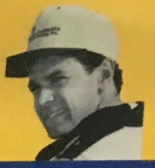


PETER HYLTON:
How the SCCA's Finances Are Managed



TONY AVE:
Fighting Back in KOOL/Toyota Atlantic

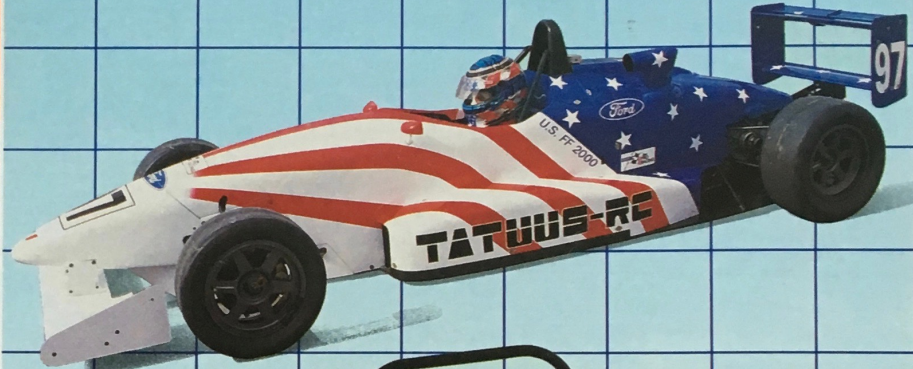
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- Pro FF2000 1997 Season Preview
- Tech Inspection Survival Guide, Part 2

for easy maintenance and that a complete engine change can be accomplished "at a casual pace in less than two hours."

As noted in last year's description, forward facing trailing arms and their associated bracing provide additional side impact protection in addition to the three layers of Kevlar cloth laminated to the side body panels (only two layers are required). The chassis is constructed to allow either vertical or angled front beam installation, allowing caster to be adjusted to suit the driver's requirements. Steering uses equal-length tie rods for reduced bump steer and fewer spares.

The basic Womer kit is \$4,800 and Ed provides an informative breakdown. It includes the fiberglass body; a mild steel frame with welded steel belly pan and tabs for the body attachment; bracket for master cylinders; bracket and support for the battery; clutch, brake and throttle pedals; front tie rods and steering arm extension; aluminum dash, firewall and fuel cell container; engine mounting brackets and braces; exhaust system; zero-roll rear suspension (less shock absorber); two rear trailing arms; shifter system less U-joints and rod ends; and the rear transmission guard. If you're not in do-it-yourself mode, a finished rolling chassis (less engine) runs \$11,500.

SPORTS 2000

The Sports 2000 class seems to be returning from the brink if the number of new manufacturers building cars is any indication. With the exception of one lone Doran JE-1, last year's Runoffs® grid was full of cars no longer in production, mostly Swifts and Lolos. Those two marques also dominated the rest of the season, with 50 National wins between them. Now, however, two new manufacturers have come onto the scene, and the Van Diemen now appears ready to run competitively.

What may mark the true revival of the class is discussion about a new professional series for

Sports 2000. A meeting was held at Disney World during the FF2000/IRL weekend to discuss the viability of such a series, and announcements may come soon.

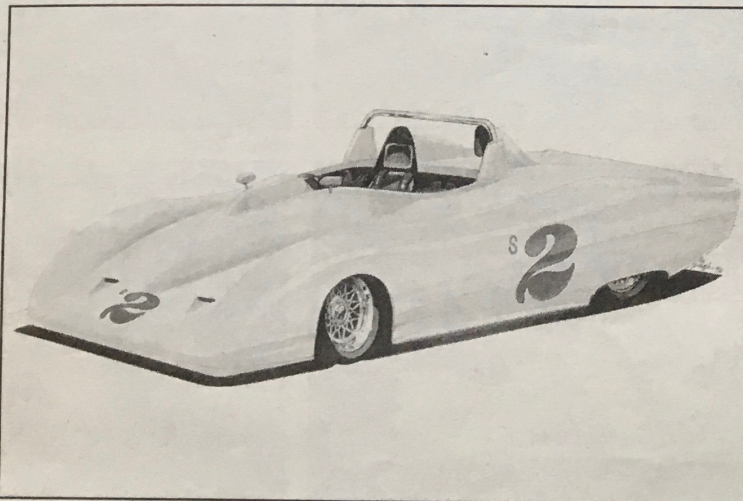
CARBIR One of two new cars designed for Sports 2000 and ACRL, the Carbir CS2 made its competition debut at the Reno Grand Prix in October in the competent hands of FF2000 National Champion Steve Knapp. Knapp put the CS2 on pole in its first race, but fell out of the race due to contact with the wall. After it was converted to S2000 specs, ACRL regular Jeff Glenn won the car's second Club Racing National at the January Moroso Motorsports Park race.

Designed by Carl Seaburg, who has experience in motorsports ranging from S2000 to Trans-Am and GT Prototypes, the Carbir is constructed of a bonded and riveted aluminum monocoque, with machined aluminum bulkheads at the front suspension points and multi-tube, triangulated engine bay frames. The front and rear suspensions are pushrod activated with inboard longitudinal Penske double-adjustable shocks and Hypercoil springs. The brakes are four-piston units with a Girling master cylinder and cockpit-adjustable bias. A Staffs KwikShift 4-speed transmission can be mated to a Ford twoliter, a Cosworth YAC or Oldsmobile Quad 4 engine.

In the cockpit is a molded Kevlar-reinforced fiberglass seat, a Pi Research instrument display and a 5.5lb. manual-discharge fire system. The car is shipped assembled with wiring harness, exhaust header and steel braided oil lines installed, with the fiberglass body in your choice of white, red, blue, yellow or black. Carbon-Kevlar body parts are available as an extra-cost option, as are changeable rear spoiler inserts and an optional front splitter and rear undertray. A roller lists for \$48,500 f.o.b. Milwaukee, and Carbir offers what it calls a "unique factory



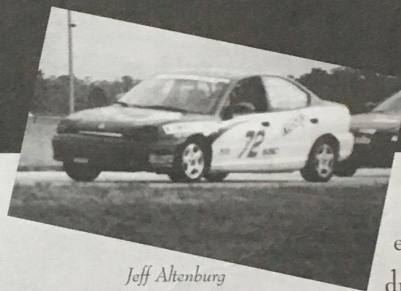
Carbir CS2



Clarival S21



'97 Starts Off Win, Win, Win.



Jeff Altenburg

In the first two SCCA events of the season, five drivers raced their cars on

Kumho V700 tires. Among them, they scored a total of three victories and two second place finishes.

At Florida's Sebring raceway, Jeff Altenburg, last year's Southeast Division SSB Champion, swapped his Mazda Miata for a Neon in SCC and raced to his first win. Right behind, in tight nose-to-tail action, was Bill Bartlett, who came in second. In SSA Class racing, Bob Henderson also finished second.

At Moroso, Bob Henderson, driving his Honda Prelude on Kumho tires, earned his first victory. While in the competitive SSC contest, the leading qualifier, Jeff Altenburg, took the checkered flag to make it a perfect two wins in two races.

If this fast start is any indication, there will be plenty more wins on Kumho Tires this season. Call soon, to find out more about tire sizes and Kumho's excellent contingency program.



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SportsCar's 1997 Race Car Buyers Guide

financing program."

ÆOLUS TECHNOLOGY Another new addition to the S2000/ACRL ranks is the Clarinval S21, designed by Alain Clarinval and his company, Æolus Technology, which has engineering experience in design and aerodynamics ranging from ACRL to Formula 1 competition. Although a car has yet to be completed, the Clarinval is designed as an aluminum honeycomb chassis with a fiberglass body. The suspension is a pushrod-rocker layout with cockpit-adjustable anti-roll bars, and incorporate what Æolus calls "an advanced type of wheel bearing that reduces the number of parts and decreases unsprung weight." Reduced unsprung weight is also claimed for the brake calipers, purpose-built for the Clarinval. The brake system is cockpit-adjustable as well.

Appropriate enough for an aerodynamicist, a lot of attention has been paid to the airflow over the car, for decreased drag, and under the car, for greater downforce, Æolus claims. The manufacturer even offers a choice of undertrays for downforce adjustment, in addition to rear deck lips. The Clarinval is available ready to accept the two-liter Ford or the Cosworth YAC for ACRL competition. A rolling chassis is offered for \$47,000.

DORAN The Doran JE-1 is the only current man-

ufacturer of Sports 2000 racers to score a National win last year. The 1995 Runoffs* winner remains unchanged from last year, retaining its wishbone-pushrod suspension with inboard Penske shocks. It also keeps its carbon-Kevlar crash boxes in the front and on the sides. A Pi display dash is standard on the roller, which lists for \$42,900.

SHRIKE The Shrike P-17C continues into 1997 with no changes, retaining its double-wishbone suspension front and rear, with outboard canted shocks at both ends. The price also remains the same, at \$36,000, making it the cheapest new S2000 available. The car is currently only supplied in S2000 configuration, although the car will accept the Cosworth YAC.

VAN DIEMEN "We didn't have a very happy time with the sports car," is how Van Diemen boss Ralph Firman describes the first attempts to run the car in ACRL competition with a sequential gearbox. Rules changes have now made the sequential gearbox a moot point. The most significant change for 1997 is the production of a two-liter car with a Hewland LD200 gearbox, making it eligible for S2000 competition. Former Formula Continental standout Ernest Sikes will be running one this year, Firman said, and rumor has it that '96 ACRL champ Bob Schader will be racing a YAC-powered version in the West Coast series. This may be the year that the radical-looking Van Diemen provides some serious competition.

FORMULA FORD

Here's a scary thought: The next time we hold a

presidential election in this country, the Swift DB-1 will be old enough to vote.

Don't bet against it, either.

Since the David Bruns-designed car first stormed the Runoffs* in 1983, with R.K. Smith at the controls, the DB-1 has scored a remarkable 10 SCCA National Championships. This track record has kept the resale prices of DB-1s, as you might expect, at seriously high levels, even though 1990 was the last year the model was offered for sale as a new car. Even so, those prices are generally some \$10,000 to \$12,000 lower than what a new FF will cost you, which means nobody is making a good living building new Formula Fords these days.

The continued dominance of the DB-1 was evident at last year's Runoffs, where 28 of them showed up on the grid, compared to three Van Diemens and one each Piper and EuroSwift. Interestingly, none of the challengers was the latest model available from those manufacturers, even though a Van Diemen RF92 won pole.

CROSSLE The Crossle 70 remains unchanged for yet another year, retaining its rocker-arm suspension and driver-adjustable brake bias and rear anti-roll bar. Porter Racing, the West Coast importer, says the price of a roller is \$24,500, the least expensive new FFord on the market.

EUROSWIFT With new owners and management, and a new facility in Plymouth, England, EuroSwift has embarked on an ambitious program for 1997. The U.S. importer, International Racing Products, has committed to purchasing 10 cars this year (a mix of FF1600s and FF2000s), so look for some aggressive marketing to go with

the new models.

The SC97F-K, like the FF2000 car, features double wishbone suspension front and rear and a lower nose, which has been redesigned along with the side pods. It also has a wider rear track than last year's car. It has a TIG-welded "aerospace" steel chassis, was CAD-designed and makes extensive use of CNC-machined components.

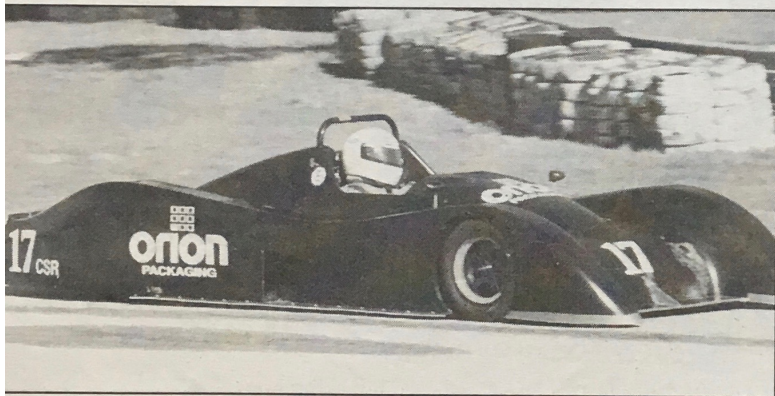
EuroSwifts won 12 championships worldwide in 1996—more, says the company, than any other FF manufacturer. Price of a roller is \$29,995.

JAMUN Jamun Racing Services, Ltd., of Kent, England, announced just at press time that it was entering the U.S., Canadian and South American markets with the formation of Jamun USA in Gainesville, Ga. Jamun's founder and designer/constructor, Tony Mundy, has been in the business since 1969. A Jamun won the 1996 Formula Ford Festival in England.

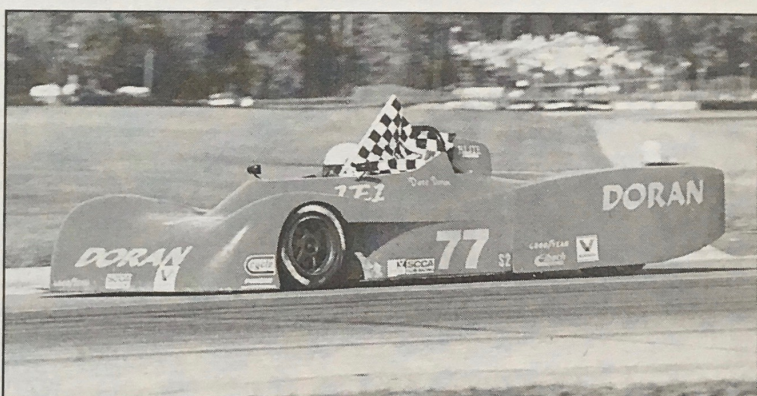
The Jamun M97A has been redesigned and improved to meet SCCA requirements, the company says. The company says the chassis aids serviceability without compromising torsional rigidity. Fully adjustable Ohlins shock/spring units are horizontally mounted in the front above the driver's legs, and vertically mounted at the rear, on either side of the Staffs transaxle.

Jamun USA says it will campaign the M97A during the '97 season to demonstrate the car's abilities. Price of a roller, the company says, is "less than \$30,000."

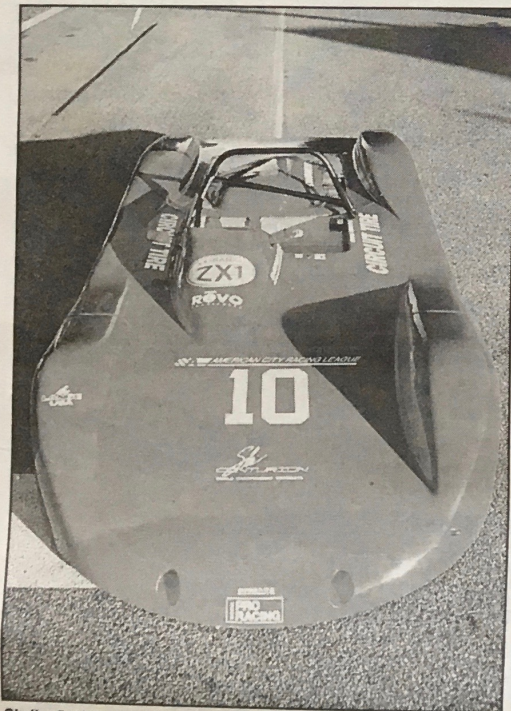
PIPER The Piper DF3, introduced late in 1996, showed promise in late Nationals. The new car,



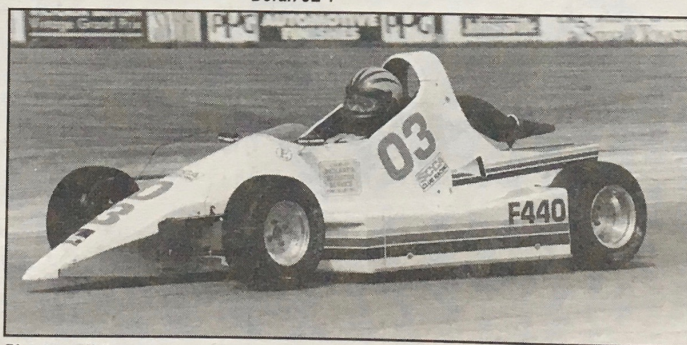
Van Diemen SC95



Doran JE-1



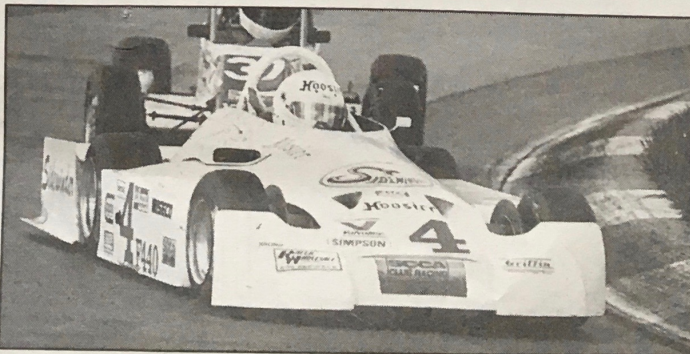
Shrike P-17C



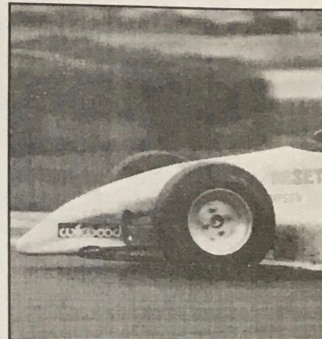
Phantom Mk6



Invader QC-1



Sidewinder



KBS Mk8