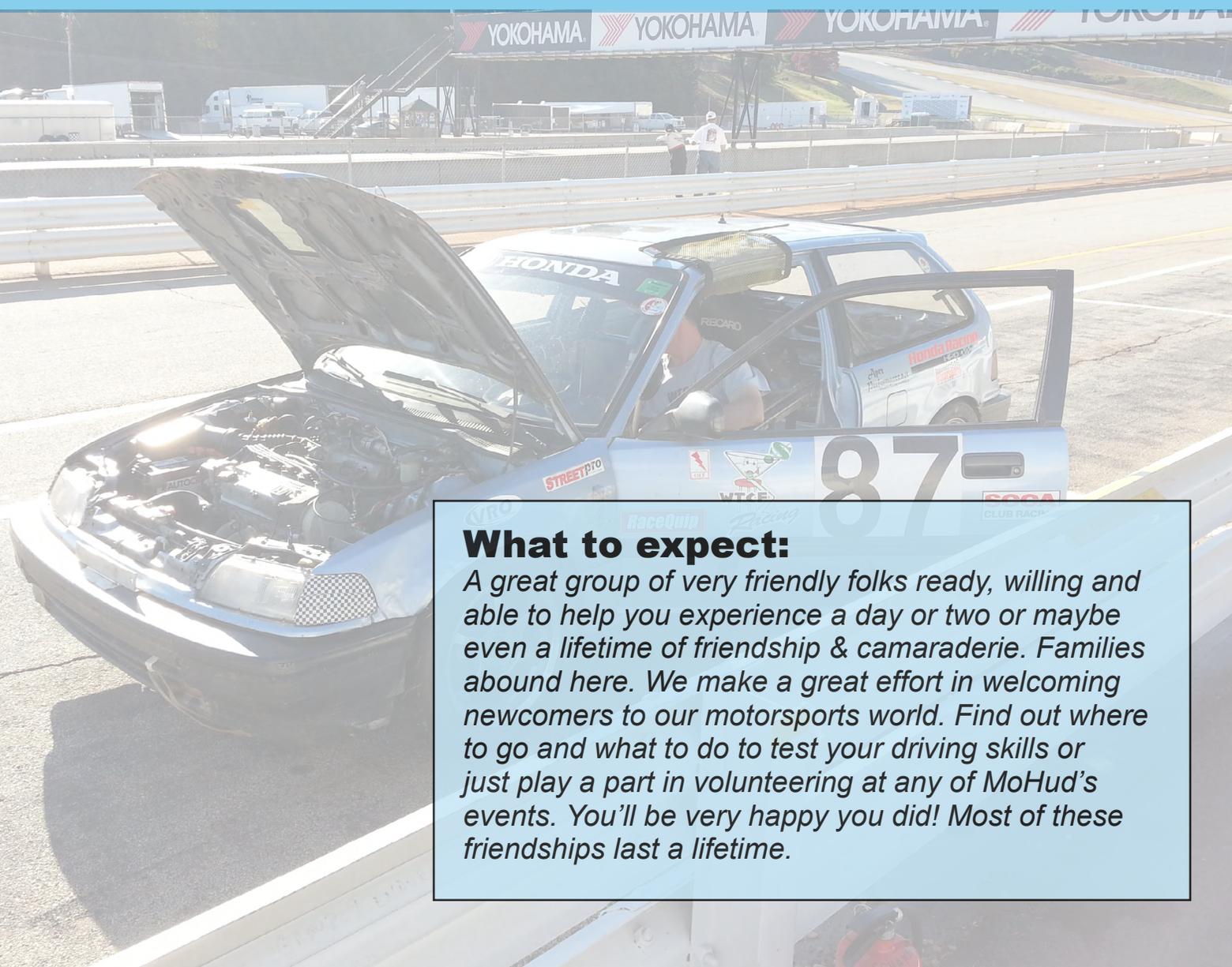


2014 MoHud SCCA

Join our great MoHud crew
for Racing, Solo and a great many
fun events this year!

See pages 3,4 for plans and pages 5-9 for one member's experience.



What to expect:

A great group of very friendly folks ready, willing and able to help you experience a day or two or maybe even a lifetime of friendship & camaraderie. Families abound here. We make a great effort in welcoming newcomers to our motorsports world. Find out where to go and what to do to test your driving skills or just play a part in volunteering at any of MoHud's events. You'll be very happy you did! Most of these friendships last a lifetime.

MOHAWK - HUDSON REGION SCCA OFFICERS & ADMINISTRATORS

REGIONAL EXECUTIVE

Russ Burckhard
19 Carpenter Drive
Schenectady, NY 12309
russtduck@gmail.com

ASST. REGIONAL EXEC.

Eric "EJ" Smith
7 Oneida Ct
Slingerlands, NY 12159
518-858-4082
ejvo8@gmail.com

TREASURER

Todd Boice
86 Arrowwood Place
Malta, NY 12020-2912
(518) 289-5720
tboice1@nycap.rr.com
Mohudregs@nycap.rr.com

SECRETARY

Ron Bass
308 W Highland Drive
Schenectady, NY 12303-5753
(518)355-1068
m3apx@aol.com

COMPETITION CHAIR

Jack Hanifan
39 Ramsey Place
Albany, NY 12208-3016
518-438-3754 home
jackhanifan@hotmail.com

RALLY CHAIR

Trish Bucci
6 Hunter Ave
Latham, NY 12110
trimar71@gmail.com

NeDiv LICENSE CHAIR

Peter W. Smith
35 Knollwood Drive
Saratoga Springs, NY 12866-5775
518-587-9755
tbspete@gmail.com

SOLO CHAIR

Russ Burckhard
19 Carpenter Drive
Schenectady, NY 12309
russtduck@gmail.com

MEMBERSHIP CHAIR

Will Schambach
76 Esopus Drive
Clifton Park, NY 12065-40505
518-495-1796
weschambach1@yahoo.com

KNOCKOFF EDITOR

Lisa Hanifan
39 Ramsey Place
Albany, NY 12208
518-438-3754 home
lhani1@nycap.rr.com

CHIEF OF PITS

Clark Nicholls
65 Hartwood Road
Lee, MA 01238
(413) 243-3433 home
cwnicholls@aol.com

SCRUTINEERING (TECH)

Richard Welty
269 Rabie Road
Averill Park, NY 12018
(518) 674-0436
rwelty@krusty-motorsports.com

CHIEF, Flagging & Commun.

Richard Alexander
7 Heritage Hills Drive
Wyanskill, NY 12198-8617
(518) 283-7376
DWEEBDAD@MSN.COM

SCCA PRO Racing President & CEO

Tom Campbell
500 Grand Avenue
Saratoga Springs, NY 12866-6100
(518)587-2522
scca10director@juno.com

MERCHANDISE

Peter W. Smith
35 Knollwood Drive
Saratoga Springs, NY 12866-5775
518-587-9755
tbspete@gmail.com

DIRECTOR

Bruce Kosakoski
59 Hoffay Road
Averill Park, NY 12018
(518) 674-8816 home

DIRECTOR

Dick Stewart
13 Fletcher Place
West Sand Lake, NY 12196
(518) 674-5683 home
(518) 674-1010 voice & fax
stewartco@aol.com

WEBMASTER

Zeke Wright
RR3 Box 149
Greenwich, NY 12834
518-538-1694
zekew1@gmail.com

Please send all website requests/information to MoHud webmaster, Zeke Wright

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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REGIONAL EXECUTIVE REPORT

Russ Burckhard

February 2014 RE Report

At our house we made the switch from Time Warner to Verizon Fios. This did a few things for us; it saved us money, gave us faster internet, changed where all of the TV channels are, and changed my email address. So this is a reminder for you, if you have made a change, an email address, a phone number, or a mailing address, please make sure to update your info with the Knock-Off at [lhanifa1@nycap.rr.com](mailto:ghanifa1@nycap.rr.com), The message board at <http://www.mohud-scca.org/forum/> and with SCCA at <https://ams.scca.com>.

Some members of the board met in January to go over some items that will be presented at the membership meeting. Topics that will be brought up will be the budget, the race with NER, and travel and training expenses.

The National Convention will be held in Charlotte NC on March 7-9. For more info please go to <http://www.scca.com/news/index.cfm?cid=51448>

SOLO REPORT

Russ Burckhard

February 2014 Solo Report

The Solo Advisory Committee will be meeting to plan the upcoming season. We are planning to have another 7 points events this season. We may need to increase our entry fees \$5 to offset the rising cost of holding events. It has been many years since we have had an increase in the fee and it is catching up to us. The site situation does not seem as solid as it has previously been. We may be okay for this year, but going forward it might be a problem with our current sites. We need to look for new places to hold events. If anyone knows of a place we may be able to hold an event, please let me know. russtduck@gmail.com

Now that it is winter, it is time to work on your driving skills. Get used to having both hands on the wheel and in the proper position. Work on throttle and steering control. Try left foot braking and get comfortable with threshold braking. Be safe when working on these and watch out for the other guy.

COMPETITION REPORT Jack Hanifan

2014 February Competition Report

NARRC Awards Banquet – The 2013 NARRC Champions will be presented with their trophies and jackets at the NER Annual Meeting on February 8, 2014. The meeting is being held in conjunction with the Racers Expo in Marlboro, MA. ITA Champion Mickey Mossaidis is our only MoHud Champion. Information on the NER meeting and Racers Expo can be found on the NER website.

MoHud Races in 2014 – Not to be redundant, but MoHud's racing will be limited to assisting NER at Thompson International Speedway. The two races will be held on the weekends of July 12-13 and October 4-5. Drivers who compete in both of these races will have a big advantage in the MoHud Regional Championship.

2014 Racing – The Tech party and the 1st race is only about two months away. Check your belts to see if they are compliant. I have been receiving emails from Driving Impressions and other vendors about sales on safety items, so now is the time to buy these items. You might also consider going to Race Expo, usually there are a lot of good buys at these shows.

2014 GCR – The 2014 GCR is now online at SCCA.com. The online version of the GCR is the official GCR, it is updated each month. Every driver should check the section of the GCR relating to his class.

2014 Spec Miata – You will find the new Tire Rule for SM on pages 716-717 of the 2014 GCR. The 3rd weekend of the Eastern Major Series is March 22, 23 at Atlanta. This means that SM7 tire must be used after that date. The GCR is a little ambiguous on this; I will have a definitive answer by next month.

Full Competition License – In 2014 there will no longer be National or Regional licenses. All drivers who have completed their Novice Permit requirements will be issued a Full Competition License. The requirement for renewing your license has been reduced to one race a year. You can also get a license which is good for 3 years.

New Drivers School Requirements – The requirements for a competition license have been reduced. In essence, it is only required to complete one Driver's School with 3 hours to get "signed off". Once a driver has been signed off, he/she must only complete 3 weekends successfully to obtain a Full Competition License.

Majors & Regionals – National Races no longer exist, all races are either Regional or Majors. You can enter either type of race with a Full Competition license.

Runoffs Qualifications – There are two ways you can qualify for the Runoffs, you can either run the Majors Races or run the Divisional Championship. The Divisional Championship consists of a series of Regional races at most of the NeDiv track. The schedule is on Nediv.com.

2013 American Road Race of Champions

by Eric Smith

Last December several of your fellow MoHud members decided to dip their toes into wheel-to-wheel racing and entered the Chump Car Series' "Santa In Atlanta" enduro at Road Atlanta. Car owner, driver, and MoHud Membership Chair Will Schambach was joined by drivers Jeff Kanetzky, Phil Shoemaker, Joe Sell, and me at the 14 hour race at Road Atlanta. Based on the fun and mild success we had, we decided to go into club racing and enter this past spring's South & North NJ Regions' 2013 Devil In The Dark enduro at NJ Motorsport Park. Unfortunately for us, Will blew the engine in his '89 Honda Civic IT car over the winter while ice racing, and the car wasn't ready in time for the Devil.

Fast forward to the summer of 2013, and Will was still looking to enter an enduro before the end of the season. I agreed to join Will on his quest, figuring I'd like to put my newly acquired SCCA Club Racing license to good use. We looked at a few events before deciding to enter Atlanta Region's "America Road Race of Champions" event, held November 1-3, 2013, at Road Atlanta. Having traveled with Will before, I was prepared for the 14 hour tow down to Road Atlanta on Wednesday, October 30. The trip down was uneventful, other than a road rage incident we witnessed between two tractor-trailers just in front of us that resulted in a near collision between the two trucks, a near jack-knifing of the one truck, and me at the wheel of Will's truck threshold braking while Will sat in the right seat yelling "More brake! More brake!" I felt a bit like Kimi Raikkonen, saying as calmly as I could "Leave me alone; I know what I'm doing."

Thursday, October 31, was a test day sponsored by Road Atlanta itself. Will set the tone for what we good humoredly called our "polluting of the talent pool" at this event, responding to the registration lady's question as to whether we had numbers on the car with "We have numbers on the car, but they're on in painters tape so we can get away quick if something bad happens." I could tell this poor lady wasn't sure what to make of that response, so I stepped in and explained he was joking and we had numbers.

The test day immediately revealed a problem with the car when Will pulled in 10 minutes into his first session, reporting the car was shaking pretty badly on the back straight. We discussed potential causes and decided to take the wheels over to the Hoosier trailer and have them balance checked. Sure enough, one of the wheels was off by almost a quarter of a pound (!!), so they rebalanced them and we decided we'd likely found the issue. Will went out in the second session and found the car was back to normal. We had the car signed up for 3 different races: Will would drive in the Saturday ARRC race in a group of IT cars, I would drive the car in the Friday Pro IT race, and then Will and I would share driving duties in Sunday's ECR 2.5 hour enduro.

Friday was the beginning of the official race events, with Will having two qualifying sessions, and I had a qualifier and Pro IT race. The day started off rainy and cool. Will went out and



Georgia-clay - Will picked up a wave of mud when someone in front of him cut across an apex. Many people commented on the look and it made us pretty popular in grid.

ran the first of two qualifying sessions, placing 3rd in the rain - much higher than we had anticipated in the wet. What do they say about rain being the great equalizer? My qualifier took place on a drying track, and I placed toward the back of the Pro IT pack (38th out of 40-some entries), which was pretty much where I had guessed I would place given the level of quality entries and my level of

experience. SCCA's Trans Am circus had come to town as part of this ARRC event, and they were a very "entertaining" bunch. Not one of their sessions was crash-free, and Friday's big crash involving Bob Stretch's TA2 Camaro – the incident buried the engine under the passenger compartment of the car) caused the schedule to be revamped, and Will got a 2nd qualifying session where he placed 8th in the dry, but came in early due to an overheating problem. We discussed what we should do, and Will told me basically to run the car until it blew up in my 40 minute race. I decided to take a more conservative approach and said I'd run it as long as I could but would pull in if I saw sustained high temps. I started near the back of the pack for my race, and picked up a few spots as cars ahead of me went off when people tried to go 3 and 4 wide into the first few turns. My strategy was to simply survive and stay safe, but I found myself actually starting to catch some cars on the straights and curves. 10 minutes in I lined up a car for a pass at the end of the front straight, braked late and took the inside of the turn, but found I'd carried a bit too much speed and the rear started to step out just as the passed car started to bear down on me at the apex. As the rear stepped out, it touched the passed car, upsetting it and causing his nose to come in on my driver's door, and then we both spun. I was lucky and expended most of my momentum spinning up track in turn 1, but my competitor, who we knew and had discussed borrowing a replacement head from in an attempt to address our overheating issues, didn't fare as well and went off the outside of the track and made contact with the tire wall. I was able to get the car back on track and joined the back of the pack, which was under a full course caution due to our incident and another one that occurred almost simultaneously. I was so paranoid circling the track, I could feel the flaggers' eyes on me and just waiting for the black flag to come out and call me to have a talk with a steward, but it never came. I came into the pits to have Will look the car over, apologized to the crew of the other car, and then off I went. The other car had some cosmetic damage but was otherwise able to rejoin the race as well. 3 laps into the restart, and I noticed the engine temp gauge was pegged, so I decided to shut my race down and preserve what was left of the engine. Will decided we'd replace the head gasket, but after our incident with our friends with the Honda, he wasn't sure we should be so bold as to borrow their spare head. I spoke to the driver of the car who was involved in my incident, and other than some sore ribs he was fine, and they felt they could bang out the



Late-night - Will takes a break after getting the head off the engine, just before our visitor from Denver

body damage without much effort. Thankfully he was easy to find, sitting in impound as he had won his ITX class. I was glad I hadn't impacted his results too much.

Friday evening was a long night. Will did the wrench work and I did my best to help him as we took the head off the engine. One of the great things we found at this event was the friendliness of our fellow competitors who were so willing to lend us tools, lights, power, beers and advice. We had two SPU cars, an FP car, and an ITA car as neighbors, and each was so helpful. Jim Kellogg must be a legend in that area, as his enclosed trailer is adorned with SARRC Championship decals from 2004 to 2012 – the only year missing was 2009 (I never did get a chance to

ask him what happened that year). At age 73, he's still a formidable competitor. We made a run to O'Reilly Auto Parts for supplies and got to replacing the head gasket, thermostat, and radiator cap, as well as flushing the radiator. Special mention goes out to the mechanic who putt-putted up to our tent on his little pit bike around 10:30pm, drawn to the work lights like a moth to the flame. In a British accent that I believe was Cockney (when I asked him about it, he said he was from "Denver"), he explained he had been enjoying his bourbon and Cokes, but no one was awake down at his end of the paddock, so he was heartened when he saw our lights and came to check it out. He apparently was there in support of a formula driver, and so kept referring to me as "the driver", and assumed Will was my mechanic. I said nothing to dissuade him from this perception. Despite the bourbon'ed mechanic's "help", we finished the car up and tested it at 1am. Luckily no one came around to chastise us about breaking the 'no race engines after 8pm' rule that Road Atlanta advertises.

Saturday arrived a bit early and with a definite sleep deficit. Did I mention the weather was excellent, with temps in the mid 70's? Will was excited for his race, having placed pretty well in his qualifying sessions. His early morning 10 minute warm up session went well, but we noticed that the overflow tank once again had radiator fluid filling it. The Trans Am guys (and girls) provided special excitement by having one of the competitors lose a gas tank, causing a call for the fire trucks at two incidents: the burning gas tank, and the burning car. Will's race group was a bit more calm than my 40 car Pro IT group, and he was able to dice with several cars without a lot of traffic. After the race he was telling me how crazy the start was, and how he was using all the curbing around the track so that it felt like he was performing controlled crashes at every turn. He finished 9th overall and 7th in ITA, which was an excellent result for a car that had some overheating issues and is pretty underpowered for the ITA group. The car handles extremely well, and that's where its advantage lies. Unfortunately Road Atlanta's long straights negate that advantage.

Sunday's schedule included Will and I volunteering to instruct in the PDX that took place during the quiet morning hours observed by the track to accommodate Sunday church services in the area. We had a good time doing it, and found it didn't make our preparations for the afternoon enduro as crazy as we first anticipated. The enduro uncovered the fact that we had not discovered the source of the overheating problem with our Friday night repairs. The enduro rules required two five minute stops, so Will and I devised a plan where Will would drive a 40 minute stint, come in for the first pit stop, then I'd go out for a 70 minute stint, and then hand off to Will to finish the last 30 minutes and take the checker.



Rubbin-racing - Eric helped Will's car look more the part of a race car by making sure it got a nice tire circle adorning the driver's door.

Will ended up coming in within 15 minutes of the start of the race, the engine temperatures pegged once again. We discussed what we wanted to do, and decided we'd let it cool a bit, get me in the car for a short stint, and then see if we could limp it to the finish in this manner. I took it out and quickly discovered Will failed to mention that our Hoosiers were now shot, and the brake pedal had a disconcertingly long travel characteristic to it, making it hard to drive on the edge with any sort of precision. I lasted about 10 minutes before I too found the need to come in.



No-tires-brakes-coolant - in addition to the overheating, we found our Hoosiers had finally heat cycled out, and our brake pedal picked up a very long travel.

Will found that if you could replace the water in the radiator, you could run for a good 10 minutes before the temps pegged once again. We did several stints in this manner but got a bit discouraged as we saw our hopes of staying with the pack fading. However, we noticed on our lap monitor that we were currently ahead of some other cars that were experiencing similar issues, so the competitive juices took over and we decided to try limping it around once

again. The car was out there to take the checker flag, temp needle pegged, no grip, and sketchy brakes all, but since we were over 20 laps down to the leaders, we ended up listed as DNF. We had to console ourselves with the fact that Greg Creamer of SPEED and Pirelli World Challenge announcer fame was on hand that day to discuss possible reasons why Will came in so early during his first stint. We also found out that Grassroots Motorsports Magazine had captured the beginning of Will's wrenching on the car to remove the head and featured the photo on the magazine's website. All publicity is good publicity, right?

Will and I were so impressed by the hospitality that everyone showed us at the event, and the support we received from our fellow racers. As Will said, "Even though we looked like a Harbor Freight yard sale with all our cheap parts laying around our paddock spot, these accomplished racers showed us genuine concern and helped us in any way they could". We were struck by the easy going nature of the participants, the stewards, and tone of the event itself, and agreed it was a great way to make our debut in SCCA Club Racing, despite the car problems. We plan on trying to make it to next season's event, and we're hoping we can talk some other MoHud members to make the journey and share the adventure with us. And to the guy at the McDonald's in West Virginia who insisted he knew me from TV, I was totally honest when I told you I was never on "American Ninja Masters" nor "Wipeout", despite



Tough-cookie - when the going gets tough, the tough have a cookie while they wait for their car to cool down during the enduro.

EDITOR'S NOTE:

Nancy Huber is a long-time SCCA member who has been a worker volunteer at an enormous amount of SCCA events over the years. She and Walt have been involved with MoHud for almost as long. They have supported our local club events for many years driving a long distance to attend although they live in New Jersey and also belong to NNJ SCCA. We have been privileged to call them our staunch friends in MoHud. Now they need our support. Please drop a line of encouragement to Nancy. She is doing extremely well but still has a long road ahead. We wish her success with the combined strength from our entire membership.

Address for cards:

Nancy Huber
7 Reality Drive
Kinnelon, NJ 07405-3117

Nancy Huber Update from Walt Huber

Friday, Jan 17, 2014 (*but only posted late Saturday the 18th*)

Hi Everyone,

I have not sent out any recent updates – and for that omission I apologize. Nothing is wrong – just that it's been hectic.

Nancy is doing well at Kessler. In fact, everyone there keeps repeating how **very well** she is doing. And several folks who have visited her there – especially those who had visited her earlier when she was in Morristown Memorial Hospital and had seen her at a low point in her recovery -- are of similar mind.

A couple of days ago one of the therapists said something interesting in conversation with Nancy. She told Nancy that they “had to throw away the book” with regard to her progress! Appears that Nancy's rehab has progressed faster than any had expected given her condition upon arrival at Kessler and the expected length of stay as of Dec. 19th.

As a result of Nancy's progress, Kessler is looking to discharge Nancy relatively soon. In fact, she will likely be transferred to a “sub-acute” rehab facility next week. I was given a list of sub-acute places in this area and have contacted two of them.

That said, let me update you all. Nancy can rise from her wheelchair to a standing position and is taking some steps using a walker. She has been eating solid food and is no longer using the feeding tube – it will be removed before she leaves Kessler.

She has been speaking since Christmas Eve and I feel her speech has been improving almost every day. Yesterday evening the tracheostomy was removed from her throat and the smile on her lovely face today was gorgeous to see!



<< Smiling Nancy with capped trach tube & long, unstyled hair back on December 28th.

A very happy Nancy >> January 17th after trach tube had been removed (with cut & styled hair).



With help from the therapists, Nancy has been taking some steps on stairs which they have in the therapy room. No marathon runs yet and no rock climbing yet, but everyone says how well she's doing.

And last Sunday our niece, Carolyn, visited at Kessler and cut & styled Nancy's hair. This also put a huge smile on Nancy's face and greatly assisted in the recovery process!

On Monday the 13th she was taken back to MMH to have a CT-scan taken of her head. The report indicates the size of the 'bleed' in her head (the stroke damage) has been reduced by about half. My non-medical and very thick skull thinks this may account for much of the already strong recovery and return of function which has been demonstrated. Of course the extent of any permanent damage remains to be seen.

The last remaining major difficulty is her vision. Her right eye was affected by the stroke. She has double-vision and depending on how far to the right someone positions himself in front of her, she may not be able to see that person except that she turns her head around to the right. A "neuro-optician" saw her a week ago and we will be going to see him at some point.

Nancy will be at the sub-acute place for three weeks. Then it is expected that she will be coming home. It is hoped that she will be using a walker primarily by then.

Once again, we thank you all for your continuing prayers. I firmly believe that it is this network of prayers from you all which has brought Nancy this far and will continue to strongly influence her continuing recovery!

All best,

W.

2014 SCCA National Championship Runoffs Worker RV/Camping Survey

Friday 1/17/2014

To all SCCA licensed workers considering attending the SCCA National Championship Runoffs at Mazda Raceway Laguna Seca October 6-12th wanting either an RV spot or a camping location (all others may delete this message):

After a site visit to Mazda Raceway Laguna Seca last weekend, locations have been identified for free worker camping/RV parking. To reserve sufficient spaces to accommodate all workers who wish to take advantage of these areas, we need to know who you are and what type of space you need.

Specifically, an area above as Turn 10 has been identified for Complimentary RV parking. There are no hookups in this area, but motor home servicing will be available for a small charge throughout the week for those wishing to use the service. These spaces are in a flat gravel lot overlooking Turn 10. They are within walking distance of many of our specialty locations, but worker transport vehicles will also be used.

Camping will be available in an area close to the RV area. No electricity or water serves the campsites, but workers will have full access to the park's showers and restrooms nearby. As with RV parking, many specialty areas are within walking distance and worker transport vehicles will be available in this area too.

If you desire one of these spots, please click [here](#) to respond to the survey by close of business January 24th. We need to know how many and what type of these spaces to take out of general reservations so we can ensure our workers are covered. If you want to pay to park an RV or camp in areas in the park that have hookups and more services, you can do so for by calling the Mazda Raceway Ticket Office at 800-327-7322.

We hope to see many of you in October!

Terry

Terry Ozment
Vice President, SCCA Club Racing
785-862-7104
785-861-1704 fax
tozment@scca.com
PO Box 19400
Topeka, KS 66619



Contact:
 Reece White, SCCA PR Manager
 800/770-2055, rwhite@scca.com

For Immediate Release

SCCA Season Opener Complete From Sebring As BFGoodrich Tires Super Tour Wraps

SEBRING, Fla. (January 5, 2014) – Sunny skies and warm temperatures blanketed Sunday's Round Two of the SCCA Eastern Conference Majors Tour at Sebring International Raceway, in stark contrast to most of country, and 27 drivers were rewarded with wins during the BFGoodrich Tires Sebring Super Tour.

Sunday featured seven race groups running distances of 15 laps or 40-minutes, whichever came first, at the 17-turn, 3.740-mile circuit. In all, 315 entrants participated in the doubleheader weekend.

Competitors were greeted with a wet track from overnight rains, leading to some slick conditions in the opening group. That certainly played a part in ending GT-Lite challenger Harold Flesher's day just past the green flag and bringing out the first of the day's full course caution periods.

While Greg Ira's E Production No. 2 Starbrite Startron Datsun 240Z, Peter Shadowen's GT-Lite No. 72 Road N Race Auto Honda CRX, Ken Kannard's No. 51 Northwest Cable Contruction/Hoosier/OPM Mazda Miata were taking their second wins of the weekend, the tightest battle was in B-Spec once again.

Saturday winner Tim Washay held the early lead in the No. 30 Indian Summer Racing/SOLID Mini Cooper, but fell to third when the No. 07 Dynasty Racing/HPD/Hoosier Honda Fit of Chi Ho and the No. 21 Breathless Performance Mazda2 of Ernie Francis moved by on lap five. Ho and Francis slipped away to settle the race between the two of them.

Francis moved past in Turn 3 on lap 12, and the two ran side by side down the backstraight toward the Sebring hairpin. When Ho wiggled in the center of the corner, Francis secured the lead. Cho had one last real opportunity coming to the one-to-go lap, moving to the inside through turn 17. Francis carried more momentum on the exit, and stayed at least a car length ahead over the final 3.740 miles to grab the win. That dramatic battle was all for naught, unfortunately, as Francis was disqualified post-race by the stewards for unsafe driving, elevating Cho to victory.

A full course yellow packed the group two race on lap six, reforming a battle in Formula Atlantic between Saturday race winner Sedat Yelkin's No. 75 Everclear Swift 014/Toyota and Keith Grant's No. 40 Mazda/Hoosier/Polestar Swift 016/Mazda. Both drivers led at least



Image: Glen Bocchio took a pair of STU wins at the BFGoodrich Tires Super Tour.

Credit: Mark Weber

one lap prior to the yellow, but Yelkin got the jump on the restart and pulled in front. Grant retook the lead on lap 12, but Yelkin moved back in front just a few corners later. Yelkin held the lead when the checkered flag came out one lap early after yet another spinning car called for a full course caution.

Darryl Wills swept the weekend in Formula Mazda with his Sunday win in the No. 1 Hillenburg Motorsports Formula Mazda.

Alex Bolanos was declared the winner of the Spec Miata race after a protest determined the final lap on the track began as the 40-minute allotment was exhausted, shuffling the official order back to as it ran a lap prior and negating what was a thrilling final lap of action.

For the second day in a row, Cliff White's No. 58 Cottage Senior Living SRF dominated the Spec Racer Ford field. A late caution and a quick cleanup had race officials hopeful of a one-lap shootout, but the 40-minute time limit expired and the race ended under caution.

Group Five saw five weekend sweeps following a lap two full course caution of its own. Francis, Jr. was able to take home a trophy, victorious in Touring 1 behind the wheel of the No. 98 Breathless Performance Chevrolet Camaro after a back and forth battle with Joe Aquilante's No. 32 Phoenix/Hoosier/Hawk Chevrolet Corvette.

Andrew Longe came out on top in a battle of Porsche 996 machines in Touring 2. Longe's No. 02 Trianon/Fall-Line Porsche 996, Gary Mason's No. 6 Hoosier Porsche 996, and Gregory Schermer's No. 149 Posh Racing Porsche 996 all took a turn at the front and chased each other for the race distance. Longe was followed to the podium by Mason, then Schermer, after taking the lead from Mason on the final lap.

Tom Ellis' American Sedan No. 57 Ford Mustang, Glenn Bocchio's Super Touring Under No. 12 I-Moto/Cobalt Friction/BFGoodrich Tires MAZDA3, Jim Drago's Super Touring Lite No. 2 East Street Racing Mazda Miata, and Michael Scornavacchi's Touring 4 No. 25 Hoosier/Carbotech Ford Mustang all cruised to back-to-back wins, with the closest race of the group coming in Touring 3.

John Snyder looked poised to cruise to the Touring 3 win in his No. 4 Fall-Line Motorsports BMW M3, but a 10-second lead evaporated and Snyder found his mirrors full of Dennis Koselak's No. 64 Mojo Motorsports Nissan 350Z on lap 12.

With three to go, the race was on. Koselak pressured Snyder, looking for a mistake or a way around, but Snyder hung on for the victory.

Stevan Davis opened his Eastern Conference Formula Vee title defense with a pair of wins in Sebring behind the wheel of the No. 80 Hoosier/Butler Engines Racer's Wedge, including a 5.275-second margin of victory on Sunday. James Goughary rebounded from a Saturday DNF to win Formula F in the No. 72 Van Diemen RF-00.

Todd Lamb, driver of the No. 8 Cahall/Driver Coaching/Hawk Miata, was selected for the weekend's GoPro Hero Move of the Race for his performance on Sunday in Spec Miata.

The Eastern Conference Majors Tour continues in just one week with Rounds Three and Four at Palm Beach International Raceway, the second half of the Winter Vacation Majors.

Results and more information on Rounds One and Two at Sebring is available at SCCA.com/SebringMajors.

SEBRING, Fla. - Provisional race winners for Sunday's BFGoodrich Tires SCCA Sebring Super Tour at Sebring International Raceway. Drivers are listed by Class: name, hometown, and car.

American Sedan: Tom Ellis, Pompano Beach, Fla., Ford Mustang

B-Spec: Chi Ho, Orlando, Fla., Honda Fit

Formula 500: Russell Strate, Jr., Alden, N.Y., Rocketech R2

Formula 1000: Jason Bell, Tampa, Fla., Stohr F1000

Formula Atlantic: Sedat Yelkin, Canfield, Ohio, Swift 014/Toyota

Formula Continental: Chuck Moran, Oakton, Va., Van Dieman RF99/Ford

Formula Enterprises: Brandon Kennedy, Bear, Del., Formula Enterprises

Formula F: James Goughary, Jupiter, Fla., Van Diemen RF-00

Formula Mazda: Darryl Wills, Houston, Texas, Formula Mazda

Formula Vee: Stevan Davis, Danielsville, Ga., Racer's Wedge/Volkswagen

E Production: Greg Ira, Plantation, Fla., Datsun 240Z

F Production: Ken Kannard, East Troy, Wis., Mazda Miata

H Production: Tim Pitts, Louisville, Tenn., Volkswagen Golf

GT-1: Simon Gregg, Ponta Vedra, Fla., Chevrolet Corvette

GT-2: Randy Kinsland, Whittier, N.C., Chevrolet Corvette

GT-3: Chad Bacon, Kingsport, Tenn., Toyota Celica

GT-Lite: Peter Shawdownen, West Palm Beach, Fla., Honda CRX

Prototype 1: Jacek Mucha, Laval, Quebec, JMS 016 cp/Mazda

Prototype 2: Sherman Chao, Palm Beach, Fla., Stohr WF1

Spec Miata: Alex Bolanos, Miami, Fla., Mazda Miata

Spec Racer Ford: Cliff White, Huntsville, Ala., Spec Racer Ford

Super Touring Lite: Jim Drago, Memphis, Tenn., Mazda Miata

Super Touring Under: Glenn Bocchio, Delray Beach, Fla., Mazda3

Touring 1: Ernie Francis, Jr., Dania, Fla., Chevrolet Camaro

Touring 2: Andrew Longe, Naples, Fla., Porsche 997

Touring 3: John Snyder, Wilmette, Ill., BMW M3

Touring 4: Michael Scornavacchi, Matthews, N.C., Ford Mustang

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Contact:
 Reece White, SCCA PR Manager
 800/770-2055, rwhite@scca.com

For Immediate Release

Checkers Claimed At Round Three of SCCA Eastern Conference Majors From Palm Beach



Image: Darryl Wills ran right in front of teammate Stuart Rettie for the FM win. Credit: Mark Weber

Jupiter, Fla. (January 11, 2014) – A slight breeze blew away the rain clouds and sunny skies were the order of the day on Saturday at Palm Beach International Raceway, home of Rounds three and four of the SCCA Eastern Conference Majors Tour.

Seven 30-minute timed races were on tap, each paying full points for Eastern Conference competition.

Group one opened the day with Robert Allaer reversing field on Chuck Moran from a week ago in Formula Continental. Moran came out on top twice at Sebring, but Allaer turned the tables in their rivalry with a win in the No. 52 LTD Motorsports Van Diemen RF00/Ford, with Moran's No. 45 Ski Motorsports Van Dieman RF99/Ford coming second.

James Goughary, near his home town in Jupiter, Fla., grabbed the Formula F checkered flag at his home track with a dominating performance in the No. 72 Van Diemen RF-00/Honda.

Group two's fendered cars featured two class wins by out of towners escaping the cold weather for Palm Beach. Andrew Longe, from Naples, Fla., was the overall winner and Touring 2 titlist in the No. 02 Trianon/Fall-Line Porsche 997, but Rob May (from Wadsworth, Ill., in the No. 4 Fall-Line Motorsports BMW M3) won in Touring 3 and Cliff Ira (from Kansas City, Mo., in the No. 36 Fira Motorsports Acura Integra) won Super Touring Lite, making their winter trips a success.

The action picked up again quickly after the lunch break. Simon Gregg won his third GT-1 race to open the season in the No. 59 Gregg Motorsports Chevrolet Corvette, but Randy Kinsland and John Yarosz were locked in an early battle for GT-2 supremacy.

Yarosz' No. 33 Hoosier/Phoenix Chevrolet Corvette led early, but Kinsland's No. 4 Crossroad Motorsports Corvette moved in front coming out of the final corner and down the front straight to take the point going into Turn 1 on lap 10. Yarosz had fought his way back around on the next lap, and led exiting the final corner when the rear of his Corvette wiggled yet again.

That wiggle on the exit put a tire into the wet grass and shot him back across the track and hard into the front straight wall. Though his day was done, Yarosz climbed from the car

safely. On the spin, however, Yarosz clipped Kinsland's Corvette and flattened a tire. Kinsland came to pit lane the next time by to change the tire, but fell a lap down.

The race fell under full course caution for the tow truck to remove Yarosz's machine, and ended under yellow with Joe Fitos' No. 63 Joe's Black Wallet Toyota Camry inheriting the GT-2 lead and win.

Spec Racer Ford was a repeat of both opening races at Sebring. Cliff White drove his No. 58 Cottage Senior Living SRF off into the distance, ahead of trouble for a flag to flag win – his third consecutive victory to open the season.

Behind him, however, there were no fewer than five drivers taking their turn in the runner-up position. Ian Tilbor (No. 82 Picture and Frame Industries SRF), Jim Grey (No. 17 SRF), Thomas Anspach (No. 14 Anspach Racing SRF), Todd Vanacore (No. 19 SEI Motorsports SRF), and Casey McKibben (No. 08 McKibben Motorsports SRF) all battled for the position and ran in second during the race.

Anspach and Vanacore were running together in the battle for second to start the final lap, with Vanacore holding the advantage. The orange and white machine of Anspach had been going deep into the final braking zone to make a pass all race long, but this time was too far behind Vanacore to make it stick. Anspach spun trying to make an exceptional pass for second, and Vanacore was home free.

Had Anspach known what was to come, he probably would have saved his brakes and crossed the stripe third. Vanacore was found to be underweight in post-race tech, as was McKibben, who crossed the line third but ran most of the race without the front body work on his Spec Racer. Each were penalized one lap, giving Grey second and Tibor third. Anspach finished sixth on the final results after the spin.

In Group five, Peter Shadowen's No. 72 Road N Race Automotive/Hoosier Honda CRX was locked in a race-long battle with Charles Leonard's No. 14 JB Racing/Hoosier Nissan 200SX. Shadowen started on pole, but was swallowed up at the green flag by a host of GT-Lite competitors, including Leonard. At the start of the second lap, Shadowen was chasing Leonard for both the class and overall lead in the group.

Shadowen was back in front on lap four, but had his mirrors full of the red Nissan. On lap 16 of the 20 lap race, Leonard got a run down the back straight and moved in front of Shadowen under braking, claiming the lead for the second time. The two swapped the lead again twice on lap 18, with Leonard in front entering the final corner with one to go.

At that point, however, the pair had caught a lapped B-Spec car in a tight portion of the course. Shadowen slipped by, and completed the final 2.034-mile with the lead and the win.

In the same group, Mark Weber's No. 25 Goodyear/Redline Mazda Miata and Gary Johnson's No. 82 East Tennessee Race Prep MG Midget were locked in a back and forth battle for second place that became a battle for the lead when the No. 51 Northwest Cable Construction/Hoosier Mazda Miata of Ken Kannard fell out of the lead and the race with a broken header. Johnson took the lead on lap 10, but Weber motored past again down the backstraight to take the lead for good on lap 12.

Alex Bolanos took his second consecutive Spec Miata race win following race two at Sebring, this time leaving no doubt after crossing the stripe 1.239-seconds ahead of Forrest Landy for the race win. Bolanos' No. 57 Momo Mazda Miata battled with the No. 39 Adept Studios Miata of Danny Steyn early, but by lap seven Bolanos held a lead he wouldn't relinquish.

Steyn fell behind Landy's No. 49 Excitations.com Miata on lap 11 of the eventual 19-lap race, then fell off the podium behind Selin Rollan's No. 87 Apex Alignment Miata on lap 17. Steyn still turned the fastest lap of the race in 1:34.002.

Keith Grant won overall and in Formula Atlantic in a caution-marred Group Seven, taking a 24-second margin of victory behind the wheel of the No. 40 Mazda/Hoosier Swift 016 in the 19 lap race, but the closest class battle was between a pair of teammates in Formula Mazda.

Darryl Wills' No. 1 Hillenburg Motorsports Formula Mazda and Stuart Rettie's nearly identical No. 21 Hillenburg Motorsports machine mirrored each other through the race, each waiting for the other to make a mistake. Neither did, with Wills crossing the stripe just a car length ahead. Rettie got the bragging right with the fast lap, turning a 1:20.233.

Each of the seven race groups hosting the 27 Runoffs-eligible classes return to the track for Sunday's races, beginning at 8:30 a.m. (EST). Sunday's races are 25 laps or 40 minutes, followed by victory laps and podium ceremonies.

Live timing and lap notes are available on Sunday at SCCA.com/SCCALive.

Results, grids and more information is available at SCCA.com/PBIRMajors.

Jupiter, Fla. - Provisional race winners for Saturday's Eastern Conference Majors Tour Round Three at Sebring International Raceway. Drivers are listed by Class: name, hometown, and car.

American Sedan: Tom Ellis, Pompano Beach, Fla., Ford Mustang

B-Spec: Ernie Francis, Jr., Dania, Fla., MAZDA2

Formula 500: Russell Strate, Jr., Alden, N.Y., Rocketech R2

Formula 1000: Brett Lane, Ft. Lauderdale, Fla., Van Diemen/Suzuki

Formula Atlantic: Keith Grant, Germantown, Tenn., Swift 016/Mazda

Formula Continental: Robert Allaer, Lithia, Fla., Van Dieman RF00/Ford

Formula Enterprises: Brandon Kennedy, Bear, Del., Formula Enterprises

Formula F: James Goughary, Jupiter, Fla., Van Diemen RF-00/Honda

Formula Mazda: Darryl Wills, Houston, Texas, Formula Mazda

Formula Vee: Donnie Isley, Fletcher, N.C., Agitator 016/Volkswagen

E Production: David Smith, Ft. Lauderdale, Fla., Mazda RX-7

F Production: Mark Weber, Saint Louis, Mo., Mazda Miata

H Production: Mike Miller, Walhalla, S.C., Austin-Healy Midget

GT-1: Simon Gregg, Ponta Vedra, Fla., Chevrolet Corvette

GT-2: Joe Fitos, Loxahatchee, Fla., Toyota Camry

GT-3: Chad Bacon, Kingsport, Tenn., Toyota Celica

GT-Lite: Peter Shawdownen, West Palm Beach, Fla., Honda CRX

Prototype 1: Jacek Mucha, Laval, Quebec, JMS 016 cp/Mazda

Prototype 2: Richard Colburn, Northbrook, Ill., Nostendos

Spec Miata: Alex Bolanos, Miami, Fla., Mazda Miata
 Spec Racer Ford: Cliff White, Huntsville, Ala., Spec Racer Ford
 Super Touring Lite: Cliff Ira, Kansas City, Mo., Acura Integra
 Super Touring Under: Glenn Bocchio, Delray Beach, Fla., Mazda3
 Touring 1: Preston Calvert, Potomac, Md., Chevrolet Corvette
 Touring 2: Andrew Longe, Naples, Fla., Porsche 997
 Touring 3: Rob May, Wadsworth, Ill., BMW M3
 Touring 4: Andrew Charbonneau, Boca Raton, Fla., Ford Mustang
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For Immediate Release

Four Rounds Complete In SCCA Eastern Conference After PBIR Gets Checkers

Jupiter, Fla. (January 12, 2014) – Round Four of the SCCA Eastern Conference Majors Tour saw flag-to-flag action under warm, sunny skies at Palm Beach International Raceway on Sunday. Less than two weeks into the new, many drivers are already halfway to their best eight finishes used to score Conference Championships.

Sunday's seven race groups featured 25-lap races around the 11-turn, 2.034-mile circuit. In all, 196 entrants participated in the weekend.

Dominating for the second consecutive day and moving into a draw in the Formula Continental point race was Robert Allaer in the No. 52 LTD Motorsports Van Diemen RF00/Ford. Allaer joined James Goughary's Formula F No. 72 Van Diemen RF-00/Honda and Russell Strate's Formula 500 QRE/Hoosier Rocketech R2 in weekend sweeps.

Donnie Isley swept Formula Vee in the same group, but his psychedelic decaled No. 30 Agitator by Brookshire Agitator 016/Volkswagen didn't move into the lead until the final series of corners. Isley rode behind the similarly painted No. 22 Protoform P2 of Laura Hayes until the last corner, using the draft down the backstretch and popping to the inside under braking to take the lead. Isley held a slim gap to the finish to win by just 0.126-second.

Andrew Longe drove his No. 02 Trianon/Fall-Line Porsche 997 to an early lead in T2, and then used traffic mid-race to help stretch his advantage on the way to a second-consecutive win. Rob May earned his weekend sweep in the No. 4 Fall-Line Motorsports BMW M3 with a mirror full of Ricardo Flores' No. 10 Gary Yeomans Ford Ford Mustang for the last half of the race. May didn't flinch, even through traffic, and took the checkered flag.

Andrew Charbonneau's No. 69 Ford Mustang swept T4, and Glen Bocchino (No. 12 Team I-Moto MAZDA3) and Cliff Ira (No. 36 Fira Motorsports Acura Integra) matched that in Super Touring Under and Super Touring Lite, respectively.

Both Simon Gregg's GT-1 No. 59 Gregg Motorsports Chevrolet Corvette and Chad Bacon's GT-3 No. 18 CB Motorsports Toyota Celica raced away for weekend sweeps, while Randy Kinsland earned a GT-2 win that he was robbed of through incidental contact and a flat tire on Saturday in the No. 4 Crossroad Motorsports Chevrolet Corvette.



*Image: Andrew Longe leads his race group just after the green flag.
Credit: Mark Weber*

In Touring 1, Joe Aquilante's black No. 32 Phoenix/Hawk Chevrolet Corvette chased the bright red No. 77 Phoenix Performance Chevrolet Corvette of Saturday race winner Preston Calvert through the early stages of the race, closing the gap through traffic and making a bold move entering turn four on lap 20 to gain the lead. Once in front, Aquilante edged ahead with quicker lap times to the top step of the podium.

Cliff White continued his run of dominating Spec Racer Ford performances to open the season. White ran unchallenged to a 9.473 second margin of victory in the No. 58 Cottage Senior Living SRF for his fourth win of the young season.

While Peter Shadowen was driving the No. 72 Road N Race Automotive/Hoosier Honda CRX to an overall and GT-Lite win, Mike Miller was working his way through the H Production field for his second win of the weekend. Miller was third early in the No. 64 Comptune Austin-Healey Midget, but moved around Tim Pitts' No. 11 Performance Tuning Volkswagen Golf. Miller got some extra breathing room when the No. 07 Red Line Oil Triumph Spitfire of early leader Andrew Wright fell out of the race. Miller cruised home for the win through the second half of the race, maintaining his gap over Pitts.

Like Miller, Ernie Francis, Jr. stayed ahead of the swale to snag his second B-Spec win of the weekend. Francis started on the class pole and kept the No. 9 Breathless Performance MAZDA2 in front, flag to flag for the win.

Alex Bolanos stretched his Spec Miata winning streak to three in the No. 57 Momo Mazda Miata, but the race for second place couldn't have been closer – literally.

The fight for position pared down to the No. 39 Adept Studios Miata of Danny Steyn, Selin Rollan's No. 87 Apex Alignment Miata, and the No. 174 BSI Racing Miata of Andrew Carbonell running nose to tail. On the final lap, Steyn protected the inside down the back straight, but

Carbonell squared off the corner and dove to the inside through the final long right hander and quick flick back to the left to enter the front straight. Exiting the final corner side-by-side, the two were in a drag race to the checkered flag.

How close was it? The electronic timing system scored Steyn and Carbonell in a dead heat. Visual confirmation gave the nod to Steyn by inches in the photo finish, with Carbonell settling on the podium and Rollan less than a car length behind in fourth.

Keith Grant, driving the No. 40 Mazda/Hoosier Swift 016/Mazda in Formula Atlantic, was one of five drivers to race ahead of their class for the second-consecutive day to take wins in the unofficially named “wings and things” group, the last race of the day.

Following an opening corner spin and contact that ended Stuart Rettie’s day in the No. 21 Hillenburg Motorsports Formula Mazda for the first full course caution period of the day.

On the restart, Grant left behind a four-car battle for second in the Formula Atlantic class, with Gaston Kearby’s No. 69 GK Motorsports Swift 016 eventually finishing ahead of Bruce Hamilton’s No. 06 K-Hill Motorsports Swift 014 and Lewis Cooper’s No. 70 Martini/Coors Light/Polestar Swift 014a for the position.

Darryl Wills’ No. 1 Hillenburg Motorsports Formula Mazda, Brandon Kennedy’s No. 14 Osinga Construction Formula Enterprises machine, Jacek Mucha’s No. 07 Phoenix/Innotech Mazda JMS016 in Prototype 1, and Richard Colburn’s No. 97 Nostendos Prototype 2 machine joined Grant as double winners in the group.

Round Five and Six of the Eastern Conference SCCA Majors Tour continues at Road Atlanta for the BFGoodrich Tires Atlanta Super Tour, March 21-23. The Western Conference SCCA Majors Tour opens next weekend, January 17-19, at Auto Club Speedway.

Results, grids and more information from Palm Beach International Raceway is available at SCCA.com/PBIRMajor. More information on the U.S. Majors Tour can be found at SCCAMajors.com.

Jupiter, Fla. - Provisional race winners for Sunday’s Eastern Conference SCCA Majors Tour Round Four at Sebring International Raceway. Drivers are listed by Class: name, hometown, and car.

American Sedan: Tom Ellis, Pompano Beach, Fla., Ford Mustang

B-Spec: Ernie Francis, Jr., Dania, Fla., MAZDA2

Formula 500: Russell Strate, Jr., Alden, N.Y., Rocketech R2

Formula 1000: Alastair McEwan, Cary, N.C., Pheonix F1k

Formula Atlantic: Keith Grant, Germantown, Tenn., Swift 016/Mazda

Formula Continental: Robert Allaer, Lithia, Fla., Van Dieman RF00/Ford

Formula Enterprises: Brandon Kennedy, Bear, Del., Formula Enterprises

Formula F: James Goughary, Jupiter, Fla., Van Diemen RF-00/Honda

Formula Mazda: Darryl Wills, Houston, Texas, Formula Mazda

Formula Vee: Donnie Isley, Fletcher, N.C., Agitator 016/Volkswagen

E Production: David Smith, Ft. Lauderdale, Fla., Mazda RX-7

F Production: Ken Kannard, East Troy, Wis., Mazda Miata
H Production: Mike Miller, Walhalla, S.C., Austin-Healy Midget
GT-1: Simon Gregg, Ponta Vedra, Fla., Chevrolet Corvette
GT-2: Randy Kinsland, Whittier, N.C., Chevrolet Corvette
GT-3: Chad Bacon, Kingsport, Tenn., Toyota Celica
GT-Lite: Peter Shawdownen, West Palm Beach, Fla., Honda CRX
Prototype 1: Jacek Mucha, Laval, Quebec, JMS 016 cp/Mazda
Prototype 2: Richard Colburn, Northbrook, Ill., Nostendos
Spec Miata: Alex Bolanos, Miami, Fla., Mazda Miata
Spec Racer Ford: Cliff White, Huntsville, Ala., Spec Racer Ford
Super Touring Lite: Cliff Ira, Kansas City, Mo., Acura Integra
Super Touring Under: Glenn Bocchino, Delray Beach, Fla., Mazda3
Touring 1: Joe Aquilante, Chester Springs, Pa., Chevrolet Corvette
Touring 2: Andrew Longe, Naples, Fla., Porsche 997
Touring 3: Rob May, Wadsworth, Ill., BMW M3
Touring 4: Andrew Charbonneau, Boca Raton, Fla., Ford Mustang