



SPORTS CAR REPORT

SOUTH CAROLINA REGION SCCA

MAR/APR 2006

SC Region Expands to the Grand Strand



Greg Lipscomb/SCR-SCCA

Myrtle Beach native Derek Blanton campaigns his 2003 MINI Cooper at South Carolina Region's inaugural Myrtle Beach event on April 3, 2005.

New "Coastal Carolina" Chapter to Host Charity Road Rally, Autocross April 8-9

By Nick Hallman
nick@scr-scca.com

When South Carolina Region was first formed over 20 years ago, its sphere of influence barely covered the Greater Columbia area.

Over time, however, more and more people throughout the state began to contribute toward making SCCA Region

#79 a true "South Carolina" region. The dissolution of Swamp Fox Region saw the Charleston and Lowcountry areas come into the fold, and the hard work of Grey Raines and John Petrush has helped SCR establish a presence in the Florence area.

Now, thanks to the efforts

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The 2006 South Carolina Autocross Championship finds great weather, great competition in Orangeburg

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South Carolina Region SCCA

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FROM THE EDITOR

Biting More Than You Can Chew

What Do You Do When You Realize You're in Way Over Your Head?



Jon Krolewicz

Editor

Biting off more than you can chew.

It is that moment when you realize that something has gone wrong, that you are in over your head, that you really wish you were someplace else.

It's obvious when it happens on the racetrack. It's followed by tire smoke, rooster tails of grass, and waving yellow flags. In even worse scenarios it can mean bent and broken cars. On an autocross course it is followed by raised dust, flying cones, and the crackle of a radio with a voice announcing, "Car # 85 plus eleventy-billion."

It is harder to tell when it's going to happen. Can you tell when that driver has pushed

his braking point one foot too far? Do you shake your head and offer up telepathic advice for that driver before he tries that very stupid move?

It's that moment between the decision and the event that makes motorsports. It's that moment that creates a gasp of amazement or an "Oh #\$\$%" of critique.

In December I agreed to take up the task of editing/producing the *Sports Car Report*. I have gone back to school to major in print journalism, and instead of going some place for an internship and being banished to fact-checking hell; I thought it would be a good idea to cover the motorsports activities

that I love through South Carolina Region's newsletter.

December was before I got my class schedule for this semester of course, and now I have a copy-editing class, and a business writing class that are both writing intensive, and a smattering of criminal justice classes – I compare it to pulling out for the perfect pass only to see that shiny path of oil in the line I chose. (Where was that surface flag, dang-it?)

I hope that everyone likes the direction of the newsletter. We have a new program for layout and I will be working hard to produce good timely stories with interests to road racers, autocrossers, and those of you putting your time into the specialties of the SCCA.

Now I just hope that my efforts produce a gasp of amazement instead of that "Oh \$^%&" of critique. ☹

Sports Car Report

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REGION NEWS

Myrtle Beach

FROM PAGE 1

of Greg Lipscomb and several other dedicated members, South Carolina Region pushes outward once again. Effective January 1, the newly chartered "Coastal Carolina" chapter joins Swamp Fox (Charleston) as the second local chapter of SCR, and will cover Myrtle Beach and the surrounding coastal area.

Forming a chapter seems like a simple task. According to SCCA bylaws, the requirements for forming a chapter simply state that ten SCCA members from the area in question must submit a petition to the parent region. However, the difficulties lie in finding willing volunteers, site owners and business partners to assist in the hosting and scheduling of meetings and events.

Fortunately, the Coastal Carolina chapter received a big boost before the first petition was ever circulated. In April of 2005, the Horry County Literacy Council asked South Carolina Region to host a charity road rally. Lipscomb and Gary Bennett, both Myrtle Beach natives and regular participants with SCR, jumped at the chance to bring an event to their hometown. Early in the planning, an autocross was added to the weekend schedule as well. While neither event broke records for attendance, they both were successful and generated a great deal of interest (and media coverage) throughout the area.

Enough interested SCCA

members began to turn up that Greg decided to investigate the feasibility of forming a chapter. Through his efforts, a petition finally made it before the SCR board of directors in December, where it was unanimously approved. Just as it had done with the Swamp Fox chapter, the board created a slot reserved for the chapter director, a position that Greg will fill for 2006.

From there, Greg, with the help of Gary Bennett, Derek Blanton, CD Rosza and the other founding chapter members, set about the task of establishing regular events. A local karting facility, Kart Trax, agreed to host the monthly chapter meetings (the next meeting is on



Greg Lipscomb/SCR-SCCA

A bird's eye view of the 2005 Myrtle Beach course.

Thursday, March 23 at 7:00 pm), and the Horry County Literacy Council again asked SCR for help with their annual benefit. This year's "Road Rally for Reading" will be held Saturday, April 8, beginning at Desperados in Conway and ending at La Belle Amie Vineyards, with

cash prizes up to \$300. The autocross will be held on Sunday, April 9, at Myrtle Beach Speedway.

For more information about the Coastal Carolina Chapter and area events, contact Greg Lipscomb at greg@scr-scca.com. ☎

About South Carolina Region SCCA

The Sports Car Club of America (SCCA) is a 60,000 member non-profit organization that hosts over 2,000 amateur and professional motorsports events per year. The goal of South Carolina Region SCCA is to promote motorsports participation in South Carolina at the grassroots level, through four main activities:

Autocross (also called SCCA Solo) is your low cost, no experience necessary ticket into motorsports. Drivers compete, one at a time, against the clock on a miniature road course marked by traffic cones. Since cars are divided into classes based on model and modifications, almost any street or race car can compete.

Club Racing is wheel-to-wheel racing on the finest road courses the Southeast has to offer. South Carolina Region works in cooperation with Southeast Division SCCA to promote two amateur road racing series, the South Atlantic Road Racing Championship (SARRC) and the Endurance Championship Racing series (ECR).

RallyCross combines the excitement of off-road performance rally with the basic layout of an autocross. Like autocross,



Dayton Pruet/SCR-SCCA

Subaru STi on an Autocross Course

nearly any street car can compete in RallyCross.

Time Trials allows you to experience a road course at speed, with no other cars on course, so there's no need for extensive training or car preparation. SCCA has four levels of time trials, each requiring varying degrees of experience.

AUTOCROSS

Orange You Glad You Came?

Despite Forecast for Rain, 93 Drivers Turn Out at Prince of Orange Mall for Season Opener

By Nick Hallman
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There is one word that no one should ever utter in reference to any motorsports event, no matter what the circumstance: *rain*. Such a disastrous word probably shouldn't even make it into print. It is the motorsports equivalent of talking about a no-hitter while it's in progress, or wishing "good luck" to an actor as he takes the stage. So when the forecast called for a 70 percent chance of rain, and a high of 41 degrees in Orangeburg on February 18, no one expected a high turnout or a very pleasant afternoon, especially after the "r-word" taboo was disgracefully broken during several online discussions prior to the event.

In spite of all this, the skies stayed closed, the temperatures hovered pleasantly in the 60's, and 93 drivers braved at least the expectation of nasty weather to kick off the 2006 South Carolina Autocross Championship season with a bang. Course designer Bryan Hayes transformed Prince of Orange Mall's rear lot into a fast and flowing course, and the cooler temperatures and slightly sandy surface added to the fun by making traction difficult to come by, especially in the early groups.



Greg Lipscomb/SCR-SCCA

Michael Bright had no trouble finding grip in his Nissan 350Z, as he grabbed the top time of 35.491.

Cold tires and a slick surface did little to slow down Michael Bright in the first run group, however. The Mooresville, NC native laid down a blistering 35.491 on his third run, a time that would easily hold atop the standings for the rest of the day. Koji Shimbe was unfortunate enough to be the only other driver in B Stock with Bright. His Mazda RX-8 came in with an otherwise competitive time of 39.451, but was overshadowed by his counterpart in the Nissan 350Z.

In G Stock, Greg Lipscomb cruised to victory with a 37.140, but Teresa Hammock was the story of the day, putting the men of G Stock on notice as she left the ladies class and drove to a second place finish. Championship hopefuls Matt Palombi and Chris Gilliam were among those left in the dust of Teresa's Nissan Spec V as she established herself as a contender in the G Stock championship race.

A Stock featured some of

the fiercest competition of the day. Garrett Molzer and Ryan Norgart both laid down their fastest runs on their fourth try, with Garrett's 37.008 edging Ryan by a mere .170 seconds. Only the Novice class had a closer decision, where John White brought his Celica GT home in 40.847, for a PAX time of 32.432. Christian Jordan took second place in his Mitsubishi Eclipse, only .132 seconds behind White.

It was a good day in general for defending class champions, as 2005 South Carolina Autocross Championship winners Garrett Molzer (A Stock), Brian Guinn (H Stock), Garrett Knox (C Street Prepared), John Brotbeck (Street Touring S), and Donnie Jones (Street Touring X) all drove to class wins in this year's season opener. Meanwhile, drivers in classes where the defending champion is not returning waged some heated battles to establish early dominance. Charles Bifano emerged atop the A Street Prepared heap, beating out

Results - Feb 18, 2006

SS: 1. Steve Thomas, Lotus Elise **AS:** 1. Garrett Molzer, Honda S2000 2. Ryan Norgart, Porsche Boxster S **BS:** 1. Michael Bright, Nissan 350z **CS:** 1. Bryan Beasley, Miata **CSL:** 1. Noelle Norfolk, Mazda Miata **DS:** 1. Stuart Kestenbaum, BMW 330cia **ES:** 1. James Repech, Toyota MR2 2. Michael Allen, Mazda Miata **FS:** 1. Louis Brown, Ford Mustang 2. Chris Runyan, Mitsubishi 3000GT **GS:** 1. Gregory Lipscomb, Mini Cooper S 2. Teresa Hammock, Nissan SE-R Spec V 3. Chris Gilliam BMW 318ti **HS:** 1. Brian Guinn, Mazda Protege 2. CD Rozsa, Toyota Corolla TRD **HSL:** 1. Jennifer Petrush, Saturn SC2 **ASP:** 1. Charles Bifano, Chevrolet Corvette **ASPL:** 1. Donna Littlejohn, Chevrolet Corvette **BSP:** 1. Kristopher Mahon, Mitsubishi 3000GT **CSP:** 1. Garrett Knox, Mazda Miata 2. Ted Theodore, Mazda Miata **CSPL:** 1. Randi Knox, Mazda Miata **DSP:** 1. Nick Hallman, Porsche 914 2. Jim Smola, Ford Probe GT 3. Jay Weathersby, BMW 325is **ESP:** Jay Griffin, Ford Mustang SVO **ESPL:** 1. Robin Taylor, Ford Mustang **STS:** 1. John Brotbeck, Ford Focus 2. Jeremy Rutter, Saturn SC2 3. Don Johnson, Ford Focus **STS2:** 1. John Byrd, BMW Z3 **STX:** Donnie Jones, Lexus IS300 **SM:** 1. Perry Boykin, BMW 325is 2. Matt Church, Subaru STI **SM2:** 1. Bryan Hayes, Honda S2000 **Novice:** 1. John White, Toyota Celica 2. Christian Jordan, Mitsubishi Jordan 3. Matt Smith, Toyota Celica **Pro:** 1. Per Olof Ezelius, Mini Cooper S **Street Tire:** 1. Thomas Glover, Nissan 240sx

the RX-7 of Mike Hall and Corvette of Pat Smith. Stuart Kestenbaum took full advantage of Don Bruner, Jr.'s defection to Pro class, taking top honors in D Stock with a fast time of 37.657. Kris Mahon also benefited from the absence of Ed Wesch, Jr., and wasted no time reclaiming first place in B Street Prepared.

Jennifer Petrush and Beth Good appear set to battle in H Stock Ladies throughout 2006, with Jennifer getting the best of this skirmish with a time of 44.693 in her Saturn SC2.

In the overall standings, Garrett Knox piloted his Miata to a 36.624, second only to Bright by 1.133 seconds. Bright also took home the PAX trophy with a 29.173. Per Olof Ezelius was second in PAX with a 29.460. 🏆

Official 2006 Autocross Season Preview

Class Battles to Watch During This Year's South Carolina Autocross Championship

By John Byrd

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The first round of the South Carolina Autocross Championship (SCAC) is behind us now, and it was a great hint of what promises to be an exciting and fun series in 2006. Here is a look at some of the classes, and how the competition appears to be shaping up.

A Stock should be a barn-burner this year with the 2005 SCAC Champ Garrett Molzer and his father Gary doing battle with Ryan Norgert of Charleston and Phillip Redd with his new Subaru. This will be a dynamite Porsche vs. Honda S2000 vs. Subaru battle, and the fight should go down to the wire. Newcomers Dayton Pruet and Randy Riewerts will make things interesting along the way.

Another battle to watch is A Street Prepared as the Corvettes of Charles Bifano and Pat Smith are primed and ready to run against 2004 ASP Champion Mike Hall in his RX-7. Even after the "retirement" of last year's ASP winner, Jim Orr, this will be an exciting class to watch, and I believe this group will produce some divisionally competitive drivers, including Donna Littlejohn in ASPL.

G Stock is another class which is going to be fun to watch in 2006 as Greg Lipscomb is off to a great start with Teresa Hammock in



David Templeton/SCR-SCCA

Charles Bifano is the early favorite to take home the A Street Prepared title.

hot pursuit. Throw in veterans Kip Clayton and Chris Gilliam, as well as soon to be veteran Matt Palombi, and you've got quite a show. Look for Chris and Matt to get faster as the year progresses. Jennifer Petrush will be strong again in GS Ladies.

C and D Street Prepared will produce some competitive events in 2006, and both will be among the more interesting classes to watch. A CSP battle is shaping up between the Miatas of last year's champ Garrett Knox and Simpsonville's Ted Theodore. These two are not only fighting each other, but are trying to stay in front of their children, Randi Knox and T.J. Theodore, who will improve with each event.

The SCAC DSP Champions from 2004 and 2005 will once again be in a tight struggle for the 2006 crown as Nick Hallman and Jay Weathersby shoot it out all year for the title. Gary

Heidebrecht, Jim Smola, and Zack Hawkins will be in the role of early spoilers, and each of them should improve as the year moves forward.

Chuck Pyanowski will have a battle in SM2 this year as Bryan Hayes gets serious with his S2000, while CD Rozsa ups the ante in H Stock against Brian Guinn. Last year, "Gunny" was all world with his HS Protege, but watch out for improving performances from Derek Blanton, and you can never count out Dan Lackore.

In B Stock, former CCR B Champ Michael Bright from Mooresville, NC and his 350Z will probably be a regular face this year, but look out for a charging Koji Shimbe who is getting better every time out in his new Mazda RX-8.

Shane Lovely, Don Bruner, Jr., Joe Oiveira, and Per Olof Ezelius will mix it up this year in Pro Class. Look for Jon Krolewicz to join in the

fun, and Steven Rankins to make appearances in what should be a battle of some of the finest autocrossers in the Southeast. How this championship will end up is anybody's guess at this point, but it is going to be fun to watch.

Street Touring Sport (STS) will be led this year by John Brotbeck in his Focus, but he will face increasing competition as the popularity of this class continues to rise. Charleston's Stuart Kestenbaum continues to be one of the finest BMW autocrossers in the country, and should be the man in D Stock, but will face a challenge from Tom Stecker, while Kris Mahon should be in charge of BSP with his Mitsubishi.

That brings us to former CSP competitor Mike Smith, who has left the friendly confines of CSP to compete with his... well... we're not sure what it is but we'll find out! It's going to be a great season! 🏆

AUTOCROSS

A Super Day for Autocross

Twenty Novices Highlight Record Super Bowl Sunday Field



Greg Lipscomb/SCR-SCCA

Russell Williams sneaked his Porsche 911 under the elusive 30-second barrier with a 29.948 on his final run of the afternoon.

By Greg Lipscomb
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Pittsburgh by 14. I called the final score a week before Super Bowl Sunday. And if only they had kicked one more field goal, my prognosticating would have been perfectly realized. It was, by far, my best guess of any Super Bowl score in thirty-some years.

My prediction of Super Bowl Sunday results were much, much more accurate with regard to football than the February 5th autocross event. With only 49 competitors pre-registered, and temperatures dipping well below the already chilly forecast, I imagined a slew of no-shows and a lower than average number of on-site registrants.

My 16 year old son, Chad, and I arrived at Summer-ville High School shortly after tech inspection opened. We could hardly believe our eyes.

There was a queue at the waiver table. Drivers were lined up ten deep at the registration table. One paddock was full, and the second paddock was filling up fast.

For the next hour, it was pure pandemonium in the tech inspection lane, and for good reason. Forty-two additional drivers had decided to show up for Super Bowl Sunday, bringing the total number of registrants to 91. What a surprise.

But that's not where the surprises ended. They had just begun. For the next five hours, Super Bowl Sunday (the autocross) was filled with as many twists and turns as Super Bowl Sunday (the football championship).

Never before have I seen so many novice drivers at one event. Instead of watching 24 hours of pre-game hype, 20 brave souls chose Sunday to participate in this, their first, solo event. Fourteen

SCCA membership applications were submitted that afternoon!

The course was simple, tight, and full of effervescent personality. Somehow, event organizers managed to squeeze 30-seconds of first-gear madness into only 2.5 acres of asphalt. If you haven't tried and succeeded at such a formidable task, then you have no idea what I'm talking about. Trust me. It's quite an accomplishment.

As it turned out, it was also quite an accomplishment to turn a time under thirty seconds. Only 39 of the 91 timed entries managed to get below the 30-second mark. Most of those were seasoned solo drivers, but the five fastest Novice drivers (including my son, Chad) each turned 29 and some change.

Ted Theodore and his son, TJ, co-drove their Mazda Miata in C Street Prepared.

Results - Feb 5, 2006

SS: 1. Steve Thomas, Lotus Elise **AS:** 1. Dayton Pruet, Honda S2000 **BS:** 1. David Jaskwich, Porsche 911 **CS:** 1. Dustin Pike, BMW Z3 **DS:** 1. Stuart Kestenbaum, BMW 330cia 2. Todd Aplin, VW Jetta **ES:** 1. James Repech, Toyota MR2 2. Greg Jones, Porsche 944 **FS:** 1. Brian Kookon, Chevrolet Camaro 2. Louis Brown, Ford Mustang 3. Stephen Huy, Ford Mustang **GS:** 1. Gregory Lipscomb, Mini Cooper S 2. Erik Brownyard, Mini Cooper S 3. Tom Madden, Mini Cooper **HS:** 1. Marcus DeBiasi, Chevrolet Malibu **HSL:** 1. Lisa Wood, Pontiac Firebird **ASP:** 1. Dave Carter, Chevrolet Corvette **BSP:** 1. Kristopher Mahon, Mitsubishi 3000GT **CSP:** 1. TJ Theodore, Mazda Miata **DSP:** 1. Mike Sullivan, BMW 325 **ESP:** 1. M.H. Biggs, Ford Lightning **FSP:** 1. Chip Shuler, Mini Cooper S 2. Paul Cadd, Honda Civic **BP:** 1. Russell Williams, Porsche 911 **EM:** Mike Smith, Triumph Rospit **STS:** 1. Marko Magistrado, Volkswagon Passat 2. Gary Bennett, Jr., Ford SVT Focus **STX:** 1. Mike Koch, Subaru WRX **SM:** 1. Katrina Friedman, Honda Civic 2. Cory Friedman, Mitsu Evo 3. Justin Dean, Subaru STI **SM2:** 1. Chuck Pyanowski, Nissan 300zx 2. Bryan Hayes, Honda S2000 **Novice:** 1. John White, Toyota Celica GT 2. Chad Lipscomb, Mini Cooper S 3. Matthew Smith, Toyota Celica **Pro:** 1. Garrett Molzer, Honda S2000

In his 2006 debut, the junior Theodore not only outran his father, he also managed to set the fastest time of the day. Congratulations, TJ!

Dipping down into the neighborhood of 27-seconds, TJ outran both the SM2 300ZX driven by Chuck Pyanowski and lightning-quick SM Honda Civic driven by Katrina Friedman, who finished second and third overall. The elder Theodore finished fourth overall, with Kristopher Mahon finishing fifth, driving his Mitsubishi 3000 GT VR4 in B Street Prepared.

Street Modified (SM and SM2) entries were among the most competitive and entertaining of drivers to watch on Super Bowl Sunday. With 14 cars in the two classes, the Street Modified field was second only to Nov-

See **Super Bowl**, Page 10

AUTOCROSS

Notes from a Perennial Backmarker...

How to Consistently Come in Third Place at Autocrosses - and Have a Blast in the Process

By Gary Heidebrecht
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When I retired I decided to take up autocrossing. I joined SCCA and talked to a few people and read a bit and decided to buy a MINI Cooper S. It appeared to be a good machine for autocrossing and I wasn't prepared to mess with getting a used car into shape for severe use. The deal was it would also serve as the daily driver of my wife, Sally.

Next, a checklist:

Reduce unsprung weight:

✓ Lightweight wheels

Sticky tires:

✓ Kumho V700's

Safety:

✓ Bell Helmet

✓ Driving shoes

Now I am all set. Look at rulebook one more time. Oh, no! No, no, no! Stock wheels are seven inches wide. I am now in D Street Prepared - I'm swimming with sharks.

Well, I am in this just for the fun. I can't expect to beat guys with more experience or younger guys with better reflexes. Tell my ego THAT story.

The season begins. I come in third. However, looking over the results, I was the fastest Cooper S. There's a little salve for the bruised feelings.

I continue with confidence. Next time out, fourth in DSP and now the Flying Swede, Per Olof Ezelius, beats me. Bummer.

Next event, third in class but Per Olof gets me again. Still, second isn't all that bad. Next event: a sigh of relief. Per is absent. I'm sixth in DSP and second of the Cooper S's. Where did this Joe guy come from? Is there no relief?

After a couple fifth place finishes and another third in class, through perseverance alone, I end up third in DSP for the season. Unfortunately I am also something like third among MINI Coopers, too. That early season salve is long gone.

So, is that a bad season? Nope. I had a load of fun, met lots of great people and made some good new friends. There may be some surprises in the coming year. Unfortunately, based on experience, I'll be on the receiving end of them. But gosh, wouldn't an occasional second place finish be nice?

Unfair Advantage?

I'm beginning to think that Robby Gordon may have had something when he accused Danica Patrick of having an unfair advantage in the Indy 500 because she weighs so much less than the other drivers.

We in DSP are faced with a similar problem and it is time that steps are taken. We have this stick figure driving

in our class and he *always* wins. There is just something wrong with this. Clearly it is not a level playing field. This one guy must have at least a 50 lb. advantage over the rest of us. Think about how much work it takes to legally get 50 lbs. off your car. Can this be right?

So, what to do? Well, I think a weigh-in at the start of the season, with appropriate ballasting, is the way to go. Now, ballasting must be carefully controlled. We can't let this become part of the setup since clearly Mr. Skinny is plenty smart enough to work some new advantage. Nope, what we need is a sandbag

on the drivers' seat. After all, that is where the rest of us have our weight residing.

I would suggest one 50 lb. sandbag and then the weights of others adjusted with smaller 5 lb sandbags. If someone ends up with one cheek resting on a little sandbag, causing him to sit askew, well, deal with it.

SCCA has gone to a lot of trouble to set up classes based on power to weight ratios and this driver weight needs to be dealt with in the same manner. Write your congressman and let's get this straightened out before the season is over. 🏆

2006 Autocross Schedule

Jan 18	Worker Seminar (Hilliard Automotive - Cola.)
Jan 18	Annual Tech (Hilliard Automotive - Cola.)
Jan 31	Autocross Class (Rick Hendrick BMW - Chas.)
Feb 5	Local Autocross (Summerville High School)
Feb 15	Annual Tech (Hilliard Automotive - Cola.)
Feb 18	SCAC #1 (Prince of Orange Mall)
Mar 19	SCAC #2 (BMW U.S. Manufacturing)
Apr 9	Local Autocross (Myrtle Beach Speedway)
Apr 23	SCAC #3 (Florence Civic Center)
May 20	SCAC #4 (Summerville High School)
Jun 10	SCAC #5 (SC State Fairgrounds)
Jul 15	SCAC #6 (SC State Fairgrounds)
Aug 19	SCAC #7 (Prince of Orange Mall)
Sep 9	+SCAC #8 (Florence Civic Center)
Sep 30	+Local Autocross (Hampton County Airport)
Oct 21	Arrive/Drive (BMW U.S. Manufacturing)
Oct 22	SCAC #9 (BMW U.S. Manufacturing)
Nov 18-19	Performance Driving Experience (CMP)

* SCAC - South Carolina Autocross Championship

+ Tentative

Observations from the Race Course

On Differences in Sanctioning Bodies, Protests, and When to Take “The Gift”

By Jon Krolewicz
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Racing vs. Racing

I was instructing at the Buccaneer Region Double Drivers School in February, and had an interesting conversation with one of my students.

The student had been on track and looking ahead (which is good) and saw a yellow flag at the next corner. The student raised a hand to show cars behind that there was danger ahead (also good) and then jumped on the brakes – and promptly got punted from behind. (Not so good.)

This student had experience in PCA, but none in SCCA and was bewildered by getting hit.

“But there was a yellow,” the student said, “Why didn’t they slow down?”

“Because it isn’t a yellow until you get to the corner station it’s waving at,” I replied, “Until you get there you’re still racing.”

A bewildered “whoa” was the only response I got, and it made me think of some of the differences between sanctioning bodies. PCA is very concerned with incidents of any type. They institute a 13-13 probation and suspension rule for people involved in wrecks and offs, their drivers tend to stay out of trouble, and there are



Jon Krolewicz/SCR-SCCA

Does yellow mean “slow down,” or “pass the rookie”?

certainly fewer round black marks on the sides of cars after a race. Hitting another car while approaching a yellow flag – even if you are not at the incident site yet – would be frowned on.

SCCA is a bit different. Contact like that would almost certainly be deemed a “racing incident,” and in fact I probably scolded my student more than I would have scolded the other driver. The level of aggression in the SCCA means much different techniques than in other club racing series. As a national driver said at my F&C crash-and-burn school, “A yellow flag means pass the rookie.”

Is either way right or wrong? I won’t make a decision, but it is interesting to think about the different club approaches to racing.

Common Sense and Protests

At the SCCA National at CMP in February I finished in third place in Showroom

Stock C on track, then I was given second place in impound, and then I was moved back to third in the official results.

What happened? The second place car was found underweight. During the usual disqualification and appeals process it was found that the scales were not consistent, and not only did the results get put back to the way we crossed the finish line, but they didn’t use the scales the rest of the day. I was a victim of a disqualification at this same national in 2000, and I wish the people in charge had followed the same logic then as they did this year (I still don’t think that the rules were enforced in that case). Despite the fact I could have been awarded (and would not have argued against) a higher finish, I was happy to see the protest being decided and the rules being enforced with common sense.

When to accept the “bank error in your favor”?

A friend called me this week-

end from the Southeast Division SCCA Solo event in Cecil, GA, where he won his class but knew he had hit a cone but it wasn’t counted. Had the cone been counted, he would not have won.

The way scoring is done for divisional/national events is by workers at each station. Workers record cones hit and that audit sheet is used for the official cone count. In this case a worker from one station who was closer to the cone in question (even though it was in another station’s “zone”) placed it back in its box, and each station probably thought the other did the official “recording.”

My friend felt his win was tainted by it, but I told him not to worry, that official results are what counts and bigger events have been decided by the same error. I witnessed a national championship awarded to a driver because a cone he hit wasn’t recorded.

So should one stand up and say “I hit a cone” or not? What is to guarantee that your competitor would do the same if it were his cone?

I guess between the two events in question (scales and cone counts), I say if you are a driver, take what you can get. If you are an official, the burden of enforcing common sense falls on you. Use your power wisely. ☺

CLUB RACING

2006 Southeast Division Schedule

January

- 7-8: National/Regional Sebring - Long Course
 14-15: National Homestead
 13-15: Double Drivers' School Carolina Motorsports Park
 20-22: SEDiv Annual Meeting Jekyll Island

February

- 2-5: National Convention Kansas City
 9-12: Double Drivers' School Roebing Road Raceway
 18: ECR/FES Enduro Moroso
 18-19: National/CCPS Carolina Motorsports Park
 25-26: Regional/SARRC Sebring - Club Course
 25-26: SARRC/ECR/Pro IT Road Atlanta

March

- 11-12: Tom Nehl National Roebing Road Raceway
 18-19: SARRC/Double ECR VIR
 25-26: National/Pro IT Road Atlanta
 25-26: SARRC/SARRC Moroso

April

- 1-2: SARRC/SARRC Carolina Motorsports Park
 8: Steward's Seminar Greenville, SC
 22-23: SARRC/SARRC Roebing Road Raceway
 29: Stewards' Meeting Sebring, FL

May

- 6-7: National/Regional Daytona
 ECR
 12-14: SARRC/SARRC VIR
 MARRS/MARRS
 13-14: SARRC/Vintage Moroso
 19-20: Kumho Tire 12 Hour Homestead
 27-29: SARRC/SARRC/ECR Carolina Motorsports Park
 CCPS/Vintage

June

- 3-4: Regional Sebring - Club Course
 3-4: National Road Atlanta
 Double Pro IT
 10-11: Drivers' School/ECR Homestead
 10-11: Drivers' School Rockingham
 Restricted Regional
 17-18: SARRC/ECR/CCPS Lowe's Motor Speedway

July

- 1-3: Double National Roebing Road Raceway
 8-9: Double SARRC Roebing Road (Tentative)
 15-16: Drivers' School Sebring - Club Course
 22-23: SARRC/ECR/Pro IT Road Atlanta
 29: Mid-Year Meeting Atlanta

August

- 5-6: SARRC/SARRC Daytona
 5-6: Divisional Hill Climb Sparta
 12-13: National/CCPS VIR
 Pro IT

September

- 2-3: Regional/ECR Sebring - Long Course
 2-3: SARRC/SARRC/Pro IT Nashville Superspeedway
 9-10: Regional Open Wheel Roebing Road Raceway
 Vintage
 16-17: Restricted Regional Carolina Motorsports Park
 23-24: SARRC Invitational Roebing Road Raceway
 Challenge
 30-1: Drivers' School Daytona - Infield Course
 30-1: Hill Climb Crow Mountain

October

- 9-15: Runoffs Heartland Park - Topeka
 21-22: Regional Sebring - Club Course
 28-29: 2007 SARRC VIR
 2006 ECR/CCPS
 Time Trials
 28-29: 2007 SARRC/FES Homestead
 Enduro

November

- 3-4: 13 Hour Enduro VIR
 10-12: ARRC/Enduro/Pro IT Road Atlanta
 25-26: Regional/2007 SARRC Sebring - Long Course

December

No Events Scheduled

View the most current schedule at www.sedivrcing.org.

REGION NOTES

Super Bowl

FROM PAGE 6

ice entries in overall size.

While Nissan and Honda products prevailed, the Subaru STi's and Mitsubishi Evolutions gave them a run for their money. Corey Friedman and Justin Dean were both members of the sub-30-second club, as was Bryan Hayes, driving an S2000, and Perry Boykin, Jr. in his BMW 325is.

Gary Bennett and Gary Bennett, Jr. co-drove their Ford Focus SVT in Street Touring S. The senior Bennett laid down his best time of the day on the very first run, with Gary Jr. a full second behind. With each successive run, Gary Sr. incrementally slowed down while his son found better and better ways to negotiate the twisty course.

When all was said and done, Gary Bennett, Jr. bested his father by two-tenths; placing second only to Mark Magistrado's Volkswagen Passat.

John White and Matthew Smith co-drove a Toyota Celica GT to first and third place finishes, respectively,

in the Novice field of 20 entries. Chad Lipscomb finished second in his first-ever autocross; co-driving a MINI Cooper S with his father.

Rumor has it that Ted Theodore, Gary Bennett, and Brad Davis are organizing a new men's support group for "Fathers Beaten by Sons." I would find this situation somewhat humorous, if only the same fate wasn't confronting me, as well.

The PAX index (a class-equalizing handicap) is used to determine the finishing order of Novice, Pro and Street Tire entries, but not for Stock, Prepared, Modified, or Touring classes. While trophies and championship points are awarded by class, it's always interesting to see where drivers finish in the overall PAX results.

Greg Lipscomb (yours truly) was first in PAX, driving a MINI Cooper S in G Stock. TJ and Ted Theodore held down the next two spots, while Stuart Kestenbaum was the second fastest stock entry and fourth overall, driving his BMW 330cia. 🏆

New Members

Will Abbott	Garden City
Todd and Cheryl Aplin	Lexington
Brian, Callie, and Krysta Aplin	Lexington
Linda Arbogast	Charleston
Montgomery H. Biggs, IV	Charleston
Russell and Patrice Boatwright, Sr.	Conway
Chandler Boatwright	Conway
Russell Boatwright, Jr.	Conway
George Brewton	Summerville
Jeremiah Michael Callahan	Sullivans Island
Diego F. Carvajal	Mount Pleasant
Timothy Allan Dake	Charleston
Marcus Anthony DeBiasi	Mount Pleasant
J. Christopher Gillam	Columbia
Bill Head	Hilton Head
Jake and Katrina Hester	Greer
Jean Paul Hill	North Charleston
Donald LaVassar	Ladson
Don Marlowe	North Charleston
Robert McElwee	Moncks Corner
J.W. and Sherry McJunkin	Piedmont
Andrew B. McKinnon	Columbia
Julius Mixson	Johns Island
Thomas Olivia	Beaufort
Dustin Pike	Irmo
Maurice C. Pruitt	Surfside Beach
Raymond Purdy	Goose Creek
James L. Repech	Charleston
Randy Riewerts	Goose Creek
Matthew Smith	Cottageville
Andrew Stallworth	Charleston
Mike Sullivan	Columbia
Steve Thomas	Columbia
John Marion Vaught, III	Conway
John White	Summerville

Join the SCCA today and we'll waive the entry fee for your first autocross! Your \$75 annual membership fee gives you:

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REGION NOTES

Member Notes

There will be a **Club Racing Seminar** on Wednesday, March 15, 7:00 pm at Hilliard Automotive in Columbia, to provide information to anyone interested in finding out more about SCCA Club Racing, either as a driver or a volunteer. A group of South Carolina Region's best drivers and event stewards will host an informal question and answer session. Another seminar will be held in Charleston, Tuesday, March 21, 6:00 pm at SAAB of Charleston.

South Carolina Region is looking for **Club Racing volunteers for its April 1-2 event** at Carolina Motorsports Park in Kershaw, SC. No experience is necessary to volunteer. E-mail nick@scr-scca.com for more information.

SCCA National announced on January 27 that **James R. Julow** has been named the next **president of SCCA**. Julow most recently served as Vice President of Motorsports and SRT Programs for DaimlerChrysler.

Hotel rooms for participants in the April 1-2 Double SARRC at Carolina Motorsports Park have been reserved under the rate code "SCCA." The two hotels are: Jameson Inn, Lancaster, SC Best Western, Lancaster, SC Both hotels are holding 40 rooms.

Beginning in February, **SCCA has increased regular membership dues** by \$5.00, to \$60.00 (not counting \$15.00 region

dues). Spouse memberships also increase \$5.00 to \$20.00, and family memberships go up by \$10.00 to \$95.00. First Gear and Military membership prices have not been changed.

South Carolina Region is moving forward with plans to begin a **RallyCross program** in 2006, headed by Phillip Redd and Marcel Ciascai. Help is needed with finding and securing sites. E-mail marcel@scr-scca.com or nick@scr-scca.com for more information.

Several South Carolina Region members completed the **Double Driver's School** at Roebing Road Raceway on February 11-12. Congratulations to all on getting your competition license!

At the National at Carolina Motorsports Park on February 18-19, **Brad Davis** finished first in Showroom Stock C. **Jon Krolewicz** finished third, and **Robbie Davis** retired while running third due to brake issues. In the Formula Continental race, **Chuck Cecil** finished second.

At the Fort Myers Solo National Tour, February 18-19, **John Reamer** drove his E Prepared Honda Civic to a class victory. **Joe Oliveira** finished 7th in G Stock in his MINI Cooper S, and his wife and co-driver **Amanda** finished 4th in G Stock Ladies. **Jon McCallister** finished 5th in Street Touring U, co-driving **Steven Rankins'** 2006 Subaru STi (who finished 1st).

Board Notes

JANUARY 7, 2006

The January meeting of the Board of Directors of the South Carolina Region of the Sports Car Club of America was called to order at 2:30 pm January 7, 2006. The meeting was held at the home of Marcel Ciascai in Bowman, S.C. In attendance were Robert Mayes, Nick Hallman, Joel Barber, John Robinson, Randy Hilliard, Marcel Ciascai, Greg Lipscomb, Phillip Redd, and Maureen Hallman.

Nick Hallman reported that the Autocross Committee meeting had been postponed until after the January board meeting.

Nick reported that CMP will not rent the track for a one-day event for the proposed PDE. Roebing Road is booked for the year. The possibility of holding a PDE on Saturday and a Drivers' School on Sunday was discussed. Approval was given to go ahead and book CMP for October 28-29, 2006.

A motion was made by Robert Mayes that all profits from the Sunday autocross at EuroAuto Festival be given to the American Red Cross. After discussion this was tabled until next month.

Phillip Redd has agreed to chair the new Rally Cross effort. Some dates have been set, but no firm site has been acquired as yet. A site plan has to be submitted to Divisional. Solo safety stewards can be used for rally cross. Our solo software can be used for rally cross, as well. We have access to 45.8 acres on a long-term lease for a reasonable price. Clearing would need to be done on 15 to 20 acres. It is located off I-26 at exit 136. Two other site possibilities are being explored, a driving range on Two Notch Road in Columbia and Orangeburg Technical College.

Marcel Ciascai will be race chair for the April 1-2 Double SARRC at CMP. Robert Mayes explained how national and regional races are allocated by SCCA to the regions.

John Robinson, Marcel Ciascai, Robert Mayes, and Steve & Rebecca Bertok will be attending the annual SEDIV meeting at Jekyll Island, Georgia January 20-22.

John Robinson and Phillip Redd will be attending the SCCA National Convention in Kansas February 2-4. Maureen Hallman will handle registration, plane tickets, and reservations.

The Autocross Committee will now be handling the sales of club merchandise at their events. The Info Committee will handle new merchandise designs.

The February Board Meeting will be by teleconference. Nick will send specifics for the next meeting to all board members.

The Myrtle Beach Chapter is holding a meeting on January 20th. At this time they will obtain signatures needed to become an official chapter of SCR.

A letter needs to be sent to all Charleston members indicating the need for a Charleston director. Without a director there can be no chapter. Maureen will send this letter.

Marcel Ciascai suggested that emails or cards be sent to members on their birthday. Maureen will follow through on this.

The next quarterly meeting will be held April 15th at the home of Maureen Hallman in Lexington, SC.

The meeting was adjourned at 5:34 pm

CALENDAR**March**

- 2:** Autocross Committee Meeting
GoToMeeting Teleconference (7:00 pm)
- 11-12:** Tom Nehl National (Club Race)
Roebing Road Raceway, Bloomingdale, GA
- 13:** Board Meeting
GoToMeeting Teleconference (7:00 pm)
- 15:** Club Racing Seminar
Hilliard Automotive, Columbia (7:00 pm)
(in lieu of Columbia Member Meeting)
- 19:** South Carolina Autocross Championship #2
BMW U.S. Manufacturing, Greer, SC (7:30 am)
- 21:** Club Racing Seminar
SAAB of Charleston, Charleston (7:00 pm)
(in lieu of Charleston Chapter Member Meeting)
- 23:** Coastal Carolina Chapter Member Meeting
Kart Trax Formula Racing, Myrtle Beach (7:00 pm)

April

- 1-2:** Buck Muse Memorial Double SARRC (Club Race)
Carolina Motorsports Park, Kershaw, SC
- 6:** Autocross Committee Meeting
GoToMeeting Teleconference (7:00 pm)
- 8:** Charity Road Rally
Desperados, Conway, SC (9:00 am)
- 9:** Local (Non-Points) Autocross
Myrtle Beach Speedway, Myrtle Beach (9:00 am)
- 15:** Board Meeting
Hallman Residence, Lexington, SC (7:00 pm)
- 19:** Columbia Member Meeting
Hilliard Automotive, Columbia (7:00 pm)
- 20:** Coastal Carolina Chapter Member Meeting
Kart Trax Formula Racing, Myrtle Beach (7:00 pm)
- 21:** Swamp Fox Chapter Member Meeting
SAAB of Charleston, Charleston (7:00 pm)
- 23:** South Carolina Autocross Championship #3
Florence Civic Center, Florence, SC (7:30 am)

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