

# SoPac News

## Scooter Patrick A Journey 'Back in Time'

Scooter Patrick celebrates victory after winning Can-Am at Road America

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# SoPac NEWS

SoPac News welcomes e-mails to the editor. To submit your e-mail to the editor send to [sopaonline@yahoo.com](mailto:sopaonline@yahoo.com).

**SoPac News is the official publication representing SCCA's Southern Pacific Division since 2001**

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SoPac News welcomes editorial and photo contributions. Monthly deadline is the 15th of each month.

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### AZ Region Discussion Board Alert

My name is Alberto Francioni, I am a Swiss national and love to race classic cars. I actively race American V8's in different forms

- Iso A3C 1965 0222 (the Le Mans class winner also driven by Chris Amon)

- Lola T70 Mark III / the Chuck Parsons - Simoniz car from 1968 / I was at Rolex Monterey last year with it

- A copy of the Greder Corvette C3 Le Mans 1974 car

The reason for being in your forum is as follows: I have just acquired the independent competition AC Cobra CSX 2577 of John and Paul Nygaard and would like to restore it back to it's former A production glory.

John and Paul have been obviously very active members of your club from 1965 - 1968. CSX 2577 had a serious accident in 1968 (front damaged as Lynn Park found out when we found the original blue below today's green / in contrast to "wrecked" as it says in the registry). I am preparing the car for the 50 year anniversary race of Cobras at RMMR at Laguna Seca.

The car did the following during it's four years racing life and as you can see, most of it SCCA Arizona events:

1965 Tucson - 20th March / John Nygaard / won  
Tucson - 21st March / Paul Nygaard / 3rd

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further races that year  
Phoenix - won, Tucson again, Roswell - won and Las Vegas Hillclimbs: Bisbee, Clifton and South Mountain (Phoenix)  
1966 Tucson, Roswell and Phoenix  
1967 Tucson, Roswell - won - driver Kent Bagnell, San Diego and Phoenix  
1968 Tucson, Las Vegas and San Diego

I am looking for pictures of CSX 2577 during it's SCCA Arizona racing history, to be able to restore the car as original as possible.

Any help would be appreciated, since there is absolutely nothing to be found in the internet.

My email is: [afrancioni@bluebayinvest.com](mailto:afrancioni@bluebayinvest.com)  
my cell is +44 7767 882 685 (UK mobile)

Happy racing,  
*Alberto*

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# Legendary Scooter Patrick a Journey 'Back in Time'

By Ernie Nagamatsu

The novel, 'You Can't Go Home Again', by Thomas Wolfe, was published posthumously in 1940, which was extrapolated from the contents of his large unpublished manuscript 'The October Fair'. Sometimes you can "go back home again" in life. The former professional and legendary race car driver Scooter Patrick has returned to racing once again.

Scooter became involved in Motorsports as he had an independent Porsche shop in Redondo Beach, Calif., and began racing with Road Race Training Association in 1956. He soon joined SCCA and Cal Club in 1957. Soon after he was racing a Porsche Speedster in SCCA races. Scooter was soon well known for his Porsche 4-cam expertise. An opportunity came that a Porsche 550 was damaged and Scooter with help changed out the original chassis to a tube frame using the finely tuned 4-cam to



**Scooter Patrick in the cockpit of Old Yeller II flanked by co-driver, Ernie Nagamatsu on raceday at Donington Park, England, before the Stirling Moss Trophy Race.**



**Sir Stirling (center) with Ernie Nagamatsu (left) and Scooter Patrick.**

qualify in the 'Under 2 Liter' Modified class from 1958 through 1962.

The modified special was called the "PAM Special" and he proceeded to win two Pacific Coast Championships with it. In one race, the legendary Ken Miles raced a brand new Porsche factory car and Scooter won the race with the PAM Special. When Ken Miles, who was racing for Otto Zipper Racing at the time, was going to move on to Carroll Shelby's racing team. Otto Zipper asked Ken Miles who should take his place racing for Otto? Ken Miles advised Otto that Scooter Patrick was the best qualified and a long and successful racing partnership began.

Scooter raced for Otto Zipper from 1963 to 1972, racing in



**Lifting cup in victory salute, Scooter Patrick, of Lomita, Calif., won the 112 mile Road America Can-Am race at Elkhart Lake, Wis. Patrick, driving a McLaren, won the feature race over John Cordts, Pert Sydney and John Gunn (lower left) who was third in a Lola-Chevy.**

hundreds of SCCA races and always with the most recent Porsche race cars from Germany. Otto Zipper had owned the Precision Motor Cars Dealership in Beverly Hills and had the keen philosophy of... "win on Sunday, sell on Monday," which was significant as Scooter had a brilliant string of incredible podium finishes winning most of the time.

Scooter Patrick raced the Porsche 904 in over 100 races, including professional and amateur events, and was first overall or first in class 90-percent of the time.

He won the SCCA National Championship in 1966 and 1967. In 1966 he was the "Under 2 Liter" USRC Champion in a Porsche 906E.

He continued winning SCCA

Championships in 1967 with an Alfa Typo 33 - 2 liter. Then in 1968 he took a Porsche 910 "Hill Climb Roadster" and won the Cal Club SCCA Championship.

Winning ways and podium finishes were common for Scooter as he raced at Sebring with a Porsche 907 and driver Gerhard Mitter, then drove for the Porsche Factory in 1968 at Watkins Glen.

One highlight was to race for the Factory in a rare 908 "Long Tail" Porsche at Le Mans. He also had the opportunity to race the rare Alfa Romeo Typo 33 - 4 liter in several Can Am races.

Ken Miles was a special friend and mentor to Scooter. The passing of Miles testing a Prototype GT-40 at Riverside was difficult for Scooter.



**A focused Scooter Patrick thinking of one thing on this day in the 60s, winning.**

There was a special Ken Miles Memorial race and the first race was held at the Laguna Seca Raceway in Monterey. Scooter won the race in the Otto Zipper 906E and that was significant and very special for him.

Toyota had developed and designed the 2000 GT and in 1968 contracted with Carroll Shelby to roll out and promote the new car via SCCA racing. Carroll selected Scooter Patrick and Davy Jordan as drivers. Scooter and Davy raced at every SCCA race they possibly could. Scooter made the SCCA finals in "C production" and finished fourth at the National Runoffs. At the same time, Scooter won the B Sports Racing Championship.

In 1969, Scooter drove a Surtees TS8 Continental for James Garner (AIR- American International Racing).

Racing diversity was one of Scooter's fine points as he once teamed with James Garner in late 1967 to race in the Baja 1000 in a "Bill Stroppe" Ford Bronco finishing fourth in class. He drove a Corvette in the Daytona 24 Hour race. He also drove a Lola T 70 at Daytona and Sebring. Scooter, in 1973 and 1974, drove a McLaren M8F in US Road Racing events finishing eighth in points. It was such a fitting finish for the personable and

legendary driver to win the last "official" Can-Am race at Elkhart Lake Road America in a McLaren M-20 in 1974.

I began racing DB1's in Formula Ford with SCCA many years ago. I now compete in a variety of historic races internationally. Currently, I race my 1959 Old Yeller II Buick Special, my 1964 Shelby Cobra and a legendary SCCA 1958 Kilpatrick #7 Speedster. When I left SCCA Formula Ford racing in 1984 I always maintained my club membership. I find value in a SCCA membership, this is a very important organization to belong to.

The Old Yeller II, Shelby Cobra CSX2203, and the Kilpatrick 1958 Porsche Speedster have been raced at the Tasman Revival Meeting Races in Australia and also at the New Zealand Festival of Motor Racing at Hampton Downs and Pukekohe Raceway's.

The Shelby Cobra and Old Yeller II have also raced at the Goodwood Revival Meeting races in England. Old Yeller II has been invited nine times to that prestigious event.

The Old Yeller II and the Kilpatrick Speedster were co-winners of the first Bruce McLaren Perpetual Trophy in New Zealand. The Kilpatrick Speedster has logged in 55,000 officially documented



Ernie Nagamatsu behind the wheel of his 1964 Shelby Cobra CSX2203.



Ernie Nagamatsu and his Cobra crew at Hampton Downs.



Seat time for Scooter Patrick in Old Yeller II.



**Scooter (far left), next to Ernie, Elaine and crew. The 1958 Porsche Kilpatrick Speedster won Best Of Show at the Fabulous 50s Race Car Concours.**



**Brigadier General James Kilpatrick behind the wheel of his #7 1958 Porsche Speedster that raced 33 continuous years.**



SCCA race miles in a span of 33 straight years of racing by Brig. General James Kilpatrick (including two SCCA "Runoffs" at Road Atlanta).

I worked on encouraging Scooter Patrick to return to racing for a special event coming up for two of my cars.

Scooter agreed to go testing with me at Willow Springs in the '58 Porsche Kilpatrick Speedster. He proceeded to get his HMSA Vintage license then drove the Kilpatrick Speedster at a recent Coronado Speed Festival where he won the class award.

Recently, an announcement was made that the 2012 Goodwood Revival Meeting in England was going to showcase the 50th Anniversary of the Shelby Cobra. They were going to invite 30 select Shelby Cobras for a special Shelby Cup Race. The Shelby Cup Race is to be a two driver, 50 minute race, by Goodwood invitation only.

I again invited Scooter to test at Willow Springs but this time with the 1964 CSX 2203 Shelby Cobra. Scooter then applied for a SCCA-ACCUS-FIA International racing license and I offered Lord Charles March the team of Scooter and myself for the Shelby Cup Race in Chichester England.

The 1959 Old Yeller II Buick Special, the legendary ex SCCA race car built by Max Balchowsky that raced from 1959 to 1974 (raced by Dan Gurney, Carroll Shelby, Bob Bondurant, Bill Krause, Bobby Drake, Paul O'Shea and Max Balchowsky) was in England following the September 2011 Goodwood Revival meeting races having suspension work done at a race shop there.

Since the car was already in England, I applied for the Sir Stirling Moss Trophy Invitational Race at the very historic Donington Park. The race was to be a two driver, one hour long event, so I invited Scooter to race with me.

We raced Old Yeller II in the May 5-6, 2012 Stirling Moss Trophy Race and won a trophy presented by the Sir Stirling.



Scooter and Stirling had a wonderful reunion. Scooter had helped Stirling long ago when he brought over the new Lotus from England to race in California many years ago.

At Donington Park (known as the heart and soul of British Motorsport), England, race fans brought photographs of Scooter to get signed. One author brought a book he wrote on the Alfa CanAm car that featured him in the book, and one fan said he saw Scooter race in the CanAm races in Canada. Scooter was interviewed by the Track Announcer as well.

It was a journey back in time for Scooter and he stated following that great event, "it was the best experience ever."

The invitation then came from Lord Charles March and the Goodwood Racing Company for Scooter and myself to co-drive the 1964 Shelby Cobra CSX 2203 (the Shelby Cobra raced at Goodwood in the Tourist Trophy race with Lyn St. James as a co driver in 2001) at the Goodwood Revival Meeting Races Invitational Shelby Cup this coming September, 2012.

Scooter still has a pilot license and to this day is very focused and accomplished 80-year-old SCCA race car driver.

Yes, Scooter has returned "home again", reclaiming his SCCA license for competition - first issued to him in 1957 and now again in 2012 - a period gap of 55 years!



**Scooter Patrick (center) hanging out with Bob and Pat Bondurant.**



**Never too busy for autographs, Scooter Patrick signs them for old and new fans alike.**

## Butch Kummer named Director of Club Racing

TOPEKA, Kan. (July 6, 2012) The Sports Car Club of America today announced an addition to its full time staff, naming Butch Kummer to the newly created Director of Club Racing.

Kummer's role with the organization will focus on the National Office-operated programs, specifically the 2013 rollout of the Majors program. Kummer will work closely with the regions to put together those events and will oversee and guide the Club Racing Technical Department.

A 30-year member of SCCA, Kummer has worked with the SouthEast Division and Atlanta Region in a variety of leadership capacities, and has helped to restore the American Road Race of Champions to one of the premier events on the schedule. Kummer is also a long time racer, with wins behind the wheel of both SCCA Club Racing and Solo cars.

In his position, Kummer will report to Terry Ozment, the Vice President of Club Racing. "When we posted this position, we wanted someone familiar with the Club and the challenges the Regions face," said Ozment. "Butch's experience in all facets of SCCA activities fit that bill, and we're glad to have him on board."

Initially, Kummer will split time working from both the National office in Topeka and his Woodstock, Ga., home.

Once this job came open, I knew it was something I wanted to do," Kummer said. "I've been passionate about racing my entire life, and as a long-time member of the SCCA I want to do my part to help keep the Club moving in such a positive direction. There's a lot to learn, but we've got some great people working on this Majors concept and I'm looking forward to helping build the program."

## Larry Mason conquered Texas



**Larry Mason celebrates with crew in Texas after finishing on the FM podium**

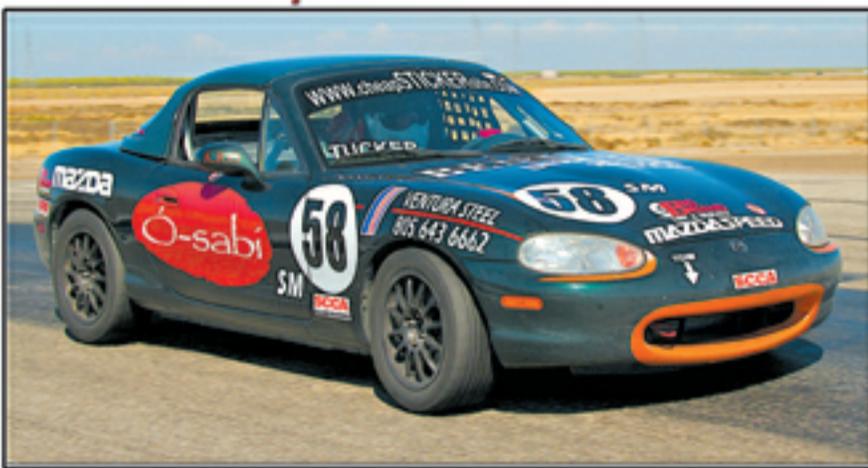
The last time Larry Mason raced in Texas he woke up on his back in a hospital bed. It was the first time he'd raced in Texas competing in the Sisapa Pro Series for Sports 2000 cars at the 1990 Dallas Grand Prix.

Mason suffered suspension failure during final qualifying that put him head on into a concrete barrier at 100mph. He ended up having to be extricated out of the car and hauled off in an ambulance to Baylor University Medical Center where he underwent an eight hour surgery to repair two broken legs, two broken ankles and needed repair to his tendons and ligaments.

"When I woke up out of surgery I had two SCCA corner worker ladies whom I had met during the race weekend holding each one of my hands and praying for me," said Mason. "I returned to the Grand Prix a year later to thank the medical staff and corner workers who helped me. It was at that time that I found out that my little 1280 pound car had not only moved the 8100 pound concrete barrier a foot and a half, but that it had also opened up a crack nearly two inches wide in the back of it.

"This past weekend was my first time back to Texas to go racing and although I narrowly missed a podium on Saturday, I did walk away with a third place trophy on Sunday. Of course being a race car driver, it's not the win I wanted, but believe me, I'm grateful to have returned home with a trophy instead of a wheelchair."

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# Final 2012 SoPac Regionals at Inde Motorsports Ranch

## Australian Pursuit exhibition Saturday Afternoon

PHOENIX, Ariz. (July 2, 2012) Good news for SoPac racers who need to get their final racing fix for 2012. Inde Motorsports Ranch is hosting Arizona Region's Triple Regional featuring a Australian Pursuit event October 13-14, 2012. Inde Motorsports Ranch (IMR) is located just one hour east of Tucson in Willcox, Ariz.

IMR opened on December 12, 2009 and recently received certification by the SCCA to showcase National road race events. The first SCCA National is scheduled at IMR in March, 2013.

IMR is a private motorsports club that sits on 1,700 sprawling acres surrounded by gorgeous mountain views but with the focal point of the facility on the highly technical 21 turn, 2.75 mile road course, that offers 30 different configurations as well as the option of splitting in half allowing two separate race circuits to compete simultaneously.

Designers have incorporat-



ed over 200' of elevation changes with a great combination of uphill and downhill corners and straights, blind apexes, hairpins, sweepers, negative and positive camber turns and a 2,200' main straight. The IMR track also sports a state-of-the-art wireless LED corner lighting system, ample run-off areas, curbing, gravel traps and is rated as one of the safest tracks in the country.

Scheduled in October at IMR is a Triple Regional supported with an inaugural Australian Pursuit race. A pur-

suit race has been a frequently talked about idea throughout SoPac but finally Arizona stepped up to make it happen.

Friday will be a IMR test day. Saturday will feature the first Regional with the Australian Pursuit that afternoon. The Australian Pursuit is designed to be more of a fun event and somewhat of a demonstration for this trial run.

The Australian Pursuit concept is as follows: each car will have a "best lap" time after an organized practice/qualifying session. The race will be a

specified number of laps, yet to be determined. Each entry will be handicapped according to their time. Cars will be lined up from the slowest to the fastest. The slowest car would be given a green flag from the starter. If the slowest car was 2 seconds slower than the next entry and say we're running 10 laps, the starter would hold the second car for 20 seconds. This would hap-



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IMR is on the fastrack to positioning itself as a player on the SCCA SoPac track list. With Phoenix on the chopping block thanks to NASCAR and Firebird International Raceway still with an undecided future, IMR is here for the long haul. Come out to IMR to get your final SCCA SoPac racing fix for 2012.



pen throughout the field until all cars were on the track. In a perfect world, all entries would finish at the same time which could make for a spectacular checkered flag.

The fun and festivities continue into Saturday night. Arizona Board member, Paul Seiferth, seeks sponsors for a cookout he's organizing where all event participants are invited. Once dinner is complete and a few adult beverages are consumed bench racing takes over. Stories too big to believe and jokes too funny to remember will be memories of the past as the big show rolls out. Arizona Region movie night under the stars featuring "Senna" will begin. Bring your lounge chair and popcorn, get comfortable and enjoy the show.

Sunday morning racers will wake up to a busy day of racing. Day two will feature a tentative schedule of qualifying session for each Regional race. "It will be a full day of racing and a ton of track time for your racing buck," said Seiferth who's taken an active role in organizing this event. "The fun meter will be pegged for all. We encourage all SoPac racers to accept our invitation and come out and play with us at Inde. Especially National drivers who will be here for next year's National. This is the perfect

chance for them to get some serious seat time at Inde. This Triple Regional and Australian Pursuit event are going to be unique and fun events. We're looking to have a good time and expect a great turnout. October weather at Inde is good so conditions couldn't be any better."

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————— *Monty Holt* —————

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# Runoffs returns to SpeedcastTV

TOPEKA, Kan. (July 27, 2012) For the fourth-straight year, the best amateur racers will fight for the title of "National Champion" at Road America during the 49th Annual SCCA National Championship Runoffs®. And, for the fourth-straight year, every lap of every race can be watched live, worldwide, on the internet through SpeedcastTV.com.

All 24 races, run Thursday, Sept. 20 through Sunday, Sept. 23, can be viewed in their entirety on any device with an internet connection, including support for iOS devices like the iPad and iPhone and all Android devices. As was the case in 2011, the broadcasts will have an HD option, courtesy of Volkswagen.

The team of broadcasters calling the action combines for decades of Runoffs experience, dating back to the mid 1990s when the event was first broadcast on Speedvision. Anchoring the two teams in the booth will again be Greg Creamer and Jim Tretow. Dorsey Schroeder returns as a color commentator all four days and the team welcomes former SCCA National Champion, cur-

rent Pirelli World Challenge driver and SportsCar Magazine columnist Randy Pobst to the team for the weekend races. As has been the case for every broadcast of the SCCA National Championship Runoffs since the mid 1990s, John Bisignano will handle the Winner's Circle interviews.

"We've had outstanding broadcast teams in years past and this year's team will be among the best ever," SCCA VP of Marketing & Communications Eric Prill said. "We're proud to have Dorsey, Greg, Jim and Biz return in 2012 and welcome Randy to the program. Along with the experienced Speedcast Productions team, we expect this year's broadcast to be the best ever, and with the recent upgrades to include viewing on Apple iOS devices, the reach will be greater than ever."

The Runoffs schedule this year expands the number of race days from the traditional three to four. Creamer and Schroeder will work together for the five races each day on Thursday and Friday, with Creamer and Pobst sharing the booth and Tretow and

Schroeder teamed up to split the 14 races run on the weekend.

More information on the SCCA National Championship Runoffs, September 18-23 at Road America, is available at [www.scca.com/Runoffs](http://www.scca.com/Runoffs).

## Pacific F2000 Schedule change

Pacific F2000/Formula F Super Series recently announced a schedule revision.

The July 13-15 race that was to be at Portland International Raceway has been replaced with an event at Buttonwillow Raceway Park, September 8-9, joining VARA for their Oktoberfest weekend.

The Formula F Super Series will also be on the schedule at Buttonwillow.

The remainder of the schedule is intact as rounds eleven and twelve will be held at Las Vegas Motor Speedway, October 5-7, again with VARA for the Jeff Saltman Memorial race weekend.

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# Contingency programs announced for 40th Solo Nationals Open

TOPEKA, Kan. (August 1, 2012) – The 40th Tire Rack SCCA Solo National Championships is expected to be one of the biggest in history, with competitors coming from across the country to the Lincoln (Neb.) Airpark, September 4-7. The contingency programs being offered to those competitors follow suit and are also among the largest in the 40-year history of the event.

A total of 18 companies are awarding prizes during the 2012 Solo National Championship event.

The automobile manufacturers are amongst the top supporters of the Solo National Championships, beginning with the official Pace Vehicle of SCCA, Volkswagen of America. VW is paying \$1,000 for a National Champion driving a Volkswagen product in the subscribed classes, with \$500 and \$250 going to second and third-place finishers, respectively. MINI USA mirrors that program with identical payouts, while Toyota/TRD matches the two program's payout to the winners. Mazda (\$800/\$400/\$200) and Honda Performance Development (\$500/\$300/\$100) each pay out prizes for finishing in the top three.

Once a competitor has selected the car to drive, tires are equally as important. BFGoodrich Tires, the official street tire of the SCCA, is giving every eligible National Champ four free tires, with a pair of tires going to a runner-up finish. Hoosier offers an equal contingency program for those on the tire, while Kumho Tire's program extends to a single tire for third place. Those in the Street Tire category can double their offer from Kumho, with eight for a win. Goodyear Tire competitors can score four tires from that company with a National Championship, and a pair for a runner-up.

Hankook Tire and Toyo Tires both offer cash for top finishes in Lincoln. Hankook's program (\$1,000 - \$750 - \$500) rewards top three finishers, while Toyo pays the same amount but includes a \$1,000 bonus for Solo Triad Award winners.

Mobil 1 and Black Magic, also official sponsors of SCCA, have contingency programs in place for the Solo National Championships. Mobil 1 is rewarding eligible top placers with \$100 cash and a \$50 gift certificate for a win, and a \$50 gift certificate for a runner-up. Black Magic is once again offering a judged Black Magic Shine award for drivers in the six categories. Judges will be on the lookout for the best looking, cleanest cars displaying the appropriate stickers, with \$400 going to the winner in each category, \$250 to second place, and \$100 for third.

AST Suspension offers a \$750 product credit to qualifying cars who win, with \$250 for a runner-up and \$100 credit for fifth-place finishers. Moton Suspension-USA is offering one set of Moton Shocks to a randomly selected Solo Triad award winner, while Solo Performance Specialties is paying \$75 in product certificate for a winner that uses SPS/Solotime number graphics on their car, with \$50

and \$25 in credit for finishing on the podium.

Race Technology USA is supporting competitors with their video and data acquisition packages. Race Technology USA offers significant discounts on the select systems and accessories for top three finishers in all classes not currently using their system, and product certificates redeemable toward parts and upgrades for podium finishers already campaigning with a Race Technology system.

Grassroots Motorsports Magazine continues to offer a \$100 prize to current subscribers who win and compete with the magazine's decals on the car.

Early registration, and the entry fee price break associated with it, ends on Friday, August 10, 2012 at 8 a.m. CST. Event registration is available through MotorsportReg.com.

Drivers must register for contingency programs prior to competing. Program descriptions should be read carefully to ensure all requirements are met. Failure to meet any listed requirements will result in forfeiting of awards.

The Tire Rack SCCA Solo National Championships takes place in Lincoln, Neb., September 4-7.

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# Ode to SCCA

\*Tribute to 'Senior' SCCA members

Return with us now, to the thrilling days of yesteryear...  
there was a special time way back when...

it was ... "Gentlemen start your engines" and hearing "Back home again in Indiana"...  
and the Monogram models we made were magical and would come alive in our hands...  
it was when Spaghetti-Os and Chef Boyardee Spaghetti with meatballs was Italian heaven...  
and of course Wonder Bread could be wadded up for a quick arsenal...  
and we could only "flip the bird" at our buddies... and God forbid if our mothers saw us do that.

Grand meals would have green beans and Cream of Mushroom soup with a can of crispy French fried onions  
and the appetizer was sour cream and Lipton's Dry Onion Soup Mix dip... and of course the multi layered JellO dessert.

It was a time when I thought "Blue Nun" was a nun from Alaska and "Cold Duck" was left over Chinese food.  
The Road and Track magazines in my room had dad's Playboy magazine sandwiched between in the middle of the stack.

Then I grew out of "pedestrian" food and I became a cool wine aficionado drinking  
Chianti wine with the wonderful straw around the bottle...  
and saving it for candle holders (always had many empty bottles around with used candles ...  
as it was cool being the ultimate party giver).

Then came borrowing your dad's Car Coat with big toggles from MG Mitten and his Italian driving gloves,  
but with the family car with the automatic...  
the buttery leather black gloves were not used much...

but hey I was cool with the chicks and was like the cool dude in the  
classic movie "A man and a Woman" (but I would say "Un Homme et une femme" to the chicks).

Then came the feeling that one day you could own the real Monogram model car I built, which  
was an E Jag and that Jag which I have today had numbers on the side and then came the  
many hours spent looking through Hemmings magazines looking and looking...  
and later carrying around your "SLR" like Cahier, Klementaski, Young and Jenks.

Then along came the mail order Italian driving shoes, but again with the automatic  
(but still practiced "heel- toe") they were not used much...

and cool bumpy sole bottoms but made you much shorter than you wanted to be... being cool.

It was exciting in having your uncle buy the Ascot from UK on a business trip...  
and not knowing how to use it...

but the paisley pattern was so "dashing"... like Graham Hill.

One day came having your neighbor taking you to a SCCA car race...  
and it was like Proust and madeleines once again as the sounds recalled the sounds you would make  
as a child playing with your toy cars while eating Chef Boyardee's meatballs.

Then soon after it was constant reading Hemmings and an old SSCA magazines to see if you could fit in somewhere...  
and it could maybe be an E production car, but the FF class was being where real racers hung out...  
or so it seemed...

The songs like "Hey Little Cobra" your dad loved and cartoons of Speed Racer harked of yesteryear...  
and it filled your head once again.

Soon it was a well raced SCCA MG race car with the trailer thrown in  
and 3 gallons of racing gas and a "mystery bag" of parts...  
and now to buy a hitch...

and sadly finding out that a "race ready race car" was a huge sales ploy...  
and my mother still saying with a shrill...  
"are you crazy!"

SCCA Drivers School meetings were like meeting the Principal on the first day of school...  
and the SCCA rule book with stern warnings (heaven forbid a flag pointed directly at you while on the track)...  
"apexes", flags, pit lane, and turn in points now filled your head...

Pulling on the new black helmet like Dan Gurney wore and feeling like Racer X...  
as the big X was on the car as well...

The announcement over the PA...

"All new drivers to the grid" made me pee in my nomex underwear (at least I won't catch on fire)...  
then finally on to the real race track staying with traffic in a different way...

you were so cool ...

and on your game...

with a fearless and brave ...

"bring it on" game face...

and without warning at one corner...

came the dreaded SCCA worker's "Meatball" flag...

and my head was filled with cans of Chef Boyardee meatballs once again from yesteryear.

*E. T. Nagamatsu*

# Elliot Skeer focused on 2012 Playboy Mazda MX-5 Cup Crown

By Ian Collins

SoPac racer Elliott Skeer hangs tough on the Playboy Mazda MX5 Cup championship chase in fifth place after the first six races. Skeer led the points tally through the first four events with one win, two seconds and a sixth. The four races since haven't gone as well where he tallied a third, a pair of sixth place finishes and a disappointing result of 18th at Mid-Ohio after overcoming mechanical problems.

"Mid-Ohio was going great from first practice until lap 10 of the race," commented Elliott Skeer. "I had a failure with the brake assist going into T7. I had to try and manually press the pads into the rotors. With no chance to slow the car down I just had to sail into China beach. I was pulled out about a lap and a half later and drove back to the pits, the team found the problem and fixed it. I was able to go back out and run the fastest laps of the race just as a closure for me. I did feel better knowing that it didn't end my race and I was still able to make a statement. If you can't



**17-year-old Cal Club racer Elliott Skeer sits fifth in Playboy MX-5 Cup point standings with a chance to win it all later this year with just four races to go.**

win, be spectacular!

"I know that I can get into the top three with the four races left. I will need some help from the first two [in points to win the championship]. A good bit of contact between them would be ideal. I do have my teammate leading right now, so if

worst comes to worst and I'm mathematically out, it becomes a goal for a 1-2.

The next race at Virginia International Raceway is scheduled for Sept. 14-15. Playboy MX-5 Cup then heads off to Skeer's hometown of San Diego, Calif., for the Coronado Festival of Speed.

"This will be the first time a professional race will come to San Diego in a long time," continued Skeer. "Mazda is promoting it heavily. This will be my first hometown race where I hope to win and I can also sleep in my own bed at night."

After Coronado, the series heads back east to Road America, Oct. 17-19, for the final two races.

To earn his 2012 Playboy Mazda MX-5 Cup ride, Skeer won the Mazda MX-5 Cup Shootout in 2011 earning his place on the MAZDASPEED Motorsports Development Driver ladder program. The MAZDASPEED ladder assists in the development of young



**By winning the Mazda MX-5 Shootout in 2011 guaranteed Elliott Skeer with a seat on a top rate team this year in the Playboy MX-5 Cup. His choice was CJ Wilson Racing.**

drivers to successfully transition to pro racing. This elite ladder system has been beneficial to up-and-coming racers like Raphael Matos, John Edwards, Conor Daly, Joel Miller, Connor De Phillippi, Dane Cameron, Jason Saini, Todd Lamb, Eric Foss, Michael Cooper, Trent Hindman, Danilo Estrella, Adam Christodoulou, Sage Karam, Spencer Pigot, Felix Serralles, Tristan Vautier, Petri Suvanto, and Scott Anderson.

By winning the Mazda MX-5 Cup Shootout last year Skeer collected a hefty \$75,000, the most lucrative award in all of club racing.

Skeer, a 17-year-old Junior at High Tech High is from San Marcos, Calif., and a member of Cal Club making the switch from San Diego Region during the winter. He's just as focused off track determined to secure a college degree in Mechanical Engineering.

Skeer's stats to date are remarkable considering he started racing cars last year. In 2011 he collected five wins and 14 podium finishes in 18 races prior to winning the Teen Mazda Challenge where he



**Elliott Skeer is on the fast track to pro racing after earning a factory ride with Mazda this year in the Playboy MX-5 Cup.**

earned the coveted invitation to the Mazda MX5 Cup Shootout.

His battle at the Mazda MX5 Cup Shootout at Buttonwillow late last year with two other invitees was an intense experience for the entire Skeer family. The outcome was exactly what the Skeer's expected but

still seemed like a Cinderella story to say the least. Fresh out of his rookie season, Skeer is now a factory pro driver for MAZDASPEED and a member of CJ Wilson Racing in the Playboy Mazda MX5 Cup zeroing in on his first professional road racing championship.



# SoPac Division Contacts

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23864 Sycamore Dr  
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949 768 2609  
mcs@shults.com

# SoPac Tracks

**ACS - Autoclub Speedway**  
(909) 429-5000  
**BRP - Buttonwillow  
Raceway Park**  
(661) 764-5333  
**FIR - Firebird Int'l Raceway**  
(602) 268-0200  
**HRP - Hawaii Raceway Park**  
(808) 841-6288  
**IMR - Inde Motorsports Ranch**  
(520) 384-0796  
**LVMS - Las Vegas Motor  
Speedway**  
(702) 644-4444  
**PIR - Phoenix Int'l Raceway**  
(602) 252-3833  
**WIR - Willow Springs Int'l  
Raceway**  
(661) 256-2471

# SoPac Event Registration

**AZ - Arizona Region**  
(480) 832-1327

**AZ - Arizona Border Region**  
TBA

**Cal Club - Los Angeles Region**  
661.304.9382

**HI - Hawaii Region**  
(808) 524-0330

**LV - Las Vegas Region**  
(702) 368-6926

**SD - San Diego Region**  
(858) 748-8693

**Guam - Guam Region**  
(671) 734-2971 ext. 309

# Around the West

**San Francisco Region**  
(530) 934-4455

**Oregon Region**  
(503) 224-9469

# SCCA

Sports Car Club of America

**SCCA National Office**  
(800) 770-2055  
Fax - 785 357 7222  
**SCCA Enterprises**  
(303) 693-2111  
fax: (303) 680-5633  
enterprises@scca.com

# 2012 SoPac Event Calendar

<u>Date</u>	<u>Event</u>	<u>Track</u>	<u>Region</u>
<b>January</b>			
7-8	Hawaii Solo	AS	HAWAII
20-22	Porterfield Brakes National & Double Reg. Road Races	ACS	CAL CLUB
21	RallyCross	MHC	AZ BORDER
21-22	Solo	ACS	CAL CLUB
22	Hawaii Solo	AS	HAWAII
<b>February</b>			
5	Hawaii Solo	AS	HAWAII
25-26	Solo	ACS	CAL CLUB
25-26	Double Rational Road Race	WSIR	CAL CLUB
<b>March</b>			
4	Solo/Autocross	AS	HAWAII
10-11	RallyCross	GH	CAL CLUB
17-18	Solo/Autocross	OCGP	CAL CLUB
18	Solo/Autocross	AS	HAWAII
22-24	Road Race Super School	BRP	CAL CLUB
24-25	Double Regional/Time Trials	BRP	CAL CLUB
<b>April</b>			
13-15	Grand Prix of Long Beach		
14-15	Solo/Autocross	OCGP	CAL CLUB
15	Solo/Autocross	AS	HAWAII
27-29	(Solo) SoPac National Tour	SS	
28-29	BFG Super Tour		
	Double National Road Race	BRP	CAL CLUB
<b>May</b>			
4-6	El Toro ProSolo	OCGP	CAL CLUB
18-20	Rally Cross (National Challenge)	GH	CAL CLUB
19-20	Double Regional Road Race & Time Trials	BRP	CAL CLUB
<b>June</b>			
9-10	Double Rational Road Race	ACS	CAL CLUB
15-17	Solo (SoPac Divisional)	OCGP	CAL CLUB
16	Hawaii Solo Awards Banquet		HAWAII
30-1	Solo/Autocross	OCGP	CAL CLUB
<b>July</b>			
21-22	Solo/Autocross	OCGP	CAL CLUB
<b>August</b>			
4-5	Solo/Autocross	OCGP	CAL CLUB
<b>September</b>			
1-2	Double Rational/Time Trials	BRP	CAL CLUB
15-16	Rally Cross	GH	CAL CLUB
22-23	Solo/Autocross	ACS	CAL CLUB
<b>October</b>			
6-7	Double Regional Road Race & Time Trials	BRP	CAL CLUB
13-14	Solo/Autocross	ACS	CAL CLUB
13-14	Quad Regional	IMR	ARIZONA
27-28	Pacific Coast Road Racing Championships	BRP	CAL CLUB
<b>November</b>			
3-4	Solo/Autocross	ACS	CAL CLUB
17-18	TBA	FIREBIRD	ARIZONA
23-25	Solo/Autocross	ACS	CAL CLUB

**Track Reference:** **ACS** - (Auto Club Speedway), **AS** - (Aloha Stadium), **GH** - (Glen Helen), **BRP** - (Buttonwillow Raceway Park), **IMR** - (Inde Motorsports Ranch), **MHC** - (Musselman Honda Circuit) **OCGP** - (Orange County Great Park), **PIR** - (Phoenix International Raceway), **SS** - (Snapdragon Stadium), **WSIR** - (Willow Springs International Raceway)

## SoPac Hotel Guide

### Buttonwillow Raceway

**Econolodge Inn & Suites**  
661-764-5207  
20688 Tracy Ave.

Red Roof Inn - 661-764-5121  
20645 Tracy Ave.

Super 8 Motel - 661-764-5117  
20681 Tracy Ave.

Motel 6 - 661-764-5153  
20638 Tracy Ave.

### Willow Springs Rcwy.

#### Lancaster

Inn of Lancaster (661) 945-8771

#### Mojave

Motel 6 (661) 824-4571

### Autoclub Speedway

Official Speedway Hotel

Hilton Garden Inn (909) 822-7300  
10543 E. Sierra Ave. Fontana

### Firebird Raceway

#### Chandler

Fairfield Inn - 1-800-228-2800

Wyndham Inn -1-800-WYNDHAM

Hampton Inn -1-800-HAMPTON

### Inde Motorsports Ranch

#### Willcox

Motel 6 - 520-384-2201

Super 8 - 520-384-0888

Days Inn - 520-384-4222

Riteway Motel - 520-384-4655

## Baer Images Photography



- Race Photos
- Team Shots
- Media Kits
- Special Events

**Dennis Baer**  
**661.821.1282**

# 2012 SoPac National Road Race Points Standings

as of July 26

	Name	Reg.	Pts/Ood	Name	Reg.	Pts/Ood	Name	Reg.	Pts/Ood
AS	Qualls, Chris	CSCC	60	Nelson,Bill	CSCC	7	Fosdick, Denny	CSCC	0
				Launchbaugh, T.	CSCC	4	McCarthy, Mike	CSCC	0
T1	Mathews, Chuck	CSCC	71 *	Niebla, Ramon	CSCC	3 *	Mikkelsen, John	CSCC	0
	Thordarson, Oli	CSCC	66 *	Thomas, Ian	CSCC	3	Webking, Rick	CSCC	0
	Kelley, Kyle	CSCC	49 *	Molno, Wesley	CSCC	2			
	Benedetti, Roy	CSCC	37	Bradley, Sean	CSCC	1	CSR Schifini, Joe	CSCC	72 *
	Kahn, Robert	SanD	34	LaFrance, Tim	CSCC	1	Lohr, Rene	CSCC	60
	Tway, Jim	CSCC	34 *	Mixon, Lee	CSCC	1	Alfred, Michael	CSCC	30
	Fung, Carl	CSCC	18	Bonney, Tim	CSCC	0	Simons, Don	CSCC	13
	Davis, Ken	SanD	4	Irey, James	CSCC	0			
				Lerner, Preston	CSCC	0	DSR Alexander, Lee	CSCC	75 *
T2	Brecht, Tom	SanD	36	Leukhardt, Alan	CSCC	0	Botkin, Henry	SanD	52
				Miles, Mark	Ariz	0	Tweedlie, Dave	CSCC	35 *
T3	Staal, Matthew	CSCC	39	O'Donnell, James	CSCC	0	Nicklin, Steve	CSCC	18
	Brecht, Tim	SanD	24				Ferguson, Ellen	CSCC	14 *
				GT1 Kelley, Kyle	CSCC	60	Gallant, Kelly	Ariz	13 *
ST				Lewis, Mike	SanD	31 *			
				Porterfield, Andy	CSCC	9	S2 Moran, Joe	CSCC	75
STO	Davis, Brandon	CSCC	12	Boatright, Chip	Ariz	2 *	Ferguson, David	CSCC	38
	Tway, Jim	CSCC	12 *				Guenther, Ed	Ariz	33
	Thordarson, Oli	CSCC	0 *	GT2 Joiner, Erich	CSCC	84 *	Ellsworth, Sterling	CSCC	32 *
				Graham, Wayne	CSCC	34	Holcomb, Gary	CSCC	28
STU	Hoover, Marc	Ariz	84 *	Parker, Rick	Ariz	16	Kestler, John	CSCC	18
	Royle, Philip	CSCC	27				Owens, Laird	CSCC	18 *
	Rosenberg, Colin	CSCC	18	GT3 Maike, Wolfgang	CSCC	75	Hanssen, Stu	CSCC	10
	Green, Robert	CSCC	11	Henderson, Mike	CSCC	69	Thomson, Rob	CSCC	7 *
	Larsson, Toby	CSCC	11	Graham, Scott	CSCC	36	Anderson, Jeff	CSCC	6
	Shoemaker, Dale	LasV	9	Gray, Richard	CSCC	23	Draizen, Adam	Ariz	6
				Weimer, Mark	CSCC	21	Smith, Wayne	CSCC	6
STL	Westmorland, G.	SanD	51 *	Droese, Brandon	CSCC	10	Rich, Robert	CSCC	4
	Lee, Clement	CSCC	45 *				Lovenson, Bob	CSCC	3
	Burgoon, Tom	CSCC	34	GTL Bower, John	CSCC	72 *			
	Shoemaker, Dale	LasV	25	Fazzi, Michael	CSCC	31	FM Hope, Tom	CSCC	63
	Lange, Mark	CSCC	23	Gilcrease, Bill	CSCC	18	Brown, Steve	CSCC	57
	Skeer, Elliot	SanD	21				Lever, Edward	CSCC	29 *
	Mixon, Lee	CSCC	18	EP Karlson, Roger	CSCC	48	Drew, Brad	CSCC	28
	Nelson,Bill	CSCC	17	Gist, Gary	SanD	30 *	Schultz, Dutch	CSCC	18
	Niebla, Ramon	CSCC	16 *	Graham, Wayne	CSCC	24	Wesselink, PJ	CSCC	11
	Molno, Wesley	CSCC	12						
	Brauer, Alex	CSCC	11	FP Linn, Brian	CSCC	55	FA Emanuel, Chris	CSCC	63
	Bottom, Steve	CSCC	7	Murph, Gary	CSCC	0	Gaddini, Vince	CSCC	24
	Thomas, Ian	CSCC	5						
	Lindsay, Robert	LasV	0	HP Isley, Jason	SanD	69	FB Smith, Corey	CSCC	14 *
				Wittman, Gary	CSCC	42			
SSB	Crites, Richard	SanD	43	Bestwick, Jamie	CSCC	41	FC Johnston, Dion	CSCC	9
	Niffenegger, Lee	CSCC	36	Shaver, Leroy	CSCC	13			
							FE		
SSC	Husting, Brian	CSCC	63	SRF Miserendino, Mike	CSCC	78 *			
	Marie, Sage	CSCC	36	Acker, TJ	CSCC	62 *	FF Erlandson, Ed	CSCC	69
	Ludeke, Rudy	SanD	32	Marino, Paul	CSCC	51 *	Shippert, Ethan	CSCC	60 *
	Niffenegger, Lee	CSCC	9	Ballengee, Mark	CSCC	35 *	DiGiovanni, John	Ariz	18
				Zaph, Craig	CSCC	26 *	Barron, John	Ariz	16
SM	Lee, Clement	CSCC	53 *	Miserendino, Tom	CSCC	22 *	Brenner, Douglas	CSCC	16
	Burgoon, Tom	CSCC	44	Eggleton, Kyle	CSCC	20	Milner, Mike	Ariz	14
	Thibault, Don	CSCC	36	Flemming, Lee	CSCC	20 *	Bannatyne, Bryce	CSCC	9
	Brauer, Alex	CSCC	34	Willes, Jack	CSCC	10	Kessinger, Roger	CSCC	5
	Busk, Dean	Ariz	34	Raby, Ed	LasV	6 *			
	Westmorland, G.	SanD	30 *	Williams, Marty	CSCC	5 *	FV Wake, Ron	CSCC	73 *
	Skeer, Elliot	SanD	21	Stewart, Doug	CSCC	3	Turner, Charlie	CSCC	41
	Vance, Tyler	CSCC	21	French, John	CSCC	2	Edwards, Mark	CSCC	37
	Gong, Curtis	Ariz	16 *	Reeder, Craig	Ariz	2 *	Harding, Derek	CSCC	13 *
	Bradley, Sean	CSCC	14	Phetepplace, David	CSCC	1	Manthe, Don	CSCC	8 *
	Lange, Mark	CSCC	14 *	Acker, Tordy	CSCC	0			
	Halpin, Mike	Ariz	8	Donzel, Pascal	CSCC	0	F500 Rolfe, Gene	LasV	18

# SCCA Competition License Waiver Request Checklist

The following checklist will help you prepare a package requesting an SCCA License Waiver (not an SCCA Pro Racing License). Providing all of the necessary paperwork should ensure your request is considered in an appropriate time frame, and hopefully, without delays. Under normal circumstances, allow 30 days to receive your license. Please don't wait until the last minute! All forms may be obtained at [www.scca.com](http://www.scca.com) or from SCCA Central Licensing, (800) 770-2055. Please make copies of the entire waiver package and forward the originals!

- 1. LETTER FROM DRIVER REQUESTING A WAIVER.** Required per GCR.
- 2. COMPETITION RESUME.** A historical overview, in chronological order, of your racing background. Please include dates, track, class, type of event and finishing positions. Also, list any racing references by name with phone number (include licensed competition drivers that you have competed against).
- 3. PHOTOCOPY OF YOUR MOST RECENT COMPETITION LICENSE!** Not providing this will delay your waiver request!
- 4. LICENSE APPLICATION.** Please read both sides of this form thoroughly, following all instructions.
- 5. SCCA PHYSICAL FORM, IF REQUIRED PER SCCA.** Again, read all instructions. Complete your portion of the

form, ensuring you have explained any "yes" answers. PLEASE NOTE: All examining physician items must be completed, including "Recommendation for Licensing". The examining physicians name and address must be stamped or printed so it is readable!

- 6. SCCA MEMBERSHIP.** Must be current. Be sure to enclose, if a membership is due for renewal.
- 7. LICENSE & WAIVER FEE PAYMENT.** Check or credit card made payable to SCCA for license. Be sure amount equals all fees due, including license, membership and "Special Handling" (if required).

SECOND CHECK (Sorry, credit cards can not be accepted for divisional waiver fee) made payable to SoPac Division SCCA in the amount of \$25.00 for the waiver fee.

**8. STAMPED ENVELOPE**

Addressed to:  
 SCCACentral Licensing  
 P.O. BOX 19400  
 Topeka, Ks. 66619-0400

PLEASE NOTE: Verify that adequate postage is affixed - one stamp is not enough.

**9. Mail all of the above to:** note: e-mails and faxes can not be accepted!

Bill Gilcrease, SoPac Licensing Chairman  
 1041 West 18th Street B101  
 Costa Mesa, Ca. 92627-4583 - Phone: (949) 650-3058



## Membership Application

**Dear Prospective SCCA Member:**

To apply for a membership in the Sports Car Club of America, the world's largest motorsports enthusiast organization, please complete the form below and return, with payment, to SCCA Membership Department, P.O. Box 299, Topeka, KS 66601-0299.

**PLEASE PRINT OR TYPE**

Name \_\_\_\_\_ Birthdate \_\_\_\_\_  
 Address \_\_\_\_\_ Telephone \_\_\_\_\_  
 City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
 E-mail \_\_\_\_\_  
 Spouse Name \_\_\_\_\_ Birthdate \_\_\_\_\_  
 Child's Name \_\_\_\_\_ Birthdate \_\_\_\_\_  
 Child's Name \_\_\_\_\_ Birthdate \_\_\_\_\_

**Primary Interest:**

Please indicate the area of SCCA in which you plan to participate, or interests you the most.  
 (please check only one box)

- Club Racing  Time Trials/PDX  Rally  RallyCross  Solo  Vintage  Pro Racing

**Membership Dues**

(Includes region dues)

- Individual \$80.00  Family \$100.00  First Gear (21 yrs & under) \$45.00

**Amount Due**

Membership Amount	\$
Weekend Membership #1 _____	-\$15.00
Weekend Membership #2 _____	-\$15.00
Referred by SCCA Member _____ # _____	-\$15.00
<small>First / Last Name &amp; Member Number REQUIRED</small>	
<b>TOTAL DUE</b>	<b>\$ _____</b>

*I will become a member in the region I reside in or place me in \_\_\_\_\_ region.  
 By accepting membership in the SCCA and any SCCA Region I agree to conduct myself according to the highest standards of behavior and sportsmanship in a manner that shall not be prejudicial to the reputation of the Club or fellow members.*

**Applicant's Name** (Signature Required) \_\_\_\_\_ **Date** (Required) \_\_\_\_\_

- Payment Method:**  Check  Credit Card  Money Order

Visa/MasterCard (only) Acct# \_\_\_\_\_ Exp. \_\_\_\_\_

**Applications submitted by fax must be accompanied by a Visa or MasterCard account number for payment.**

# SoPac News Classifieds

## CLOSED WHEEL



**1986 Volkswagen Scirocco 16V** - Turn Key ITA Race Car, Built by Eurosport in Anaheim, California. Compete in SCCA Improved Touring class A (ITA). Current SCCA log book. Can be raced at NASA events. 81.5mm Bore x 86.4mm Stroke. Quaife limited slip differential. Custom roll cage (1.5" diameter, .095" thickness). Custom ceramic headers. Corbeau racing seat. Corbeau 5 point safety harness. BBS wheels with Toyo Proxy tires. Many podium finishes. No DNFs. Original clean California car with no rust. Original paint still in good shape. Has a few dents and scratches, but the body is in great shape overall. Asking \$7,500. I also have a dual axel 17' utility trailer that I use to haul the car to the track. It has new tires and it fits in a standard garage with room to spare. \$1,500.00 if interested. Please call Vic at 818-667-2025 or email: clubracerx@yahoo.com.



**FOR SALE - 1983 PORSCHE 944 RACECAR.** SCCA & POC legal and competitive. Multi race winner in POC (R9S) and SCCA (S944). Suitable for SCCA (ITA or S944), POC (R9S and GSR), NASA (944 Spec) NEW: Sachs clutch, fuel pump, ignition coil, Braille battery (weighs only 7 lbs), G Force 5 point safety harness with "Camlock" release, rear anti-roll bar. Quick disconnect MOMO steering wheel. Mallory tachometer with shift light and rev limiter. K & N air filter. 944 Turbo oil cooler. Koni Sport adjustable shock absorbers. 30 mm rear torsion bars. 400 lbs/in. Eibach front springs. Front strut brace. 944 S fifth gear (shorter than stock). Kirk racing seat. Complete 6 point roll cage - welded to A pillar, reinforced floor mountings, with door bars. Drilled brake rotors, s.s. brake hoses, Hawk race brake pads (like new). Engine and transaxle dry as a bone, no leaks. Corner balanced and aligned, ready to race. Extra parts include: set of wheels, complete long block, 2 complete cylinder heads, camshaft, Bursch header. Very clean car, \$8500. Call Frank @ 714.545.2755 or e-mail frank@hausofperformance.com



**Toyota Tercel SCCA GT Lite** road race car in excellent condition for sale. Full tube frame chassis with no damage. Fresh tires and 1800cc dry sump engine with fuel injection and full engine management system. Custom fiberglass air box. Adjustable shocks with remote reservoirs, trans and diff pumps/coolers. Fiberglass body in excellent condition. G Force dog ring 5 spd. transmission and Speedway Engineering "Super Max" quick change differential with extra gear sets. Two sets Duralite wheels, Wilwood disc brakes, Tilton adjustable pedal assembly, Autometer gauges. Comes complete with spares, set up information, wheel scales, alignment tools and complete pit support package. Does not include trailer. \$18,500.00 obo Multiple wins, track records and fast laps at Buttonwillow and Willow Springs raceways. Last win at Pacific Coast Road Racing Championships on October 29-30 2011. Competitive and reliable. Fully sorted and ready to race. [www.flickr.com/photos/68teamtercel/](http://www.flickr.com/photos/68teamtercel/) Contact: paulmartin9@cox.net

### 2002 SPEC MIATA

Built Spec Miata with the highest quality parts. This car was purchased for developing our RLC Racing systems. The car comes with one of our Micro Pod Lites in the car, along with: 4 EGT sensors, brake sensor, and throttle position sensor. This is a great car that is race ready. It has two seats mounted; one can be removed for racing. Brand new race engine built by Rush Motorsports with only 1 weekend on it (NOT rebuilt). Brand new transmission and brand new clutch with only 1 weekend (NOT rebuilt). We are also including 2 fully working spare engines that are not blown. Plus 1 spare rebuilt transmission is ready to go. Total package \$15,000 OBO See more: [http://rlcracing.com/classified-ads/spec\\_miata.html](http://rlcracing.com/classified-ads/spec_miata.html) Contact: eric@rlcracing.com 512-970-5163



**1985 Mazda Spec RX-7** race car #11. Yellow car with both SCCA and NASA logbooks. Strong 12A Motor, current G Force belts and window net. Two set of Circle rims - one set of tires good for qualifying/racing, second set brand new with one heat cycle. One set of street tires for towing or as rain tires. Six Circle steel rims with old tires on them included. Specially made tow bar to tow the car to the track. No trailer needed. Four time NASA race winner (latest race on Firebird East June 2 & 3, 2012) READY TO GO. Clean body and interior. Could easily be converted to a Pro-7 car. Asking \$2,900 or Best Offer. Please call Paul at 602-570-7775 with any questions.

## FREE Classified Ads

SoPac News readers please send ad to [sopaonline@yahoo.com](mailto:sopaonline@yahoo.com)

## Package Deal

**Motorhome** - 2005 Mandalay 40', 4 slides, 38,970 miles, 350 hp Cat power.

### Racecar

#### 1994 Victory Circle

Olds Cutlass body, 358cc Chevy, 500 hp Ford 9 inch. Podium finishes 13 consecutive years in SoPac Division

### Enclosed Trailer

#### 20' Pace American

Package deal \$115,000 Will consider separate sales. Contact Ron Bailey [rebo92539@sbcglobal.net](mailto:rebo92539@sbcglobal.net)

### Trans Am/GT-1 Road Race

**Camaro** - Real kevlar + glass Wide Body Trans Am. Tube chassis, QC, SB Chev., 3-spd., dry sump, etc. Former Mid-Western Council GT-1 Champion. Sorted, track ready - not just a roller. Great car, exceptional price! - \$8900 (805) 466-1015 or [automojo@hughes.net](mailto:automojo@hughes.net)

**How FREE classified ads work:**  
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# SoPac News Classifieds

## CLOSED WHEEL

**1990 Nissan NX2000** - Multiple race winner in NASA's SE-R Cup. Now runs in PTD. Light weight 2105lbs w/ half tank, lexan windows, real carbon fiber hood with heat extractor, Wilwood front brakes, excellent cage. Toyo RA1's. I'm in the car more than 12K. Need to sell \$4,500 OBO. Jason (951) 315-3710 or Jason@UnbalancedEngineering.com

### '99 Spec Miata for sale

Originally built by RDR (Robert Davis Racing) for Mazda. This car was never a street car: Mazda provided the new chassis to RDR, it started as a showroom Stock and was converted by RDR to a SM. It was the "showcar" for Mazda, owned by Nick Esayian (world challenge acura/BMW racer), who ran it 1 year in SSB. I bought it from Nick. Serviced and improved by Rush Motorsport. No expense spared. I don't abuse the car, I am a short shifter!, being just a mid pack racer I never needed to push the car beyond normal since the driver was the slower part of the combination...!! Over the years I have done maybe 2-3 races a year on average Car comes with 3 sets of matching wheels, all tires in good shape, some with only 1 week end, I always rotate my sets through heat cycles. Car set up for 6'4" driver. Cool suit set up in trunk with hoses to front and switch on dash. Asking \$18,000 with all wheels. OBO Make me a reasonable offer.

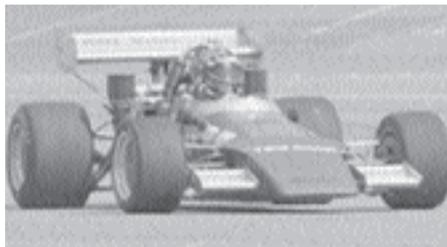
## OPEN WHEEL

2004 Pro Formula Mazda

The car was only used for testing our RLC Racing products. A total of 10 race weekends in the log book. The last couple years we have used it just for trade shows. It has a custom beautiful paint job on it that has never seen the track. The car was completely prepped for the track. The car includes a full RLC Racing Micro Pod Sport with 822 DACX with every type of sensor available. Brand new sealed engine straight from Star Mazda with the fuel rails in a case. 3 sets of rims, 1 set of rain tires, and 4 new sets of slicks. The car still has all of its original body that has never been in an accident. \$15K+ in spare parts. Total package \$75,000 OBO

See more: [http://rlcracing.com/classified-ads/pro\\_mazda.html](http://rlcracing.com/classified-ads/pro_mazda.html)

Contact : [eric@rlcracing.com](mailto:eric@rlcracing.com)  
512-970-5163



### 1973 TUI BH-3 Formula Super Vee -

Manufactured in England, assembled in Germany, #6 of 12 produced. Built for the BOSCH Formula Super Vee Series. Fresh 2387cc, SCAT case, new heads/intakes, Weber carbs. Moncoque construction tub. Inboard rear brakes. Adjustable rear wing from cockpit. Open Trailer included. Currently used in SCCA BMod AUTOX. \$16,450 obo. Rick 619-440-2689, San Diego.

**Van Dieman RF92 Formula Ford** - Quicksilver Engine with LD202 Transmission. Williams Harness certified thru 2012. Oz Wheels, Rain Tires, Penske Shocks, and assorted spares. Includes log book, set up info and charts plus receipts. \$11,999 OBO San Diego email: [wmwalls@roadrunner.com](mailto:wmwalls@roadrunner.com)

## Tow Vehicles

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## PARTS

### Tilton Triple Disk Clutch - Flywheel

153 tooth flywheel, 7.25 inch 3-disk clutch, 18.5 lbs., Clutch and flywheel are a unit. Pictures available. As new, used for 5 runs. Cost \$1300, for sale for \$650. Rick 619-440-2689, San Diego.

### 3 Radios Setup - RaceTec Racing Communications -

Comes with 3 (three) Motorola radios; 1 (one) in-car in-helmet mic and ear set up; 2 (two) crew radios complete with padded headphones and mics; batteries, 2 (two) battery chargers; and a custom-fitted, padded, metal carrying case. Like new. Used maybe a half dozen times. \$900 obo. Chris (858) 442-4446 or e-mail [chris@hpt-consultants.com](mailto:chris@hpt-consultants.com)

## Motorhomes

## Trailers

**2006 Racecar ToyHauler** - Funrunner Titan 24'. 10,000# axles. dove tail for low profile vehicles, Sleeps 6. Full options: Awning, Stabilysers, 500 w outside lamps, electric jack, TV shelf, Full kitchen, Shower, toilet, AC/Heater, Outboard Generator, Custom Carpet, Aluminum Diamond plates, Graphite inside and out. \$13,500  
562-673-4331

# Cal Club RallyX

## Championship #4

Sept. 15 -16, 2012

## Glen Helen Raceway

Win trophies, medals, gift cards, apparel, cash prizes, plus have tons of fun.

For more info see the website at: [CalClubRallyX.com](http://CalClubRallyX.com)  
or e-mail [RallyCross\\_chair\\_woodruff@jaycomservices.com](mailto:RallyCross_chair_woodruff@jaycomservices.com)