

"Thrilled" maybe a little, Will?



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The KnockOff is the official publication of the Mohawk-Hudson Region, Sports Car Club of America. Opinions expressed here are not necessarily those of the Mohawk-Hudson Region or of the Sports Car Club of America.

The general membership meeting is held on the first Wednesday of every month at 7:30pm at The Orchard Tavern, 68 No. Manning Blvd., Albany, NY.

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<http://www.mohud-scca.org/>

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REGIONAL EXECUTIVE REPORT Russ Burckhard

June 2014

The Saratoga Auto Museum's annual car show was held on May 17th. Unfortunately for me I had to work and could not attend. Thanks to Bert Huiess for bringing the van up for me. Thanks to Eric Smith for scheduling all of the Mohud cars, getting a fill in to drive the van, and manning the booth to promote the club. Also thanks to all that brought their vehicles up to show and those that helped to staff the booth.

The annual Tech party at Bob Karl's Sales and Service was held on Saturday May 3rd. It was the same day as our Test and Tune so I was unable to attend. Jack tells me it was a success with 16 cars showing up to get their annual tech.

As a reminder. If your information has changed, let SCCA know so that they can keep their information current. Also let Lisa Hanifan know of any Email address changes so you won't miss your Knock Off. During my move, I temporarily lost my notes from the Round Table. Fortunately I found them. So here is a recap of the meetings.

Regional Solo Development - Some ideas to promote the club are to get a video to show at the car shows, media blast information about upcoming events (radio, TV, newspaper), Should have a business card with club contact information, combine events with a charity (SCCA has a reduced sanction for 1 charity event a year), Preregistration. These ideas can help to get the word out to the public and possibly increase attendance.

Corporate statistics – 45% of new members are interested in Solo. 2/3 of new members are under 35 years old, Club racing has been losing members, Rallycross and Solo are expanding, PDX is a destination, not a step to Club racing, there are approximately 42,000 members.

The SCCA building in Topeka has been leased until 2016. They are making extra payments to be able to get out of the lease early. The east coast has been rumoured as the next location, possibly near the location of the last National Convention.

SCCA's IT department has a two year plan and is already six months into it. They are aware that the SCCA website is not good and that they are inadequate in the social media. Steps are being taken to improve both.

Driving Experience – Ops manual is in the SCCA file cabinet under club racing. No physical or Hans device needed. Expired belts okay if they are in good shape. Passing areas are up to the sanctioning club. 2/3 of entrants were crew and relatives of drivers. The event can be made to be like a Chupcar or Lemons race.

NARRC – New England doing year end banquet. No rule changes or change in assessments.

NYSSRC – Possible 9 race series. 5 points race to qualify. Max 2 per weekend.

UPCOMING EVENTS.

Go-kart night will be Wed., Aug. 6th at the Fun-Plex. **Golf outing** planned for Thurs., Aug. 14th with the tee time at 2pm. **Guptills car show** starting June 9th.

SOLO REPORT

Russ Burckhard

June 2014

We had our first event of the season on May 4th and it turned out to be a good one. 51 drivers showed up to compete. Calob Pocock set both the fastest time of the day and top Pax in his Subaru BRZ. Eric Smith was .01 off of the top time and Jon Staude was just over a tenth off of the top time. Jon was also only .02 off of the top Pax. This is looking like we will have some good battles this year.

We had a test and tune / school on Saturday May 3rd and we were greeted with a handful of new faces. I had the pleasure of working with quite a few people. It is always a great feeling to be able to help out both new and veteran drivers to make them better drivers.

The Street Survival is coming soon and we are in need of some volunteers. We especially need some instructors. We have a full class of students and not enough instructors to go around. [Instructor and volunteer registration is available here.](#) We look forward to seeing you there.

UPCOMING EVENTS

- | | | |
|---------|---|---|
| May 31 | TRSS Street Survival | See www.Streetsurvival.org for more info and registration |
| June 1 | Points event 2 | Fortitech |
| June 28 | Solo School | Fortitech |
| June 29 | Points event 3 | Fortitech |
| July 27 | Points event 4 | Fortitech |
| Aug 24 | Points event 5 | McCarty Ave |
| Sept 6 | Adirondack Corvette Club Charity event at Prospect Mtn. | <i>Not a mohud event.</i> |
| Sept 20 | TRSS Street Survival | See www.Streetsurvival.org for more info and registration |
| Sept 21 | Points event 6 | Fortitech |
| Oct 12 | Points event 7 | McCarty Ave |

COMPETITION REPORT Jack Hanifan

June 2014

Thompson International

Speedway - The “Soft” opening for Thompson International Speedway is 2 weeks away. NER has a Test day scheduled for Friday June 6th and Regional Races on June 7 & 8. The entry fees are quite low. Connecticut state law prohibits racing before noon on Sunday. The track had already committed part of the circuit for a community fundraiser on Saturday, so racing will begin on noon both days. The good news is that there is an eighteen hole Golf Course on the property with a nine hole rate for weekends. The track is 1.7 miles long and uses part of the 5/8th oval. Last week Earl Hurlbut and I accompanied by Area 10 Director John Walsh reviewed the track. The track should be fun, all the pavement on the road course is great and the transition on to and off the oval is very good. The event is up on MotorsportsReg and has a limited entry, so enter now if you have not already done so.



Thompson International Speedway

Directions to Thompson - The track is 150 miles from Albany and all but the last 3 miles is Interstate. Take I 90 east for about 110 miles to Mass Turnpike Exit 10 – Auburn, MA. Take the ramp to the right to go South on I 395 into CT. At Exit 100 exit towards E. Thompson and follow Willsonville Rd east for .2 miles. Then take a right onto Ct.193/Thompson Rd. follow for 2.3 miles and make a left on East Thompson Rd. Follow for .9 miles Track will be on your right. Registration is in the building to the right as you enter the property. Bing says it will take 2 hours and forty-five minutes.

Motels, restaurants etc.- Motels and restaurants can be found in Auburn, MA. about 15 minutes away. The restaurant at the Golf Course on the property is open and the food is quite good. There is also an Ice Cream stand next to the Pro shop- Bogeys.

Late breaking news from NHMS - Jared Lendrum finished 1st in T4 and Greg Pecora finished his first race.



Thompson International Speedway



Jared Lendrum after his win at NHMS



MoHud guys look at the 1930's MG



The Triciozzi collection at the SAM auto show

More Fun Planned!

GO KART NIGHT

Wednesday, Aug. 6, 2014
Fun Plex

Call Pete Smith on his cell **518-339-5744** with questions.

and

Annual Golf Outing

Thursday, Aug. 14, 2014

Same plans as last year!

Call Pete @ 518-339-5744 with questions

Thanks!

Pete Smith, *MoHud Activities Director*

Devil in the Dark 2014

by Will Schambach

After running two endurance races in 2012, first with the Lemons series as a guest driver in an E30 BMW at NJMP Lightning, and then in the 14 hour Chump race at Road Atlanta with my own team and car, I knew enduros were something I had to do more of. Plans were made to attend both the Devil in the Dark 12 hour and the Charge of the Headlight Brigade 13 hour in 2013, but many factors conspired against us making it impossible to attend either of those races. The time away didn't diminish the desire to run a long race into the dark, so plans were made to again try the Devil in the Dark 12 hour at NJMP Thunderbolt.

I learned a solid lesson about enduro prep at the ARRC at Road Atlanta in November 2013, where cooling problems and a terrible quality engine build took us out of what should have been an easy two hour ECR enduro. Over the winter I did another engine build, this time using higher quality components, gaskets, and fasteners, and also improved the cooling capacity of the car. Of course, I also took some time out to break in all the new stuff running a couple races on the ice with AMEC!



The Devil in the Dark is run by the combined efforts of the Northern and Southern New Jersey SCCA regions, known collectively as the Jersey Racing Board (JRB). The JRB sets up composite classing for this event, so instead of having a separate class for the ten or so SCCA classes normally eligible for endurance races, they have 5 classes, E1-E5 made up of approximately 40 classes from multiple sanctioning bodies. E1

cars are at the top of the heap and include such SCCA classes at STU, T1, T2, ie the fast cars, down to E5 which includes B Spec, ITC, and LCC3, which was us!

LCC is a JRB supplemental class for cars that have run in Lemons or Chump races, with those sanctioning body's log books, and meet SCCA IT safety rules and have an SCCA log book. LCC cars are to run on street tires of 180TW rating or above. LCC3 was the class that we ran with the Honda Civic, it's for small bore "LeChump" cars with displacement of 2.3 liters or less. To my mind, running in E5 as an LCC3 car made a lot of sense, we'd run two classes 'down' from where we'd normally run as an ITA car, be able to run without the 80 pounds of ballast we'd need to run in ITA, and be on street tires, which proved to be a very good balance of performance, price, and endurance treadwear.

The usual last minute car prep and gear packing occurred right up until we had to leave for the event. It's a logistical nightmare packing for any race or autocross, but it reaches a new level of nightmare-ishness when prepping for an enduro. There are three drivers to look after, many spare parts to pack, approximately 90 gallons of race fuel to account for and transport, then three crew members to get together and make sure they had gear in order to fuel and service the car. And, all this stuff (and people) had to get down to Southern Jersey!

And, when we got there, we had to wait! The one and only criticism I could level against this event was that registration opened at 11am Friday, while the Friday practice session started at noon. The registration cattle call came, and every last one of the drivers and crew members that would be participating in the event tried to register with the three nice volunteers manning registration right then. As I looked at the 200 or so people in front of me in line, and started hearing race engines firing up for the practice sessions, I became aggravated. Knowing that we also had to go through gear tech didn't help the aggravation. Finally, one of the organizers had mercy on us and split the people registering for the test day off from the rest of the group, and we were able to fly through registration and tech in good time and decent humor. We only missed about an hour of the four hours available for practice, which didn't end up being much of a problem.

During practice, our only real objectives were to try to get tire pressures adjusted, as this Dunlop Z2 was a new tire to all of us, and get a feel for the track and car under race session conditions. Also, the Thunderbolt configuration for this race did not utilize the turn 3 chicane, which none of us had driven before. Our practice day gave us all sufficient practice to learn the track and the car, and to make the small adjustments we wanted to make prior to the race.

We decided that I would qualify the car during the 20 minute qualifying session on Friday evening, which would end shortly before sunset. I had the advantage of having the AiM data display showing my lap times during this session, and from that I could see that I was lapping at around the same pace I had been earlier in the day, so things were looking good. When it started raining part of the way into the session, and as I came around and got my best lap of the session thus far, I knew there would be no more speed in that session, however there WOULD be a lot more danger, so I came in to paddock. That qualifying position put us around 35th of the 49 cars entered, which was as good a result as we could hope for, being in the slowest class and one of only three cars on street tires.

We skipped the first night practice session because it was pouring down rain, but did go out on the second one, learning that wet grass is, indeed, more slick than wet racetrack. And that NJMP is very dark. And that our car would be horrible if it rained during the race, in the dark: we weren't sure if the glare from the aux lights or the completely fogged up windshield was worse. At one point I went off at the turn 7 complex, so far into the agriculture that I could no longer see any of the tarmac,

instead seeing the lights of the condos at driver's left beckoning with a soft glow that looked like warmth and possibly dinner. I didn't rejoin until somewhere in turn 9...

Safe and sound back at our hotel, we were able to look over the AiM data, to the boredom of our crewmen. Fish tales were debunked with raw numbers, untrue stories of heroics were told, and beers were drunk. We had a "plan" for tomorrow's race day.

Saturday, race day, dawned cool but clear. I had the odd experience of getting serenaded by Jeff K's rendition of a Journey song, sung too loudly and off key. Seeing everyone else fiddle faddle with their cars, I felt the need to put the front of the car on jacks and pull the wheels off, but after being completely satisfied that everything was still intact, I put the wheels back on and just watched everyone else in the paddock stay busy.

After gridding the car and sorting out whether EJ Smith would ever join us for the race, as he was the first driver in and mysteriously missing (*I was busy fraternizing with some of my flagger friends - Eric S.*), I wandered the grid and was able to socialize with the driver that would start the only other car in our class, a VW Golf that had been set up for Chump and Lemons racing and was being run by a team with a lot of enduro and club racing experience.



EJ started the race cleanly and brought the car back in great shape after his first stint, which we ended a little early due to a full course caution. Our refueling apparatus left a lot to be desired, as it was bone stock filler jugs with $\frac{3}{4}$ " hoses filling into the car's totally stock filler neck. In other words, it took way too long to fill the car, which was infuriating to watch, but about which nothing could be done at this late stage. Jeff K got in the car next, and did a great job putting in nice quick and consistent laps. I was third in the rotation, and can claim to be neither clean nor consistent, but every once in a while I went fast and kept the car (mostly) on the track, so all was well on the team.

The original plan called for close to 2 hour stint lengths, but unfortunately the car was only capable of going 1:45 on a tank of fuel. The positive side of this was that it was no big deal to short stint when the full course cautions came out near our fuel window, which happened a couple of times. The negative was that we ended up needing to cover one extra odd-numbered stint. Jeff and I spoke about the strategy for the rest of the race while EJ took his second stint in the rotation, and I called



owner's dibs and took the extra odd stint. We decided that I'd get in the car after EJ, then Jeff would be next, followed by me again to take the midnight checker.

My extra stint was actually probably the best one, the track was cooling at twilight and there was still plenty of light to see the track perfectly. The street tires enjoyed these conditions,

and I was able to put in the car's fastest lap of the event right as the sun was touching the horizon. That time was not to be repeated, however, as the visibility just wasn't good enough to safely put in hot laps after that. The remarkable part about our times going into the night was that they were set on the same tires, in the same locations on the car as when we started. The Dunlop Direzza Z2s were very consistent and actually pretty quick during this whole event, which made it easier and cheaper to run than if we were on racing tires. I just don't think an r-comp would have been in good enough condition to run it's fastest race lap at hour 10!

Jeff K took the next stint, which was entirely a night stint. Thankfully it wasn't raining, and our auxiliary lights in addition to the car's headlights put out enough light for him to put down very quick and consistent laps. He ended up putting down some of his best laps of the weekend during his night stint, which really energized our team as we watched him reel in the competition. It was very exciting to watch, as I knew that if our class competitor put down similar lap times as Jeff was, by virtue of their better fuel economy and faster pit stops, they would have been able to win the race. However, for whatever reason their car actually fell off the pace as the hours rolled by in the night, and Jeff ended up being around 12-15 seconds a lap faster than they were, and lapped them a total of 3 times or so during his stint. I'm pretty sure he planned his passes of the Golf so that they occurred on the front straight; it was great to watch our crew guys applaud him as he went by, overtaking our competitor.

I took our last stint to take the checker at midnight. These last couple of hours was very obviously taking their toll on man and machine. There were many cars with serious mechanical troubles, bodywork hanging off, and tired drivers battling too hard for positions they couldn't take or keep. I was one of these, my right wrist was locked in some sort of claw position, I was getting an odd leg cramp, and I'll admit to falling off the track a few times during this stint. The car was still great, with great grip, albeit an extremely long brake pedal from pretty comprehensive brake pad wear. When I managed to stay on track I was able to have a few great battles with cars that had passed us in better health and visibility during the day. It was a pleasure knowing we



were passing cars with our little mule, and were doing so with a fraction of the budget of probably any of the other teams.

I was thrilled to still have the car in one piece as I crossed the finish line at midnight. The next thrill was to be in the line of cars coming back through pit lane and being called out for weighing and impound

after the race. We were in great company, as only the top finisher in each class went through the weighbridge. Next up was the podium celebration, where track media interviewed us, were each presented a trophy, and each got a celebratory bottle of champagne. I was the only one to uncork the champagne on the podium and was ecstatic to be able to enhance the car's finish with a little film of bubbly.

A few days later I got the car back into the garage to look things over. I'd assumed that there would be some destruction to repair: ball joints, hubs, bearings all took a beating by our many sojourns through the New Jersey wilderness. To my surprise though, the only things the car needed was a new set of brake pads (\$11 rotors still good), a re-torque of one axle nut, and a tire rotation. Yes, the same tires that went through a 12 hour race and 4 or so hours of practice and qualifying were still perfectly usable. In fact, I ran them just last weekend at Lime Rock for 80 minutes of HPDE with no problems...in the rain at times.

Would we do it again? Yes. Two days after the event, my claw wrist and me went online and typed (slowly) at a few friends that may be dumb enough to do it all again.

HUGE thanks to our crewmen, Matt Collings (also credited with the photos in this story), Steve Spinicchia and Alex Weldon. These guys did a great job fueling the car and keeping us all pumped during the event. Good job driving, EJ Smith and Jeff Kanetzky.

"Like" us on Facebook, 'WTCF Racing' to see what's next!

2014 NeDIV Schedule

DATES	EASTERN CONFERENCE MAJORS	NEDIVISIONAL SERIES	REGIONALS
January 4 & 5	Sebring Int'l Raceway - D (3-5)		
January 11 & 12	Palm Beach Int'l Raceway - D (10-12)		
February 15 & 16	Stewards Training - Hartford, CT (15)		
March 1 & 2	Stewards Training - Harrisburg, PA (1)		
March 7, 8 & 9 / Daylight Savings	National Convention - Charlotte Convention Center, Charlotte, NC		
March 15 & 16			
March 22 & 23	Road Atlanta - D (21 - 23)		
March 29 & 30			
April 4, 5 & 6	NeDivision Roundtable & Stewards Ground School for SIT's - The Inn @ Pocono Manor, Pocono Manor, PA		
April 12 & 13 / Passover (15)		WDC/Summit Point (M)	
April 19 & 20 / Easter	Virginia Int'l Raceway		
April 26 & 27			STC-NEO/PIRC - D (27) JRB/NJMP-T 12-hour Enduro 25-26 + Test 25
May 3 & 4			
May 10 & 11 / Mothers Day (11)			NNJ/Pocono - D + Pro IT (Na, Nj)
May 17 & 18			
May 24, 25 & 26 / Memorial Day		NER/NHMS - D (24-25 Ne)	
May 31 & June 1			JRB/NJMP-T-Restricted Pro IT Double ONLY
June 7 & 8	SJR/NJMP-T - D (6-8) + Test 5		
June 14 & 15 / Fathers Day (15)		STC/PIRC - D	
June 21 & 22			WDC/Summit Point (M) NER/LimeRock (20-21-Ne, Na) FLR/Nelson - D (Ny)
June 28 & 29 / Ramadan (29)		JRB/NJMP-L + Pro IT + Test 27 (Nj)	
July 4, 5 & 6 / Independence Day	GLN/Glen - D (4-6)		
July 12 & 13			WDC/Summit Point (M) NER/TSMP-Thompson Speedway Motorsports Park-D (11-13 Ne) GLN/Glen + Pro IT (Ny, Na)
July 19 & 20			
July 26 & 27		MVR/Nelson - D (K)	
August 2 & 3	WDC/Summit Point - D (1-3)		
August 9 & 10		TRI/Pocono + Test 8 -D (M)	NER/NHMS - D (Na)
August 16 & 17			JRB/NJMP-T + Pro IT+- Test 15 (Nj, Na)
August 23 & 24			
August 30, 31 & September 1 / Labor Day			WDC/Summit Point - D (M) JRB/TSMP-Thompson Speedway Motorsports Park-Pro IT-DBL NER/NHMS - D (Na)
September 6 & 7			
September 13 & 14		FLR/Glen - D (Ny)	
September 20 & 21/ Rosh Hashanah (25)			
September 27 & 28		NYR/LimeRock (26-27 Na)	MVR/Nelson - D (K)
October 4 & 5 / Yom Kippur (4)			WDC/Summit Point (M) NER/TSMP-Thompson Speedway Motorsports Park-D (3-5 Ne) GLN/Glen -Reg'l (4 Ny) + Enduro (5) + Pro IT (4-5) + Test 3
October 6-12	SCCA NATIONAL RUNOFFS - MAZDA RACEWAY, LAGUNA SECA, SALINAS, CA		
October 11 & 12 / Columbus Day (13)			
October 18 & 19			JRB/NJMP-T (17-19 Nj)
October 25 & 26 / Halloween (31)			
November 1 & 2 / Daylight Savings			
November 8 & 9 / Veterans Day (11)			
November 15 & 16			
November 22 & 23 / Thanksgiving (27)			
November 29 & 30			
01-22-14 NeDiv Scheduling Donna McDonough			
Series Designations & Event Types			
NAARRC=Na; NERRC=Ne; NY SRRC=Ny; NJRRS=Nj; MARRS=M; Kryder=K			
Double=D; Enduro=E; Restricted (Class)=R; Tentative=T			



THANKS from MoHud SCCA!

On behalf of the region, I'd like to thank all those who helped me put on the MoHud display at this year's Saratoga Auto Museum's Spring Car Show. I'd especially like to thank the following:

- * Jack Hanifan and John Sheridan for their assistance with organizing the event.
- * Jim and Trish Bucci for providing handout materials.
- * Bert Huiest and his family for rescuing us in a pinch and driving the region's van to the event.
- * Vincent DePaul, Dave Trifaro, Tom Moeller and Greg Cuda, Dave and Tyler Reynolds, Arn Beebe, and Pete Smith for displaying their vehicles. Special thanks to Vince, Dave T, Tom and Greg for doing so on very short notice and saving the day!

We had a successful event and talked with many visitors about the vehicles and how they could get involved with SCCA and our region's activities. Hopefully we'll see some new faces at our upcoming events.

Eric Smith
Asst. Regional Exec



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New Jersey Solo Championship Tour Showcases Compelling Wins

EAST RUTHERFORD, N.J. (May 7, 2014) – The area occupied by tailgating fans of the NFL's New York Giants and New York Jets during the fall was the setting for the Tire Rack SCCA Solo® Championship Tour event, which took place over the weekend in a lot outside MetLife Stadium.

Several close battles highlighted the two-day competition that utilizes the traditional class-based competition used at The Tire Rack SCCA Solo National Championships.

The closest of those battles was in Super Street R, which was decided by 0.027-second. Grand Reeve (SSR, IRacing.com/G-Fab Racing Chevrolet Corvette), of Sturbridge, Massachusetts, was the winner following Sunday's three runs. Reeve was the day-one leader in the class, but things got tense on Sunday when Pat Salerno bested Reeve's top time by 0.3-second. In the end, the overnight cushion built by Reeve withstood the onslaught.

D Street was one of the smaller classes at the event, but was more than captivating. Chris Morton (My Ever Shrinking Wallet Subaru WRX), of Webster, New York, was the winner by a mere 0.143-second over Keith Sturm. Following Saturday's three runs, Morton was the leader in the clubhouse. Like in SSR, the second-place driver – Sturm, in this case – ran strong on Sunday, beating Morton's best time of the day. Morton hit a cone during each of his final two Sunday runs, which left the door open for Sturm. However, Morton's standing time was enough to give him the nod for the win.



Heidi Ellison is a local driver who took home the Street Touring Ultra win.

Credit: Perry Aidelbaum

Courtney Cormier (H Street, Mousektravel/Evolution/BFGoodrich Tires Mini Cooper), of Glen Allen, Virginia, was the class leader after three runs on Saturday. Nick Babin challenged for the lead on Sunday, but fell 0.170-second short of making up the gap Cormier had created.

Heidi Ellison (Street Touring Ultra, Autocraft BMW Specialist BMW M3), of Roosevelt, New York, scored a popular class win. Living less than 40 miles from the competition site, she is a local driver with a good following in the area. She blew the competition away on Saturday, setting a time 1.2 seconds quicker than her closest competition. Ellison was unable to set the fast time on Sunday, but her overnight-lead was enough to ensure her the win over Laurence Casey.

The Tire Rack SCCA Solo Championship Tour Series rolls on to the Spring Nationals in Lincoln, Nebraska, May 25-26. This will be a great opportunity to experience an event at the Lincoln Airpark prior to the National Championship meet. More information on The Tire Rack SCCA Solo Program is available at www.scca.com/solo.

More information, including full results, from The Tire Rack Solo New Jersey Championship Tour is available at <http://www.scca.com/events/index.cfm?eid=6977>.

Like the Club on Facebook and follow us on Twitter @SCCAOfficial.

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Wagner Selected to Head SCCA's Experiential Programs Department

TOPEKA, Kan. (May 6, 2014) – Sports Car Club of America President Lisa Noble announced today the hiring of Heyward Wagner to head the newly-created Experiential Programs department.

The new department's primary focus is in the development of entry level programs geared to both new and existing members, and the enhancement of social aspects for those participating in all of SCCA's programs. The department will act as a research and development program for SCCA members, establishing programs that currently fall outside of the traditional markets served by Club Racing, Solo or Rally. SCCA Region programs to activate membership at a local level will also fall under the new department.



Heyward Wagner
Credit: SCCA

“The Experiential Programs Department will open up SCCA to new members through a mix of new programs and Club enhancements, including elements that fall outside of our traditional window,” Lisa Noble, SCCA President and CEO, said. “Heyward’s enthusiasm, knowledge base, experience and creativity make him a perfect fit to head this new department, and we’re looking forward to the future as we grow as a Club.”

The department is tasked with the development of programs that are driven by experience as opposed to pure competition. Concepts in development include the expansion of the Starting Line Program to offer a wider range of entry-level performance driving opportunities as well as a program designed to incorporate aspects of Solo, PDX, Time Trial, RallyCross and Rally into a single event. At the same time, the department is working to improve the member experience within the core programs by providing training opportunities and leading the effort to better incorporate technology and social activities into both events and communications.

Rick Myers, SCCA Manager, Region Development, will join Wagner in the Experiential Programs Department. Myers has worked at SCCA for six years and brings both working relationships with Regions and a wealth of knowledge in the implementation of technology-driven programs. Myers will continue to work closely with Region leadership.

Wagner is a life-long SCCA member who was serving as the Solo Communications Manager. Wagner started the SoloMatters newsletter and developed and implemented the Tire Rack SCCA Starting Line school that opened in 2013 to introduce new autocrossers to the sport with professional coaching and training.

“Having grown up in an active SCCA family and been a participant myself for nearly two decades, I am strongly of the opinion that the essence of SCCA membership is experienced through participation,” Wagner said. “I believe that participation can be fun, competitive and social, whether it is in-person or online. It is the goal of this department to find ways to infuse each of these elements into events and give members the best possible experience. “

Wagner will split his time between the SCCA Office in Topeka, at his home in Weaverville, N.C., with his wife, Julia, and son Cole, and at SCCA events around the country. He can be reached through email at HWagner@SCCA.com. ABOUT SCCA

Founded in 1944, Sports Car Club of America, Inc. is a 60,000-member motorsports organization that incorporates all facets of autocross, rally and road racing at both amateur and professional levels. It annually sanctions more than 2,000 events through its 115 regions and professional subsidiary. Landmark events and series for the Club include the SafeRacer SCCA Club Racing program, which includes the U.S. Majors Tour and BFGoodrich Tires SCCA Super Tour; the Club Racing National Championship Runoffs® at Mazda Raceway Laguna Seca; the Tire Rack® SCCA Solo National Championships and ProSolo Championship at Lincoln, Neb.; the annual SCCA National Convention and Hall of Fame Induction and MSX – North American Motorsports Expo.

Tech Party Photos

Courtesy Trish Bucci



MoHud Meeting Minutes - Wed. May 7, 2014

Meeting called to order at 7:35 pm.

Russ was not able to attend, so Eric chaired the membership meeting.

Secretary - Minutes accepted as published in the Knock Off.

Membership - we now have 361 members.

Treasurer - summary of the previous months expenses and income provided.

Knock Off - Zeke Wright has resigned as webmaster □ he has moved out of the region. Eric agreed to take on the function.

Solo - test and tune was held on the McCarty lot on Saturday . There were 21 participants with 6 new participants. The autocross on Sunday had 51 participants. The new Street Class (no R compound tires - street tires only) was well attended.

Tire Rack Street Survival □ the school is scheduled for Saturday May 31 at Fortitech. There are already 4 to 5 students enrolled. Instructors and helpers are needed. Instructors are now required to complete an online training/presentation. Kevin Belden can provide the link to the online course.

PDX - no report.

Eric said the BMW Patroon is running a HPDE at the Glen on June 9 and 10. There are still a lot of openings available.

Activities - Go karts are scheduled for August 6th. The golf outing will be on August 14, 2:00 pm.

Competition – the tech party had 16 cars. Upcoming events/races -

- weekend of May 10/11 is Pocono.
- May 17 is the car show at the Saratoga museum.
- Weekend May 24th - double regional at New Hampshire.
- Thompson speedway - opening June 6 for a test day.

Rally - Trish is working on an event for the fall. No details to share yet.

Old business - Saratoga Auto Museum May 16 - 18. Mo Hud will have 6 to 8 cars. Mustang is a featured car this year - for it's 50th anniversary. Guptills car show - we need to have a car to show at each event. First scheduled show is June 9th.

New business - Dick Stewart submitted his resignation as Mo Huds NARRC rep. Jack Hanifan agreed to replace Dick on behalf of the region.

Meeting adjourned at 8:30 pm.