started racing half midget racecars at 5 years old and continued until he was 15, competing alongside his friend and now SCCA Pro Racing MX-5 Cup Rookie of the Year **Patrick Gallagher**, until progressing to



karting. Mathias still enjoys karting, but that lessened over the summer due to the busy schedule working on the Alliance Autosports crew.

Although he's from the Columbus, Ohio, area, he has completed his first year at Indiana University-Purdue University Indianapolis (IUPUI) in downtown Indianapolis studying Motorsports Engineering, setting his career goals on being a chief engineer for a race team coordinating the technical functions behind the scenes.

With a big smile, Mathias sums up his summer as "traveling the Midwest, sleeping on a cot, wrenching on a Spec Racer Ford racecar. I really enjoy being at a racetrack with my race family, and learning what it's like to be on a professional race team, and seeing how my future will be. This has been a wonderful opportunity."

When asked what advice he'd give to someone with similar interests, Mathias recommends that they "look into a school like IUPUI and get the education. Meet as many people as possible on a one-on-one basis, and learn as much as you can. Scott Rettich and Suren Tchobanian have been a great help – and don't be afraid to ask questions."

In the fall, it was back to school for Mathias. At a Club race in October, Tchobanian reaffirmed that Mathias's talents were missed already.

### **RUNOFFS SUCCESS**

Lots of celebrations occurred as the 50th National Championships Runoffs took place at Road America in Elkhart Lake Wis., in September. In RECOGNITION
Dr. Karen Crider
was selected as
this year's Great
Lakes Division
BFGoodrich
Tires Worker
of the Year.

commemoration of the event, a group picture was taken via a helicopter, consisting of as many of the 700 entrants and their racecars as possible (one of those images became the cover of the December issue of *SportsCar*). Kudos to the Pit and Grid volunteers for coordinating this epic and historic photo shoot.

The BFGoodrich Tires Worker of the Year Awards were presented at the Runoffs, and the GLDiv winner was Detroit Region's Dr. **Karen Crider**. Crider was recommended by **Dan Hodge** for her dedication and service to the Club.

GLDiv was also well represented with plenty of participation and podium finishes at the Runoffs. Congratulations to gold medal winners **John Heinricy** of Detroit Region in American Sedan, **James Weida** of Indianapolis Region in F500, **Chad Gilsinger** of Ohio Valley Region in T3, and **Scott Rettich** of Ohio Valley Region in FE.

Silver medals went to **David Locke** of Indianapolis Region for DSR, **Reece Everard** of Detroit Region for FE, and **Joe Kristensen** of Detroit Region.

Taking home bronze medals were **David Doran** of Cincinnati Region in S2, **Kevin Ruck** of Ohio Valley Region in FP, and **Greg Vandersluis** of Neohio Region (in his very first Runoffs appearance) for T4.

### A LOOK BACK

Looking for a video circa 1963 of a typical SCCA race weekend featuring an Elva Courier racecar with driver Dave Wild at the wheel? We have found exactly that. Go to www.vimeo. com/4139756. Also appearing in the 27-minute-long video is photography by Leo Raab and Bud Michaels, with narration by Phil Shurman. Maybe you'll even see some members and cars you recognize. Thanks to Bob Cowie and Kurt Niemeyer for sharing this link.

### CONTACT

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nhschillace@wowway.com



### **SAVING LIVES**

Motor vehicle crashes are the leading cause of death for U.S. teens, according to the Center for Disease Control and

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Prevention. The risk of motor vehicle crashes is higher among 16- to 19-year-olds than among any other age group. Teens are more likely to underestimate or not even recognize dangerous situations while driving. The Insurance Institute for Highway Safety's research also shows that, per mile driven, teen drivers ages 16 to 19 are three times more likely than drivers aged 20 and older to be in a fatal crash.

These sobering statistics were part of the reason the BMW CCA Foundation initiated what is now the Tire Rack Street Survival program back in April 2002. The one-day, \$75 school mixes classroom and in-car exercises (skid control, threshold braking, slalom and weight transfer) to give young adults a more complete training experience than what high school driver's education taught them.

Milwaukee Region's Jane Gosz and Kay Imig were early supporters of Street Survival, with the region holding schools at the Milwaukee Area Technical College. "Dan Soiney has been our lead instructor since day one, and he's really good with the kids," says Gosz. "We keep it entertaining while still making them realize there's a lot more to driving responsibly than just putting the smart phone away. Mary Jo Szczerba brings her semi truck out each year and we park cars around it in what would be normal driving positions. Then we have the students sit in the truck driver's seat so they can see how limited the driver's view is in the mirrors."

Various local television stations have interviewed Gosz and Imig, with the broadcasts helping promote the schools to a wider audience.

Darrel Padberg has had similar reports from the Blackhawk Valley Region schools. "We usually have close to 30 students, and the volunteer instructors come from both Solo and road racing," says Padberg. "The Byron Station Nuclear Power Plant donated their parking lot, Cousins Subs donated the lunches, and the Byron fire department stopped by to wet down our skid pad. Afterward, the kids commented on how they now feel more in control of their car, that just slamming on the brakes isn't the only option in a bad situation."

Chicago Region hosts its schools at Route 66 Raceway in Joliet, Ill., and **Bob Lindsay** has been a key organizer. "My favorite part is watching the kids' faces when the light bulb goes [on] and they understand the physics of how a car handles," says Lindsay. "I'm the starter for the wet skid pad event and before their last run I tell them this is the skill that will save their lives. They try even harder after that.

"**Kevin Coulter** runs our classroom sessions and does a great job of teaching the students why cars react the way they do. Videos help show the differences between cars with and without ABS.

"We get quite a few letters and phone calls from parents thanking us for hosting these events," continues Lindsay. "It really helps start a conversation about driving between the kids and their parents. I think our best marketing comes from the parents who've been involved. The word of mouth advertising to other parents has been great and from an instructor's point of view the feedback is very rewarding."

Go to **www.streetsurvival.org** for more information on how to get involved.

### CONTACT

### **ERIC BERTRAND**

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### **WINNERS ABOUND**

The competition season has ended, banquet season is under way, and MiDiv's Regions are preparing to celebrate all the drivers and teams, in addition to the long hours of dedication and commitment their members have invested into our collective SCCA motorsport efforts. We already recognized the titles and efforts of the



**GOING GOLD** 

Improved Touring racers in the October SportsCar. Here's a roundup of the remaining MiDiv champions and National award winners.

The Tire Rack Solo National Championships were held in September in Lincoln, Neb., crowning a number of new National Champs and supplemental class winners. **Greg Reno** (HS) captured his second consecutive National Championship; **Ron Williams** (RTA), **Chris Cutrer** (GPL), and **Trent Strunk** (FSAE) won their classes. **John Hunter** (CSP) and **Sue Eckles** (CSPL), both from the Solo Nationals host Nebraska Region, and **Joe Tharpe** (SSP) took their classes.

**Doug Gill**, Mid-South Region, received Solo's highest award, the Solo Cup, for bringing his signature brand of fun to car prep, course design, the National Anthem on his alto saxophone, and possibly as Memphis Mumbles (the cool.jazz sax man).

The 50th National Championship Runoffs, held at the picturesque Road America, saw Mid-South Region's **Jim Drago** bring home his second consecutive title in SM, Nebraska's **Andy Wolverton** besting the T2 field, and NeOkla's **Charlie James** winning the BS National Championship.

Southern Illinois Region member

Steve Burkett was honored as the

BFGoodrich Tires Worker of the Year
for the Midwest Division during the
Worker of the Year celebration.

Burkett works in Race Administration
in a host of duties, and has recently
become a Steward in Training.

There are 19 drivers who won Midwest Division Club Racing titles. Drago tops the list with 146 points (the most of any competitor in this series) driving his Mazda Miata to the SM crown. Joining him from Mid-South Region is Tom Smith in GT-1. Leading the regions is Kansas City with six champs: Cliff Johnson (FF), Bill Johnson III (FV), Timothy Friest (F5), Jim Cote, Jr. (SRF), Mike McGinley (GT-2), and Jim Wheeler (AS).

Three regions each picked up a pair of titles: Des Moines Region's Ken DeNault (FM) and **Tom Kraft** (STU); Nebraska Region's **Natha Waldbaum** (T2) and **Robert Herman** (GT-3); and Kansas Region's **Kent Prather** (GTL) and **Bill Allman** (EP).

Completing the 19 champs are NeOkla's **Brian Laughlin** (STL), Oklahoma's **Jack Donnellan** (S2), Ozark Mountain's **Sam Henry** (FP), St. Louis



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Region's **Jim Wright** (FA), and Southern Illinois Region's **Chris Albin** (HP).

Tulsa Raceway Park was the site of this year's RallyCross National Championships. Ozark Mountain's Henry won a third consecutive National Championship title in the PR class, besting his brother and co-driver **Martin Henry**, of the Arkansas Region, by 10.488sec.

### CONTACT

### **EILEEN WATERS**

eileenwaters10@ymail.com



### **CONE ROYALE, INDEED!**

The 2013 Solo National Championships, taking place Sept. 3-6, 2013, at Lincoln Airpark in Nebraska) were appropriately spy themed, given the active Air National Guard presence, not to mention one of the Air Force One training aircraft. Our division was well represented, not only on course, but also in the trailer. Specifically, Texas Region members **Brad** and Jennifer Maxcy served as the chairspouses for the week! They oversaw many SWDiv members stepping into chief rolls as well as designing two challenging courses. The East course was a heavy start-stop-turn affair penned by Sam Strano; the West course, a flowing, transitional speedway from Elliot Speidell.

Also of note, at the Wednesday night banquet, Texas Region's Mark Madarash was commended for his outstanding Solo performances, claiming the Solo Driver of Eminence title for 2013. Painfully, "The Curse" stuck, leaving him in the runner-up position in ESP.

Houston Region's **Daniel McCelvey** held the army of CS at bay to win his first championship. In DP, it was **Drew VanderPloeg**, Lone Star Region, "three-peating" in the class. Meanwhile, **David** and **Kim Whitener** (Texas Region), trumped the STS and STSL fields, and **Sharon Eberlein** (Texas Region) held off the rest of the STSL field to finish second. Texas Region's **Katelynn Johnson** borrowed a Corolla to win STFL, while Houston Region's **Sara Tooth**, wasn't quite able to catch her, taking home second. Lone Star Region's



**Kyung Wootton** brought home the big trophy for SSML in the family Miata.

Houston's "PAX-monster" potentially coned away the STF win, but **David Hedderick** still proved the Mini Cooper to be a formidable weapon in the class. Local PAX rival Todd Farris, also from Houston Region, overcame automotive gremlins and found himself the bridesmaid in CP. Co-driver and fellow Houston Region member Jeff Stroh finished fifth, while Texas Region's **Kurt Janish** took ninth. Erik Strelnieks (Lone Star Region) exploded at least one differential or final drive in reaching second place in SSM, and Micahel Wootton (Lone Star Region) made it into eighth.

Add **Andy Hollis** (Lone Star Region) to the list of those who couldn't quite stand the heat in Lincoln, or rather his car couldn't, as he wrapped up second in SMF. **Lane Borg** (West Texas Region) couldn't quite repeat in his AS Corvette, and his co-driver **Josh Pui** (Texas Region) was hot on his heels in third for the AS class. **Christopher Moulckers** (Houston Region) left it all on course in FSAE and came up just tenths shy of the win.

Rachel Saunders (Texas Region) was third in BM, despite some mechanical mayhem. John Hale (Lone Star Region) wrapped up third in STU, despite being plagued with various car issues all week. Also in STU, Jon Pomrenke (Lone Star Region) managed to keep all the pedals on Lone Star Region's Rob Irish so the pair could finish fifth and eighth, respectively. Vivek Goel (Lone Star Region) mounted a valiant effort in a stock shock \$2000 in BS to finish fifth. Tom Harrington (Lone Star Region) zoomed to fifth in KM, while Jeremy Foley (Texas Region) found his way right side up to fifth place in ASP. Other notable finishes include Troy Dudley (Lone Star Region), fifth in SM; Peter

LeBlanc (Alamo Region), sixth in FP; Casey Weiss (Texas Region), sixth in FS; Mark Wortham (Texas Region), sixth in SS; Matt Lucas (Texas Region), ninth in SS; and Brad McCann (Texas Region), ninth in Road Tire RWD.

## CONTACT SYDNEY DAVIS

**EVEN BETTER** 

Texas Region's

Mark Madarash

didn't take home

a Solo National

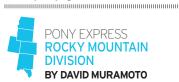
Championship in 2013, but

he did receive

the Driver of

Eminence award.

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



## RALLYCROSS NATIONAL CHAMPIONSHIPS

As fall winds its cool ways into RMDiv, there's still plenty of competition left to report on. If you're a diehard RallyCrosser, the road to the Midwest and Tulsa Raceway Park beckoned this October. The story behind the 2013 RallyCross National Championship had to be the changing course conditions and ensuing attrition.

According to pro photographer and RallyCross competitor **Rupert Berrington**, the weather created a hazard for those unfortunate to draw early runs on a soggy, muddy course. "The early guys really had it bad," says Berrington. "By later in the day, the mud started to dry and it got much faster." While changing conditions tend to equal out over 10 runs, it still presented a large handicap to competitors depending on their run order.

After both days were tallied, it was Continental Divide Region member **Tim Hardy** who emerged victorious in the Stock Front. Even more amazing was the fact that his Ford Escort GT also took third place in the Prepared Front class with his father, **Don Hardy**, behind the wheel. No changes to the car itself, only to numbers and class designations.

Other trophy winners included Colorado Region member **Patryk Matecki**, finishing second in Stock Rear with his Bristol Brewing/AMR
Engineering Mazda Miata. There were a host of Colorado entries in Prepared All with **Cody Hatfield**'s Circuitmotorsports. net Subaru taking second, **Dan Quiet**'s Go Green Tires Volvo S40 T5 in third, and **Keith Lightfoot**'s SCR Performance/KSport Plymouth RS in fourth. That



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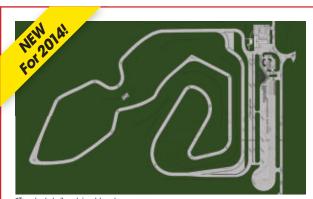
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same vehicle finished fifth in Modified All with **Peter Zlamany** behind the wheel. **Kubo Kordisch**'s Solid Steel/Action Photography Subaru WRX finished just ahead of Zlamany in fourth place.

Utah Region took home its share of the hardware with Gonzalo San Miguel finishing third and Karl Sealander taking sixth in the Stock All class. Another amazing story emerged from Utah Region member Jon Olschewski, who has worked for years to build his Nissan Sentra into a RallyCross contender. His triumphant return to Tulsa this year was cut short by a catastrophic gearbox failure just after he finished his first run. Things looked bleak until Ozark Region member Jim Rowland offered up his Prepared Front Nissan Sentra for Olschewski to drive. While Rowland took his SE-R to second in class, Olschewski put in a very determined effort to finish third in Modified Front. This amazing blend of generosity and competitiveness is what SCCA is all about. Congratulations are in order for every RMDiv campaigner who took on the RallyCross National Championship challenge!

### MILLER TIME 2013

Continental Divide Region once again held its tribute race to **Dave Miller**, a longtime Continental Divide stalwart who left us too soon in 1990. Held at Pueblo Motorsports Park on the Oct. 12-13 weekend, "Miller Time" was a truly innovative event. First up, the event offered four Regional Club races over two days, using three race groups and a time-certain schedule. Next, attractive pricing was a welcome sight, as entry fees amounted to essentially \$100 per race. That kind of pricing is a blast from the past not seen since the last century!

The third element was a change in the RMDiv championship rules that allowed racers to earn points in both the 2013 and 2014 championships. With the move to Majors racing next year, Continental Divide Region took full advantage of this change to entice as many Regional entries as possible.

Forty-some cars made it onto the 2.2-mile Pueblo road course on the cool and bright Saturday morning. There was some carnage in the first group when a cloud of dust led to an accident, and there was a mechanical DNS and DNF or two throughout the day, but this was nothing out of the ordinary. The races generally ran on



RECOVERY
Utah Region's
Jon Olschewski
has been fighting
gremlins at
the RallyCross
National
Championship
for a while, and
this year was no
different. By the
end of his first run,
Olschewski had
cracked the bell
housing in his MF
Nissan Sentra.
Jim Rowland
loaned him his
Sentra, however,
and Olschewski
recovered for a
third-place finish.

schedule, and after it was over, an excellent BBQ dinner was a nice reward for all participants.

Sunday was slightly warmer, but the entire weekend seemed blessed with good weather. Chief Steward Ted Winning made the suggestion that inverted starts be used for the final races on Sunday afternoon. This proved to be entertaining for both drivers and spectators alike. Winning was on his maiden voyage in heading the Miller Time event, and did an admirable job. As the former Colorado Region Chief Driving Instructor and racer, Winning understands how a race should be run and, just as importantly, how to treat people. He relied on his fellow stewards and specialty chiefs to pull off one of the most successful events of the year.

### CONTACT

### **DAVID MURAMOTO**

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### THE NORPAC CONFERENCE

The Northern Pacific Division conference was held in Reno, Nev., at the end of October 2013. The previous minutes were approved, the proposal for a bylaws change was discussed, and other regions will be contacted by phone to get a vote. The Treasurer, **Karen McCoy**, distributed a balance sheet and the beginning of a 2013 profit and loss sheet – it turns out, the division is in good financial standing. **Todd Butler**, Area 13 Director, and **Brain McCarthy**,

Area 9 Director, gave a "State of the Division Report," recapping some of the issues the National Board of Directors has been dealing with.

Ken Jones, NorPac Executive
Steward, reported on the strength of
the stewards program. The creation of
the training manual for stewards a few
years ago has really strengthened the
program. According to Jones, the
biggest visible difference is that our
stewards now are facilitators of the
event versus the police of the event.
Jones wants to hear from you if you
have any issues with NorPac stewards.

John Taylor, Northwest Region RE, Mike Smith, outgoing San Francisco Region RE, Bruce Wilson, incoming Oregon Region RE, and Dave Deborde, Reno Region representative, were each given time to report on region health. Thank you for a great job to the outgoing REs Smith and Andrew Foley (Oregon Region), and a hearty welcome to new RE Wilson and Gary Pitts (San Francisco Region).

Also, Divisional Administrators
Randi Miller-Graffy, Timing and
Scoring, and Dick Raymond, Drivers
Licensing, have stepped down and
welcome Marcy Crawford and Gary
Meeker, respectively, both from San
Francisco Region. Thanks to each of
you for your dedication to the Club.

A good share of the remaining day was spent with **Terry Ozment**, SCCA's Vice President of Club Racing, about the changes in Club Racing with licensing, Drivers Schools, U.S. Majors Tours, and the 2014 National Championship Runoffs at Mazda Raceway Laguna Seca.

The level of competition licenses is changing, and by the time you read this you may already know - but here are the basics: Regional and National level licenses will all become an "SCCA Full Competition" license. When you renew your license it will be switched automatically to the new format. The requirements for Novice permits are also changing. At a minimum, a single Drivers School and three race weekends (not races) will be required to upgrade. Specialty license grades will remain the same.

With the single competition license, everyone in an eligible class will have a chance to qualify for an invitation to the 2014 National Championship Runoffs. There are two paths to collecting points toward an invitation. The first is through the Majors







program, like last year. The other is through the Divisional path.

Each Division determines their program. NorPac will include all Regional races as Divisional qualifiers. You will automatically accrue points in our Division for each race you attend if you hold an SCCA competition license. You will need to finish in the top three in points (SM and SRF is top five) to qualify. If someone qualifies via the Majors and the Divisional route, then the next driver in line in the Division will get the invitation, and so forth down the line. If space is available at approximately three weeks prior to the Runoffs, the top 50 percent of a class could get invitations. The complete NorPac race schedule and the Division points' structure can be found on www.norpacscca.org.

By the way, if you think you will qualify to attend the Runoffs then make sure you register early and save the late fees. Your money will be refunded in full if you don't qualify. Worker registration will open in early June and driver registration in July.

### CHECKERED FLAG: RICHARD P. WILSON

A final checkered flag fell for Northwest Region's **Richard P. Wilson** on Sept. 11, 2013. He was Northwest Region's Assistant Regional Executive and an active Flagger. Ric was always looking for how he could help others, and was constantly promoting the Club. We will miss you. Per his request, no services were held.

### CONTACT

### **SHERRI MASTERSON**

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### CONVERTIBLE WEATHER

Who would have thought this past October would be a good time to drive a convertible? But for three SPDiv drivers, that combination resulted in championships. Cal Club Region's **Jayson Woodruff** was one of a handful of drivers who made the trip from our Division to Tulsa, Okla., for the SCCA RallyCross National Championship. Woodruff dominated the Stock Rear class in his JayCom Services Mazda

Miata - it did have a hardtop installed, but it's still a roadster at heart marking his second RallyCross title (the first coming in 2007).

SCCA Pro Racing Playboy Mazda MX-5 Cup utilizes the latest iteration of the potent roadster, and West Coast drivers faired well in the 2013 series, with two Cal Club Region members bringing the championship back from the final round at Road Atlanta.

Kenton Koch was the class of the field in the Skip Barber Mazdaspeed Pro Challenge; he amassed 689 points, with a record of 10 podiums, including nine wins and 11 poles. Koch was so fast that, at many races, he could be found running near the front of the MX-5 Cup field, while the remaining Skip Barber series cars fought for scraps. To drive home the point, at the second race of the Mid-Ohio round, Koch made series history as the first Skip Barber driver to win the race overall, beating all Skip Barber and MX-5 Cup racers.

In MX-5 Cup, the racing was a bit closer, with the Drivers' Championship coming down to the final weekend. Cal Club racers Christian Szymczak (ALARA Racing MX-5) and Elliot Skeer (Pelican Replacement Windows/ ZoomZoomNation.com/Alpinestars MX-5) both had banner years. Out of 12 rounds, the two drivers laid claim to a combined 11 poles and nine race wins, and finished the year separated by only four points. Qualifying bonus points helped give the edge to Szymczak, who claimed the top qualifying spot an unbelievable 10 times on his way to the title.

A number of other SPDiv drivers also finished the year strong among the SCCA Pro Racing ranks. **James Sofronas** was a title contender in Pirelli World Challenge Championship GT, where he drove The Thermal Club/Swisher Racing/GMG Audi R8 LMS to a number of wins, eventually claiming second in Drivers' Championship points.

Arizona Region's **Andy Lee** could not match the success of this 2012 rookie season; he only recorded a single win during the 2013 season in his Best IT Chevrolet Camaro, but he still ran up front all season and ended up a respectable fourth in overall points.

Complete RallyCross National Championship coverage can be found in the December 2013 issue of SportsCar, while World Challenge and MX-5 Cup coverage appears elsewhere in this issue.

### **RACETIME**

Many of the 2014 competition schedules are starting to take shape, and more will undoubtedly be finalized by the time you read this. Rest assured, most of your familiar favorite events will return this year, and with events like the U.S. Majors Tour, we will see SPDiv racers traveling from Arizona to the Pacific Northwest.

Keep an eye on **www.scca.com** and your favorite Region Websites for the ever-expanding list of events.

### **CHECKERED FLAG**

On Oct. 17, 2013, Arizona Region lost member and friend Stephen McCombie. McCombie worked in Flagging and Communications for a number of years before moving up to the tower. McCombie is survived by his mother Donna. His SCCA family will miss him.

### CONTACT

### JASON ISLEY

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Classes Running: GT/GTS\*

Barber Motorsports Park April 25 – 27 Classes Running: GT/GTS/TC/TCA/TCB\*\* (\*) Single Event | (\*\*) Double Header

Canadian Tire Motorsport Park May 16 – 18

Classes Running: TC/TCA/TCB\*\*

New Jersey Motorsports Park May 30 – June 1

Classes Running: TC/TCA/TCB\*\*

Detroit Grand Prix – Belle Isle May 30 – June 1 Classes Running: GT/GTS\*\*



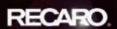








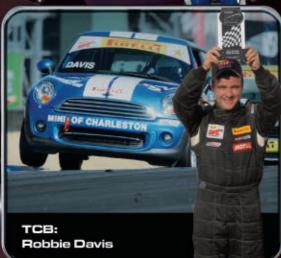












Elkhart Lake
June 19 - 21
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Streets of Toronto July 18 - 20 Classes Running: GT/GTS\*\*

Mid-Ohio Sports Car Course August 1 – 3 Classes Running: GT/GTS/TC/TCA/TCB\*\* Mid-Ohio Sports Car Course

August 1 - 3

Classes Running: GT/GTS/TC/TCA/TCB\*\*

Sonoma Grand Prix

August 22 – 24

Classes Running: GT/GTS\*\*

**Brainerd Raceway** 

August 30 - 31

Classes Running: TC/TCA/TCB\*\*

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Classes Running: GT/GTS\* | TC/TCA/TCB\*\*



















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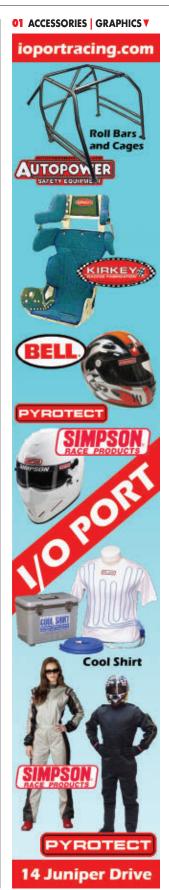




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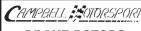


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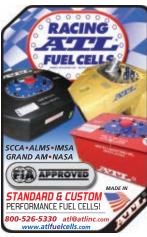
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- OPEN WHEEL | SPORTS RACERS PRODUCTION BASED | GT
- SOLO
- RALLYCROSS
- TOW VEHICLES | TRAILERS STREET CARS
- SERVICES

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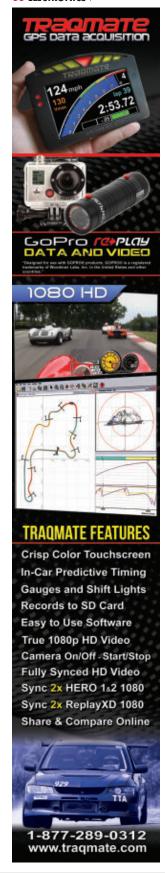
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#### **06** ELECTRONICS ▼



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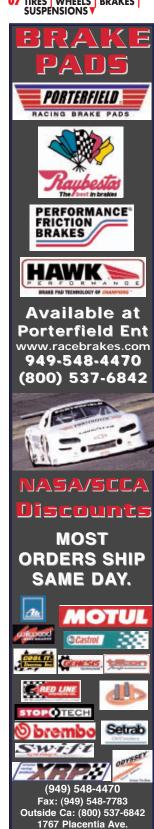
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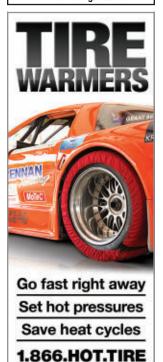


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MINIMUM BILLING: \$39 Additional words (over 25): 70¢ ea.

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#### PERSONAL CLASSIFIED CATEGORIES

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

#### 20 PRO RACING V



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#### 2013 MUSTANG BOSS 302S > The

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

#### 20 PRO RACING V



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#### 21 OTHER PRO SERIES V



1985 Buick Summerset > Built by Riggins Engineering to run in Kelly American Series 1985 & 1986. Since 1999 many HSR wins. Everything fresh \$45,000.00. Contact Larry 706-463-0261. [24957-02]

#### 22 OPEN WHEEL | SPORTS RACERS V



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. Last raced by Ben Beasley 2012 at Nelson Ledges. Car is race-ready with the best of everything, both mechanically and electronically. \$87,500. Contact Kyle Grim at **614-419-2446**. [24934-01]

2013 FE NARRC and NERRC Champion Car > SN82 built by me 2004. Go to greasedshadow.com for full specs and pics. Contact Bruce Allen at bruce@brucesallen.com. [24933-1]

#### 22 OPEN WHEEL | SPORTS RACERS V

Formula 500 > QRE Invader, 2 time national Runoffs winning car, zero time engine and winning Runoffs engine included. Many useable spares. Call William for details at 440-429-6280. [24944-02]



Formula Enterprises > 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. [24940-12]



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. [24948-01]

#### 23 PRODUCTION BASED | GT ▼



1997 Mazda Miata > Current logbook, Eibach springs, aluminum radiator, Raceland headers, high-flow CAT and intake, short shift, and more. Extra engine and plenty of spare parts. \$8,000 OBO. Contact lan at 770-363-4921 or mistermookoo@ yahoo.com.



2008 Pontiac Solstice GXP > Turbo SCCA T2 or STU, 7,000 miles, street legal, clear title, Penske double adj 8760, Racetech seat, 2 sets of Forgeline wheels, McMahon custom cage, diff cooler. \$22,500. Contact Bill at 440-821-6421 or email bill@msportsracing.com. [24946-12]

#### 23 PRODUCTION BASED | GT▼

#### T2 2002 BMW M3 Fall-Line Built

> Fifty minutes total time on this car. Built by Fall-Line in 2011 to SCCA T-2 Specs with one test day. Driver has not driven the car since 2011, due to business commitments. Fifty minutes total time on this car. Fresh engine, trans, drive line components. New injectors, coil packs, wires, Fall-Line graphic package. AIM dash, Moton gas shocks, new springs, strong cage, Cobra tech racing seat, Momo steering wheel, Schroth belts. Borla exhaust, hard wired radio, carbon fiber weight box, fire system, push button window net. 3 sets of light wheels with 2 new sets of Hoosiers, set of rains never used. Built for \$65,000 for sale for now \$55.000. Very firm.

Call Mick at 321-674-5003 or robinsonms@cfl.rr.com.
[24919-01]



1990 Camaro > A Sedan, professionally maintained, many spares, 3 sets of wheels, rear end gears, transmission, suspension parts and more. Replaced in the last 2 years were shocks, brakes, alternator, and power steering pump. Still a winner. Call 603-447-3573 \$5,000.00 or B0. [24926-1]



1994 VW Golf SCCA > Winning 1994 VW Golf SCCA ITB current log book, QED motor w/4 races, KAAZ LSD, 4.25 Final Drive, .85 5th gear, Bilstein adjustable coilovers and Hypercoil springs, ground control camber plates, MSD, piggy back computer, Tectonics headers and exhaust, HT10 brake pads, Bildon racing pressure plate and clutch, SSR 8.4 pounds 15" wheels and R6 Hoosiers Custom cage with 2 lap records. 516-840-6764 or marios.tinis@leapc.com. \$9,750. [24930-01]



#### 23 PRODUCTION BASED | GTV



1991 IMSA GTU Champion / SCCA **SPU Dodge Daytona >** Ex- John Fergus / Dorsey Schroeder. DOHC Chrysler-Maserati motor, Hewland offset transaxle, Alcon brakes, Penske dash adjustable shocks, Jongbloed Centerlock wheels, SPICE upright, Tilton starter, Halfshaft driven alternator, Lexan windshield, air jacks, forced air ducted seat. Professional spares package includes: 2 additional rebuilt Chrysler/Maserati motors for a total of 3 motors, complete spare suspension including SPICE uprights, complete adjustable ground effects bodywork painted to match, 8 spare Jongbloed centerlocks. No incident SCCA and NASA logbooks. SVRA,HSR legal. Holds SCCA class record at every track it has raced. \$78,500. Contact: 302-284-8722 or fsanchez20@comcast.net.



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#### 23 PRODUCTION BASED | GT▼



#### T3 2008 Honda S2000 CR > Professionally built and maintained. Driven by Tom Wickersham. Track record holder at Laguna Seca, COTA, Thunderhill, Sonoma, Fontana, and Buttonwillow. Undefeated in '13 Majors, winning 8 of 8 races. Four sets of OZ Racing wheels, fresh BFGs dries and rains, coolsuit, Tragmate, Ohlins, Schroth, Racecraft seat, and spares. One of the last real CRs built.

\$29.5. Contact Mike at 510-339-

1516 or mms6525@gmail.com.

[24954-03]



2006 Porsche GT3 Cup 997 > Ready to race in great condition, in 2012 won 6 races, finished 4th in SCCA National points, 10 podium finishes, very competitive car. Over \$250,000 invested, Toshiba computer, Kool Box for helmet, Cool Suit, fire suppression, Motec ADL Dash with Kelly-Moss I2 pro, Blue Axels, OMP carbon HTE seat, Air jacks and safety stands, Motorola radio P200 with case, ECU latest upgrades, Motec camera VCS, 3 sets of BBS rims, 1 set of PZERO slicks on car, 1 set of Michelin Rains. 1 set of Michelin slicks. 1 set of PZERO slicks, log books, and much more for \$89,000 OBO. Jeff 713-822-7865 or jeff@ txtrojanfan.com. [24955-02]



# 1966 CORVETTE AUTOX RACECAR >

Fresh 383, 600+HP; New pistons, crank, Hooker headers, dry sump pump, AFR heads, Griffin radiator, TEX racing T101 transmission, Ram clutch, Penske shocks, BAER rotors & calipers, Kirkey seats, 4.11 gears, 3 sets of wheels. For sale or trade for C5/C6 Z06 or GS. Call Rick at 619-440-2689 or rp.bp89@cox. net. 36K OBO. [24953-01]

#### **26** TOW VEHICLES | TRAILERS ▼



1997 Pace American Shadow GT > 44 ft., gooseneck, enclosed car hauler w/ triple 5K axles; hitch is rated at 6,500 lbs. for a total GVWD of 21,500 lbs. Outside length is 44 ft x 8 ft with 36 ft. of floor space. Fluorescent lights, elec. outlets and power/manual lift for the landing gear powered by 7,000 watt generator, a single overhead light powered by the vehicle battery; combination refrigerated A/Cheater, Campbell Hamsfelt 120 psi air compressor, Craftsman locking tool box, black and white checkered tiled flooring with D-rings, E-Z Lift tail gate/ loading ramp at the rear. New set of Road Range E tires, new battery. Storage cabinets mounted, custom made aluminum brackets. \$25,000 negotiable. Delivery is buyer's responsibility. Will deliver for \$3.00/ mile. Contact Jerry at mtnman747@ mac.com. [24958-01]

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# CALENDAR

SPORTS CAR CLUB OF AMERICA JANUARY 2014
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#### WORLD CHALLENGE

#### world-challenge.com

Mar 22-24 St. Petersburg, Fla. (GT, GTS double) Alex Figge (GT); Jack Baldwin (GTS) James Sofronas (GT); Jack Baldwin (GTS) Apr 19-21 Long Beach, Calif. (GT, GTS) James Sofronas (GT);

Lawson Aschenbach (GTS)
May 17-19 Circuit of the Americas,
Texas (GT, GTS double) (TC, TCB triple)
J. O'Connell (GT); L. Aschenbach (GTS)
James Sofronas (GT); Andy Lee (GTS)
Ryan Winchester (TC); E. Francis Jr. (TCB)
Brett Sandberg (TC); E. Francis Jr. (TCB)
May 31-Jun 2 Detroit Belle Isle. Mich.

**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): L. Lipperini (TCR)

Ryan Winchester (TC); J. Lipperini (TCB)
Jul 12-14 Streets of Toronto, Can.
(GT, GTS) (TC, TCB double)

(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)

Andy Pilgrim (GT); BRandon Davis (GTS)

R. Winchester (TC); E. Francis Jr. (TCB)

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

J. O'Connell (GT); L. Aschenbach (GTS) Bret Sandberg (TC); Tyler Palmer (TCB) Ryan Winchester (TC); Tyler Palmer (TCB)

**Champions:** Johnny O'Connell (GT); Lawson Aschenbach (GTS); Ryan Winchester (TC); robbie Davis (TCB)

#### FIRST TOUR

The 2014 U.S. Majors Tour kicks off on Jan. 3-5 at Sebring International Raceway.



#### 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 Cliff Ebben (TA); Cameron Lawrence (TA2); Todd Napieralski (TA3A); David Seuss (TA3IN)

Sep 1 Brainerd Int'l Raceway, Minn. Doug Peterson (TA); Cameron Lawrence (TA2); Rob Bodle (TA3A); David Seuss (TA3IN)

Sep 29 VIRginial Int'l Raceway, Va. Simon Gregg (TA); Cameron Lawrence (TA2); Steve Kent Jr. (TA3AM); Mickey Mills (TA3IN)

Nov 3 Road Atlanta, Ga. Tony Ave (TA); Cameron Lawrence (TA2); Todd Napieralski (TA3AM); David Seuss (TA3IN)

Nov. 17 Daytona Int'l Raceway, Fla.

## PLAYBYY

#### PLAYBOY MAZDA MX-5 CUP

mx-5cup.com

Ohio (double)

Mar 13-15 Sebring Int'l Rcwy, Fla (dbl) Christian Szymczak; Elliott Skeer May 9-11 Mazda Raceway, Calif. (dble) Christian Szymczak; Elliott Skeer Jun 14-16 Mid-Ohio Sports Car Course,

Christian Szymczak; Elliott Skeer Jul 19-21 Canadian Tire Motorsports

Park, Canada (double)
Christian Szymczak; Elliott Skeer
Sep 20-22 Coronado Naval Base, Calif.
John Dean

Oct 4-6 Houston Street Course, Texas Cancelled due to track damage Oct 16-18 Road Atlanta, Ga. (double) John Dean II: Elliott Skeer

# F2000 CHAMPIONSHIP

f2000championshipseries.com

Apr 11-14 VIRginia Int'l Raceway, Va. Tim Minor; Tim Minor May 9-11 Road Atlanta, Ga. Tim Minor; Tim Minor May 24-25 Lime Rock, Conn.

Tim Minor; Kyle Connery **Jun 27-29** Watkins Glen, N.Y. Tim Minor; Kyle Connery

Jul 26-28 Mid-Ohio, Ohio Kyle Connery; Tim Minor Aug 9-11 Mid-Ohio, Ohio

Kyle Connery; John LaRue Aug 23-25 Summit Point, W.Va.

Tim Minor; Tim Minor **Champion:** Tim Minor
(all events double weekends)



#### F1600 CHAMPIONSHIP

f1600championshipseries.com Apr 11-14 VIRginia Int'l Raceway, Va. Adrian Starrantino; Adrian Starrantino

**May 9-11** Road Atlanta, Ga. *Aaron Telitz; Jake Eidson* 

**May 24-25** Lime Rock, Conn. *Jake Eidson; Jake Eidson* 

**Jul 26-28** Mid-Ohio, Ohio *Jake Eidson; Adrian Starrantino* 

Aug 9-11 Mid-Ohio, Ohio Jake Eidson; Jake Eidson Aug 23-25 Summit Point, W.Va.

Adrian Starrantino ; Jake Eidson **Champion:** Jake Eidson

(all events double weekends)



global-rallycross.com

**Apr 21** X Games, Brazil *Scott Speed* 

**Jun 29-30** X Games, Germany Liam Doran; 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* 

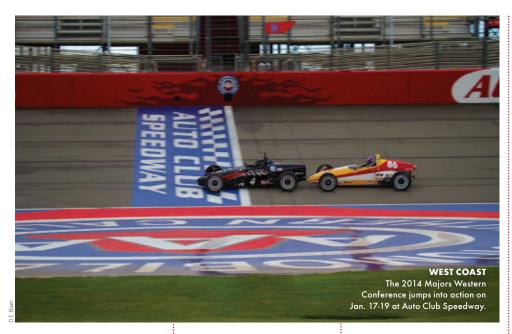
**Aug 10** Atlanta Motor Speedway, Ga. *Toomas Heikkinen* 

**Sep 22** Charlotte Mtr Speedway, N.C. *Scott Speed* 

**Nov 7** Las Vegas, N.V. *Ken Block* 

Champion: Toomas Heikkinen









Date Track/Region Phone numbers are for region registrars

#### U.S. MAJORS TOUR

sccamajors.com

#### **FASTERN CONFERENCE**

Jan 3-5 Sebring Int'l Raceway, Sebring, Fla.

Jan 10-12 Palm Beach Int'l Raceway, Jupiter, Fla.

Mar 21-23 Road Atlanta, Braselton, Ga. Apr 18-20 VIRginia Int'I raceway, Alton, Va.

Jun 6-8 New Jersey Motorsports Park, Millville, N.,J.

Jul 4-6 Watkins Glen Int'l, Watkins Glen. N.Y.

Aua 1-3 Summit Point Motorsports Park, Summit Point, Va.

#### MID-STATES CONFERENCE

Feb 7-9 NOLA Motorsports Park, Avondale, La.

Mar 15-16 Eagles Canyon Raceway, Decatur, Texas

Apr 5-6 Hallett Motor Racing Circuit, Jennings, Okla.

May 3-4 High Plains Raceway, Byers, Colo.

May 24-25 Pueblo Motorsports Park, Pueblo, Colo.

Aug 30-31 Heartland Park topeka, Topeka, Kan.

#### NORTHERN CONFERENCE

May 2-4 Blackhawk Farms, South

May30-Jun 1 Mid-Ohio Sports Car Course/Lexinaton, Ohio

Jun 13-15 Road America, Elkhart Lake, Wis.

Jul 12-13 Gingerman Raceway, South Haven, Mich.

Jul 26-27 Road America, Elkhart Lake, Wis.

Aug 23-24 Grattan Raceway, Belding. Mich.

#### WESTERN CONFERENCE

Jan 17-19 Auto Club Speedway, Fontana, Calif.

Feb 22-23 Inde Motorsports Ranch, Wilcox, Az,

Apr 12-13 Thunderhill Raceway Park, Willows, Calif.

Apr 26-27 Buttonwillow Raceway Park, Buttonwillow, Calif.

May 24-25 Pacific Raceway, Kent, Wash.

Jul 4-6 Portland Int'l Raceway. Portland, Ore.

#### All dates/events subject to change

\* = Double Event R = Regional #=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

#### SCCA NATIONAL **CHAMPIONSHIP RUNOFFS**

Oct. 6-12, 2014 Mazda Raceway Laguna Seca, Monterey, Calif.

#### REGIONAL/DIVISIONAL

NORTHEAST nediv.com

#### SOUTHEAST sedivracing.org

Feb 8-9 D Sebring/Central florida Mar 1-2 D# VIR/North Carolina Mar 29-30 D\*# Palm Beach Int'I/ Florida

Mar 29-30 D\*# Carolina Motorsport Park/South Carolina

Apr 26-27 D\* Roebling Road/ Buccaneer

May 3-4 RD\*# Daytona Int'I Speedway/Central Florida

May 10-11 D\* VIR/North Carolina

May 17-18 D\*# PBIR/Florida May 17-18 D Road Atlanta/Atlanta

May 24-25 D\*# Carolina Motorsports Park/Central Carolinas

May 31-Jun 1 D Sebring/Central

Jun 21-22 D\*# Homestead/Florida Jun 28-29 D\*# Roebling Road/

Buccaneer Jul 12-13 D\*# Road Atlanta/Atlanta

Jul 19-20 # Sebring/Central Florida Aug 9-10 D\* Daytona/Central Florida Aug 16-17 D\*# Charlotte Motor

Speedway/Central Carolinas Aug 30-31 D\* Barber Motorsports

Park/Alabama, Tennessee Aug 30-31 D# Sebring/Central Florida Sep 13-14 D\*# Homestead/Florida

Sep 27-28 D# Daytona/Central

Sep 27-28 D# Roebling Road/ Buccaneer



Chairman JOHN WALSH Vice Chairm an DICK PATULLO Secretary TODD BUTLER Treasurer MICHAEL LEWIS

#### NATIONAL STAFF

Interim President & CEO LISA NOBLE
VP Member Services COLAN ARNOLD
VP Program Development HOWARD DUNCAN VP Finance RICHARD EHRET VP Club Racing TERRY OZMENT
VP Marketing/Communications ERIC PRILL

### PRO RACING STAFF President TOM CAMPBELL

SCCA ENTERPRISES STAFF

President ERIK SKIRMANTS

#### NATIONAL OFFICE

Sports Car Club of America, Inc. P.O. Box 19400, Topeka, KS 66619-0400

#### NATIONAL OFFICE INFO, HOURS

Mon-Fri, 8 a.m. to 5 p.m. Central time

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

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

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

SCCA Enterprises (303) 693-2111

#### COMMUNICATION ACCESS

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

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Area 11: Michael Lewis 18781 Heritage Drive, Poway, CA 92064 (760) 291-1261; mlewis@scca.com

#### Area 12: **Philip Creighton** 3109 Trotter Parkway, Alpharetta, GA 3000A

(678) 366-2100; pcreighton@scca.com Area 13: Todd Butler P.O. Box 607, Yamhill, OR 97148 (503) 754-0988; tbutler@scca.com



Oct 18-19 D#\* VIR/North Carolina
Oct 18-19 D Sebring/Central Florida
Oct 24-25 # VIR/North Carolina
Oct 30-Nov 2 D# Road Atlanta/
Atlanta

Nov 1-2 D# PBIR/Florida Nov 29-30 D Sebring/Central Florida

Alabama, Tenn (256) 426-0672 Atlanta (770) 472-0460 Buccaneer (704) 575-5960 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

2014 schedule to be announced

CENTRAL cendiv-scca.org

2014 schedule to be announced

MIDWEST midiv.org

2014 schedule to be announced

SOUTHWEST sowdivscca.org
2014 schedule to be announced

ROCKY MOUNTAIN coloradoscca.org

2014 schedule to be announced

NORTHERN PACIFIC norpacscca.org

2014 schedule to be announced

SOUTHERN PACIFIC scca-sopac.org

2014 schedule to be announced

#### **DRIVERS SCHOOLS**

SOUTHEAST sedivracing.org

Feb 21-22 # Roebling Road/ Buccaneer

buccarieer

**Apr 12-13** Dayton Int'l Speedway/ Central Florida

**Jul 19-20** Sebring/Central Florida **Buccaneer** (704) 575-5960 **Central Florida** (407) 568-6902

# SCCA ACCREDITED SCHOOLS REGIONAL AND NATIONAL

Bertil Roos Racing School

(800) 722-3669 racenow.com

Bob Bondurant School (800) 842-7223 bondurant.com

Bridgestone Racing Academy

(905) 983-1114 race2000.com

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

Pettiford's Go 4 It Racing Schools

(303) 666-4113 **go4itservices.com** 

Skip Barber Racing School (860) 435-1300 skipbarber.com

REGIONAL ONLY

Allen Berg Racing School

(888) 722-3220

all enberg racing schools.com

MSR Houston

(281) 369-0677 msrhouston.com

Porsche Sport Driving School

(888) 204-7474 porschedriving.com

Spring Mountain Advanced Driving School

(888) VET-4FUN

springmountainmotorsports.com

#### **DRIVERS SCHOOLS**

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

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

WEST: (719) 761-1372 faasst.com

Danny McKeever's Fast Lane Racing School

(888) 948-4888 raceschool.com

**Pro Drive Racing School** 

(503) 285-4449 prodrive\_net

ProFormance Racing School (253) 630-5130

proformanceracingschool.com

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

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

#### TIME TRIALS

SOUTHEAST sedivracing.org

Mar 31-23 PDX Road Atlanta/Atlanta Mar 22-23 HC Robbinsville, N.C./ Central Carolinas

Apr 12-13 PDX Daytona Int'l Speedway/Central Florida Apr 12-13 PDX/TT Talladega/

Alabama, Tennessee

May 17-18 TT/PDX Road Atlanta/
Atlanta

May 31-Jun 1 PDX Sebring/Central Florida

Jul 12-13 HC TBD/Central Carolinas Jul 12-13 PDX Road Atlanta/Atlanta Jul 19-20 PDX Sebring/Central Florida

Aug 15 PDX Charlotte Motor Speedway/Central Carolinas Aug 30-31 TT Barber/Alabama, Tennessee

**Aug 30-31 PDX** Sebring/Central Florida

Sep 13-14 HC Robbinsville, N.C./

Central Carolinas
Sept 27-28 TT/PDX Talladega/

Alabama, Tennessee

Oct 11-12 TT/PDX Atlanta Motorpsorts

Park/Atlanta

Oct 30-Nov 2 PDX Road Atlanta/

Atlanta
Nov 15-16 TT Roebling Road/

**Nov 15-16 TT** Roebling Road/ Buccaneer

Alabama, Tenn (205) 422-1417 Atlanta (770) 472-0460 Central Carolinas (828) 684-2696 Central Florida (407) 568-6902



#### **SOLO**

TIRE RACK SCCA ProSolo 2014 schedule to be announced

TIRE RACK SCCA

2014 schedule to be announced

TIRE RACK\* SCCA SOLO CHAMPIONSHIP TOUR

Sep 2-5, 2014 Lincoln

TIRE RACK\* SCCA SOLO

NATIONAL CHAMPIONSHIPS
Sep 2-5, 2014 Lincoln Airpark, Lincoln,

TIRE RACK® MATCH TOUR
2014 Dates to be Announced

#### **REGIONAL**

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

NORTHEAST nediv.com

#### 2014 schedule to be announced

SOUTHEAST sedivracing.org
Dec 1 Eastgate Towne Center/
Chattanooga

**Dec 14** Oak Mountain Amphitheater/ Alabama

**Alabama** (334-444-0699 **Chattanooga** (706) 506-5259

GREAT LAKES greatlakes-scca.org
2014 schedule to be announced

CENTRAL cendiv-scca.org

2014 schedule to be announced

MIDWEST midiv.org

2014 schedule to be announced

SOUTHWEST sowdivscca.org

Dec 7-8 NOLF Waldron Field/South
Texas Border

South Texas Brdr (361) 980-8000

ROCKY MOUNTAIN coloradoscca.org
2014 schedule to be announced

SOUTHERN PACIFIC scca-sopac.org

**Dec 15** Marana Regional Airport/ Arizona Border

Arizona Border random1@cox.net

#### **ROAD RALLY**

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

#### NATIONAL

**Dec 7 NT** Yucatan Winter Safari/ Land O' Lakes

#### **REGIONAL**

**Date** Rally Name/Region NORTHEAST nediv.com

2014 schedule to be announced

GREAT LAKES greatlakes-scca.org

2014 schedule to be announced MIDWEST midiv.org

2014 schedule to be announced

SOUTHWEST sowdivscca.org
Dec 7 Childrens Book Run/Texas
Texas (972) 235-4305

SOUTHERN PACIFIC scca-sopac.org

**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**

Greenwood, Neb.

NATIONAL CHAMPIONSHIP Oct 3-5, 2014 I-80 Raceway,















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# ROOTS A JOURNEY INTO SPORTSCAR'S BACK PAGES



#### 10 YEARS AGO.

#### **JANUARY 2004**

- A feature covered Randy Pobst's 2003 World Challenge season, where he claimed his first GT title.
- SCCA Pro Racing and Slipstream Global Marketing announced they had joined forces to create Formula D, the first professional North American drifting championship.



#### 20 YEARS AGO ...

#### **JANUARY 1994**

• An update to Mid-Ohio Sports Car Course, the home for the SCCA National Championship Runoffs at the time, was announced. Among other things, the plan included updating the paddock, paving paddock roads, and improved transporter parking.



#### 30 YEARS AGO...

#### JANUARY 1984

• In a rather strange giveaway, SCCA partnered with Sony AutoSound to give competitors who broke a qualifying record at the 1983 Runoffs a \$500 car stereo, with the person breaking the record by the most winning a \$1,000 system. One of the 11 winners was Paul Newman.



#### 40 YFARS AGO.

#### **JANUARY 1974**

- Coverage of the first Solo National Championships appeared.
- Arguably one of the most sexist photos to ever run on the pages of SportsCar appeared on pg. 29. We didn't have the guts to reprint the image, so you'll have to take our word for it.



#### 50 YEARS AGO...

#### **JANUARY 1964**

 A hot topic was that of flameproofing racing suits. According to the article, at the time there were no fewer than eight flame retardent treatments for fabrics, one of which was water soluble and could be applied to suits via drug store chemicals.



#### SOMETHING DIFFERENT

Remember that year Peter Cunningham competed in World Challenge in a Nissan Sentra? That was 10 years ago. That year, he finished fourth in the overall points championship. He returned to his Honda/Acura roots the following year.



#### A BIG DEAL

An article covered the newly released Sports Renault, which is now Spec Racer Ford. The car boasted a \$10,000 sticker price and included everything except for the battery and stickers.



# MR. ROAD AMERICA

A feature covered the life of Clif Tufte, the creator of the famed Road America racing circuit in Elkhart Lake, Wis. Photos covered his life from when he was 6 years old, though his later years. Here, Tufte was shown with his wife at the 1970 SCCA National Convention, where he received the Woolf Barnato trophy. From the looks of it, they used the trophy to drink champagne.



ONE GOAL. ONE VISION.





**KW VARIANT 1** 2-way adjustable



**KW VARIANT 3** 2-way adjustable



**CLUB SPORT** 2-way adjustable includes racing top mounts



**CLUB SPORT** 3-way adjustable includes racing top mounts



**KW COMPETITION** 3-way adjustable