



MIATA MOTORSPORTS

Becca Bartok, Steve's wife and Panic's co-owner. "How could we go wrong? The drivers get all the credit, but our crew really sealed the deal."

The Bertoks opened Panic Motorsports in 2006. The company offers salvage and aftermarket parts for Mazda Miatas and RX-7s, as well as street car service, racecar prep and racecar rentals.

"The Spec Miata class grew rapidly and we decided that would be a good jumping point for us," Steve says. "Now, we're just looking to see where we can go next."

The racing community has provided the largest amount of return business, and Panic's growth has largely been due to word of mouth advertising among Spec Miata enthusiasts. In conjunction with Steve's 20-plus years of auto parts experience and Becca's marketing background, these efforts have combined to create a solid base for Panic's growth over the last four years.

Panic's employees ship parts worldwide and supply some of the largest Spec Miata teams on the East Coast, generating sales through solid relationships as well as eBay and web stores. With the occasional Volvo, Porsche and Mini that comes through the door, Panic Motorsports is able to satisfy a growing need for salvage parts across a variety of vehicle makes.

"You have to be passionate about something to take the leap and form your livelihood around it," Steve says. "We certainly have the automotive bug, but we've also been blessed with amazing employees, clients and friends. To win last weekend's enduro has just been the icing on the cake this year. We're excited to see what we can accomplish next year in the shop and on the track!"

The Panic Motorsports team includes more than 10 sports

Despite power steering problems, the Colletti Motorsports Acura RSX Type S still managed a third-place finish at the Western Ohio Region eight-hour enduro at Mid-Ohio.

car pilots, a 358 sprint car driver, many course workers and officials and a handful of championships, including successive championships for Steve in the Carolina Cup Pro Series (2008 and 2009) – this year's championship went to teammate Tiley; and Owenby and Alex Gaines both have SARRC championships within the past two seasons.

The Bertoks wish to express their gratitude to Race Engineering, Carbotech Performance Brakes, Ahab Studios of Lexington, Retro-Solutions lighting products, Mazdaspeed, TI-Speed Engineering and the North and South Carolina Regions of the SCCA.

For more information on Panic Motorsports, log on to www.panicmotorsports.com.

DON'T FREEZE IN FEBRUARY

Deep South SEDiv has events Feb. 3-6 is the Double Drivers School at Roebing, with Buccaneer Region. Then, Feb. 12-13 is the SARRC/CFR Regional on the Long Course in Sebring. (Take some Valentines goodies for the workers.) On Feb. 26-27, is the Time Trials/PDX held by South Carolina Region at Carolina Motorsports Park. Head to www.sedivacing.org for updates.

And the 37th annual Florida State Autocross Championships were Nov. 14 at the Gainesville Raceway Road Course. This event has been running since 1973! Buccaneer Region has the results posted at www.buccaneerregion.org.

CONTACT SUSAN H. YOUNG
(398) 532-4907
youngpv@earthlink.net

NORTH COAST NEWS

GREAT LAKES DIVISION
BY NANCY SCHILLACE

CARS AND CAMARADERIE

For the last hurrah of racing of the season under sunny skies and cool autumn temperatures, Western Ohio Region hosted an eight-hour enduro on Saturday, Oct. 9, at Mid-Ohio. Hospitality chief **Becky Suhr** was wisely prepared with smiles and bandages for her crew during the preparation of more than 100 lunches for the volunteers. Lots of thought, preparation and logistics were used to make sure the volunteers were fed and watered – and the drivers didn't seem to mind the

planned black flags to give volunteers a break.

Mike Edgerton from Western Ohio Region shared the racing details as to just how successful an event that started with 10 cars turned out.

The first hour proved that the Honda America Race Team 1 (HART1) Honda Accord with **Michael Galati** driving was the car to beat. At the end of the first hour, the HART1 team had the most laps (34) and had set the fast time of the day. They were followed by High Street Racing's Acura Integra Type R and the Colletti Motorsports RSX Type S with *Car and Driver* editor **Tony Snow** at the wheel. Problems surfaced during the first hour of racing as the HART2 Honda Civic developed a misfire, as did the SRT-4 of Doyle Racing. The Toyota Supra of JP Racing broke a front hub and temporarily retired to the paddock for repairs.

In hour two, with 54 laps completed, the HART2 Honda Civic had to retire. Shortly thereafter, with 60 laps in the books, the HART1 Honda Accord also retired from the race. After driving all over the Columbus area to find a replacement hub, the JP Racing Toyota Supra was able to reenter the race in hour five.

The Colletti Motorsports RSX had power steering problems in hour three, which cost them five laps to repair. This gave the lead to the High Street Integra, and suddenly it became a three-horse race between the Integra, the Spec Racer Ford of Crowned Eagle Racing and the Colletti RSX.

At the finish, it was the High Street Integra with 226 laps, the Crowned Eagle SRF with 224 laps and the Colletti RSX with 223 laps.

The two Miatas in the race proved to be trouble free. Waterford's Greatest Miata completed 205 laps and finished fourth overall, while the Miata of MW Motorsports completed 198 laps. Rounding out the field in sixth was the Colletti Motorsports Integra, which suffered a broken hub in hour six with **Greg Vanderluis** at the wheel. Vanderluis was able to nurse the car back to the pits without further damage to the front end, which enabled the crew to have the car back on track after losing only 10 laps. The SRT-4 was suffering from a fuel starvation problem due to a faulty fuel cell.

With pit lane closed, good sportsmanship and camaraderie effervesced as the teams and volunteers all lined the pit