

The Mo-Hud

Knockoff



NEWSLETTER OF THE MOHAWK-HUDSON REGION SPORTS CAR CLUB OF AMERICA (MoHud)

July 2017

The REport

Brake fluid information; continued from the June 2017 Report...

All brake fluid can be divided into two types: glycol hygroscopic and silicone hydrophobic.

GLYCOL-BASED WATER ABSORBING (HYGROSCOPIC). The vast majority of brake fluid will absorb moisture to keep it from interfering with the braking system. Not only does water compress a lot but it can also rust or even freeze in the internal metal brake lines and calipers. And it's a poor lubricant for sliding caliper pistons. Also, as water boils it creates a gas that can block fluid from circulating. This is the number one reason why brake fluid should be changed often (at least every two years for a normal street car). The boiling point of brake fluid is used as the metric for evaluating its performance and the US DOT has issued grades based on the fluid's boiling point. The higher the grade, the higher its boiling point. Fresh from the bottle fluid is considered "dry" with its highest boiling point. All glycol fluids can be mixed and combined but realize the fluid is only as strong as its weakest rating. That's why if you change the fluid often you are always guaranteed to have the highest quality in operation. Glycol and full silicone fluids should not be mixed (see below).

Grade	Dry Boiling Point (no moisture content)	Wet Boiling Point (moisture after one year)	Viscosity
DOT3	205° C (401° F)	140° C (284° F)	normal
DOT4	230° C (446° F)	155° C (311° F)	normal
DOT5*	260° C (500° F)	180° C (356° F)	normal
DOT5.1*	260° C (500° F)	180° C (356° F)	low

* There is a lot of confusion on the DOT5 rating. Strictly speaking the DOT5 is the current highest wet boiling point. But the first product that reached this spec was a full silicone-based hydrophobic fluid and the DOT5 label became synonymous with only silicone fluids. Advances in the chemical composition of glycol-based fluid has resulted in some products exceeding minimum DOT5 ratings. But to avoid confusion or misrepresentation, manufacturers choose to label these as DOT4 or "exceeds DOT4 specifications". The DOT5.1 rating is for the newest low viscosity glycol-based fluids (non- silicone) that meet the DOT5 boiling points. However, you could have a low viscosity fluid that does not meet DOT5 minimum boiling points (Ate SL6 for example) and these continue to be a DOT4 rated fluid. Don't be surprised if the DOT issues a new rating system in the future to hopefully clear this up.

*...For the good of the sport,
Jim Bucci
Regional Executive*

Coming Events: July and...

- **July 2:** Sunday, 7:00 – 6:00. New England Region Solo, Devens Airport, Ayer MA.
Details at <www.motorsportsreg.com>

- **July 5: Wednesday; No Membership Meeting in July**
However, if you need a night out on the 5th, the Valley Cats play the Brooklyn Cyclones; 7:00pm at Bruno Stadium in Troy.

- **July 13:** Thursday, 3:00 – 9:00. SCCA Track Night in America at Thompson Speedway, Thompson CT.
Details at <www.tracknightinamerica.com>

- **July 27:** Thursday, 3:00 – 9:00. SCCA Track Night in America at Palmer Motorsports Park, Ware MA.
Details at <www.tracknightinamerica.com>

- **July 23:** Sunday, 8:00 – 5:00. MoHud Solo Points Event #4.
OGS McCarty lot, Thruway exit 23
Contact: Russ Burckhard russtduck@gmail.com

- **August 2:** Wednesday, 6:30 – 8:30. MoHud Family Go Kart Night, Funplex, East Greenbush.
No Membership Meeting

- **August 10:** Thursday, 2:00 – 8:00. MoHud Annual Golf Outing, Burden Lake, Averill Park.

- **August 13:** Sunday, 8:00 – 5:00. MoHud Solo Points Event #5).
OGS McCarty lot, Thruway exit 23
Contact: Russ Burckhard russtduck@gmail.com

- **August 20:** Sunday, 7:00 – 6:00. New England Region Solo, Devens Airport, Ayer MA.
Details at <www.motorsportsreg.com>

- **August 27:** Sunday, 8:00 – 5:00. MoHud Solo Points Event #6).
OGS McCarty lot, Thruway exit 23
Contact: Russ Burckhard russtduck@gmail.com

- **September 6:** Wednesday, 7:30pm. MoHud Membership Meeting. Orchard Tavern, 68 North Manning Boulevard, Albany.
While the formal meeting starts at 7:30pm, we start gathering around 6pm to share time with our fellow members.
Contact: Jim Bucci hdjimbu@gmail.com

- **October 1:** Sunday, 8:00 – 5:00. MoHud Solo Points Event #7).
OGS McCarty lot, Thruway exit 23
Contact: Russ Burckhard russtduck@gmail.com

- **December 2:** Saturday, 5:00. MoHud Annual Awards Banquet. (Don't forget to bring a new toy for Unity House.)
German-American Club?

Note that our Coming Events listings focus on MoHud events and selected nearby bring-what-you-have events of possible interest to the general membership. For comprehensive listings, nothing beats <www.motorsportsreg.com>



Mo-Hud Family Go Kart Night

Wednesday, August 2, 6:30pm

Funplex

589 Columbia Turnpike
East Greenbush



Pizza, Soda, and Several Prizes

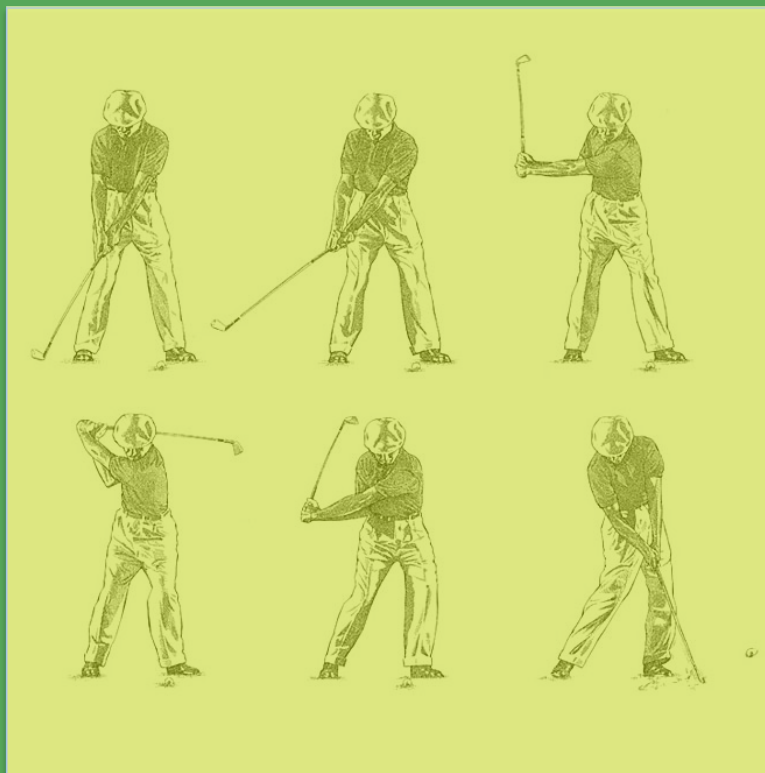
A \$20 wristband buys 2 hours on the track

Funplex also offers miniature golf, rock-climbing,
and other family activities...

Contact: Dick Stewart
stewartco@aol.com

MOHUD UPTENTH ANNUAL GOLF OUTING

Thursday, August 10th
2:00pm



**Burden Lake Country Club
Averill Park**

**\$34 = 9 holes + cart + 3 choice dinner
and maybe a trophy**

contact: Jack Hanifan jackhanifan@hotmail.com

SOLO Report

We had our second event on June 4th and it was better than the first. We did have a little bit of rain, but it waited until just about halfway through the final heat. So only 2 runs were on slightly wet pavement rather than only 2 runs on slightly drying pavement at the first event.

Jon Kirschman set up a very nice course... once you got past the pin turn before the start timer. After the start there was a short straight followed by an almost 180° left into a sweeping right which led to a slalom. The last cone of the slalom was a tight right hand turn to a short almost non-existent straight to another sharp right. This opened up to a decent straight away so you could build up some speed only to give it right back for the tight section that led to the finish. The 90°+ right turn at the end of the straight was critical to get around because it was closely followed by a decreasing radius left that went into a right turn with the end timer somewhere in the middle.

We all had 6 runs to try to get the most out of our cars. The times ranged from a 24.1 in a Modified to a mid-35 second run. Most of the faster street cars started in the 27 second range. The fastest raw time went to Jim Garry and the fastest Pax time out of the 65 entrants went to Jon Staude. Rounding out the top 5 in Pax were William Hoffman from GS, Scott Monti from BS, Ian Wallace from HS, and Phil Reddington from Pro BS. Top class winners were Scott Monti in Street, Tom Taft from Touring, Adam Wright from Street Prepared, Charles Dickenson from CAM, Alex Delia from Prepared, Mike Budai from Street Mod, Ian Morse from Modified, Johnathon Burckhard from Kart, Andrew Nicolella from Novice, and Jon Staude from Pro.

The Test and Tune was held on June 24th. During course setup it poured. My helpers and I hid under cover for about the 20 minutes that it had rained. The course dried while we finished setting up and stayed dry the rest of the day. We had around 20 participants come out for one of my "signature" courses.

Technical and tight was the theme for the day. It started with an optional skid pad that required a revolution and a half to get through. I made it easier to find the entry and exit this time, which was proven by only a couple off courses. After the skid pad there was a short straight that ended with a right turn into a tight slalom. With only 40' between cones, the right hand kink at the end only added insult to injury. An S-turn finished the course off. All of this resulted in a 30+ second Technical terror that was fun and taught many lessons. The skid pad allows you to gradually reach the top turning speed that the car can handle and what to do when the car is pushed too hard. This lesson carries out through the rest of the course. The next part allowed more speed than the slalom can handle. This teaches looking ahead and braking. The kink re-enforces the need to look ahead and adds a little braking while turning. The final turn segments uses the turning knowledge from the skid pad and applies it with a transition in the middle that would sneak up on you if you didn't look ahead. So even though it was tight, it did flow and was fun. Each person was given 15 chances to try it out.

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Mazda Street Gang
Hang'n Out



SOLO Report, cont'd

June 25th was the 3rd event of the season. Rain was on our minds as an afternoon shower was predicted. It did rain, but fortunately it was while I was at home changing my tires. So for the first time this year, we had a dry points event. 50 participants came out to run.

Most from the Test and Tune returned to apply their newly honed skills. Jon did another great job on the course. An arc through the start helped to save tires and clutches. An S-turn lead into a slalom that ended with a hard left. A right handed U turn went to a left handed U turn followed by a short straight to a left. This set you up for a nice straight away that put you in the final element another right hand U turn. This one was more open which allowed a little speed to the finish.

We all had 8 runs to try to get the most out of our cars. The times ranged from a 27.3 in a Modified to a low 40 second run. Most of the faster street cars started in the low 30 second range. The fastest raw time went to Ian Morse and the fastest Pax time went to Jon Staude. Rounding out the top 5 in Pax were Ian Morse from FM, Andy Furlong from Pro EP, Ian Wallace from HS, and Joe Lagdao from ES. Top class winners were Tim Frink from Street, Tom Taft from Touring, Adam Wright from Street Prepared, Charles Dickenson from CAM, Alex Delia from Prepared, Salvatore Baisley from Street Mod, Ian Morse from Modified, Josh Smith from Kart, Ken Relation from Novice, and Jon Staude from Pro

Full results can be found at <http://www.mohud-scca.org/solo/schedule-results/>

- Russ Burckhard -

Anyone have an unused airport lying around?

A good solo venue is hard to find. Our neighbors at the Poughkeepsie Sports Car Club recently lost access to the Kingston Valley Mall; they may or may not have found a parking lot near a local school. And while they still have Lake Taghkanic State Park, that site is only available in the early Spring and Fall.

Some people have heard of The New York State Safety Track, located on an old hilltop airport in the Town of Harpersfield. However, if you Google the name, you'll find that the facility – in reality a motorcycle race track – has had a contentious relationship with neighbors in and out of court. While the proceedings would make for a good reality show on local access cable, the lesson to be learned is that a good physical location is only a starting point. Zoning, land use regulations, and neighbors are all challenges to be dealt with. And honesty about your intentions helps.

MoHud is lucky to have the MCarty site for solo events. But it would be nice to have another. Put that thought in the back of your mind; and if a light bulb goes off, give a shout.

- PaulM -

SOLO Seen



Adam Wright Shows Off New Coilovers



Josh Smith Conducts Builder Shake-down Runs



Johnathan Burckhard Visualizes the Course



Lou Pirro Has Fun



Moises Samaniego Leans Into It

July 2017 Competition Report

- Jack Hanifan -

NERRC Kickoff Weekend at Palmer- MoHud did well at Palmer; Rookie Joe Nolette won all 3 of his races in his T1 BMW. Evan Karl also won all three of his race and set a lap record in Spec Miata. Jonathan Eriksen won his 1st race but had to withdraw with an oil leak problem. In SM2, Bob Karl, BK Karl and Nick Karl finished 3rd, 6th and 7th, in the first two races. In the last race it was Bob jr, 3rd, Nick 5th and BK 7th.

65th Cumberland "Fire and Ice" Majors- Charlie Campbell had a First in F Production and an 11th in SM. Gregg Goss had a 2nd and a First in STU.

If I missed anyone please let me know.

Licenses- I have taken over the position of NeDiv Driver Licensing Administrator.



Evan Karl Tops Podium at Palmer



Gregg Goss With Cumberland Trophies



Chip Van Slyke Assumes the Lotus Position

... wait, wait, he's not in a Lotus

Jim Garry Reminds Us

jdgarry10@gmail.com

SCCA's Membership Referral Program is an incentive for current SCCA members to refer new members.

The existing member who referred the new member will receive a \$5 discount toward their dues for the next year; the new member will receive a \$15 discount on their first year's dues.



The Jaguar in Summer



The Jaguar When New

July Membership Report

- Jim Garry -
jdgarry10@gmail.com

As of June 21st 565 SCCA members call Mohawk Hudson Region home. That's down 15 from last month but still a very large number from a historic standpoint.

We have one new member since the last report:

Kurt Marchetti of Watervliet, whose Interests are Solo & Rally

If you read this and have been an SCCA member for less than 5 years and promise you weren't directed here by another member, contact the membership chairman and you will be put into a raffle for a floppy autocross sun hat

Significant July Anniversaries

Forty Years

Paul Gifford

Twenty Five Years

Bill Bennett

John Godfrey

Twenty Years

Kenneth Porter



Last month my report featured the May anniversaries of MoHud members. I was supposed to be listing June anniversaries. Please accept my sincere apologies. Here are the folks who had June anniversaries last month that did not get a timely shout out.

Thirty Years

Linda Thomson

Twenty Five Years

Karen Smith

Ten Years

Rose Ann Garry

Joe Garry

Five Years

Audrey Kline

John Rogers



General Membership Meeting Minutes, May 3, 2017

Orchard Tavern, Albany New York
Meeting called to order 7:30 pm.

Previous meeting minutes- Previous month's minutes accepted unanimously.

Treasurer - Previous month's income and expenses summarized. .

Membership – Jim Garry provided a summary of member anniversaries. Membership grew last month from 542 members vs 579 members. 34 new members were TRSS participants. Discussion about how to retain TRSS new members; ideas included offering a free solo entry in their introduction letter to the Region.

Solo – Test and Tune was on Saturday; Solo race was on Sunday – there were 20 participants Saturday and 52 participants Sunday. 12 novices signed up for the Solo. Russ stated we need a few new batteries for the radios used at Solo. The RPI racing team came to the Solo on Sunday to get some time behind the wheel. The Mo Hud bus needs some work - inspection, alternator, brake hose, oil change.

Board meeting - tentatively scheduled for Monday, May 22nd.

Activities - Karting will be on the first Wednesday in August. Golf outing will be the following week on Thursday afternoon.

TRSS – Tire Rack Street Survival school was held on Sunday April 9th. It was a full school with 20 students. Very positive feedback from students and parents. Next TRSS is scheduled for October, with date to be confirmed. Saratoga Museum is very appreciative if the opportunity to host TRSS, as they use it to support their educational charter.

Competition -- Thompson Driver School - Thompson donated the track to the SCCA. 20 students attended and 19 were signed off. Next day was a "race". A number of Mo Hud members attended. This upcoming weekend, May 6/7, is a Regional race at Palmer.

Old Business – None.

New Business - Saratoga Auto Museum Car Show is scheduled for May 21.

Meeting adjourned 8:20 pm.

- Ron Bass -

General Membership Meeting Minutes, June 7, 2017

Orchard Tavern, Albany New York

Meeting called to order 7:30 pm by Regional Executive Jim Bucci

Previous meeting minutes- Previous month's minutes accepted unanimously.

Treasurer - Vince DePaul reported income and expenses from recent club activities. There was a net increase to our bank account balance.

Membership - Chairman Jim Garry reported that MoHud currently has 564 members. Significant anniversaries were also announced.

Solo - Russ Burckhard, solo chairman, gave a report on the most recent solo event. In addition, again this year we will be offering a free solo entry promotion at the Guptill's car shows.

Knockoff - The deadline for submissions continues to be the 15th of the month. Editor Paul Malecki looking for "journal" type articles and submissions. The sooner the better when submitting such entries.

Road Rally - Chairperson Trish Bucci shared a flyer for an upcoming rally in the Catskill region of the state. For more information, go to www.1903autorun.com.

Activities - Go carts at Funplex in East Greenbush Wednesday August 2, 6:30PM. Annual golf outing, Thursday, August 10 at Burden Lake C.C. 2:00PM.

Competition - Competition chairman, Jack Hanifan, reported results from the recent US Majors tour at Pocono.

Old business/new business/notes - Tom Campbell thanked everyone who helped at the Saratoga Automobile Museum's spring car show. Very successful event with approximately 380 paid entries. Eric Smith added thanks to Steve S. and DJ M. for coordinating the MoHud cars and display in front of the museum

!!! NO JULY MEMBERSHIP MEETING !!!

Meeting adjourned at 7:53PM

Rich Welty presentation on planned-but-never-built expressways and roadways in the Albany area, along with signpost trivia, followed.

Respectfully submitted by **Trish Bucci**, acting secretary

Mo-Hud Officers and Contacts

Regional Executive (RE)

Jim Bucci hdjimbu@gmail.com

Assistant RE

Eric "EJ" Smith EJEvo8@gmail.com

Treasurer

Vince DePaul vjdepaul@gmail.com

Secretary

Ron Bass m3apx@aol.com

Competition Chair / Activities Director

Jack Hanifan jackhanifan@hotmail.com

Rally Chair

Trish Bucci trimar71@gmail.com

SOLO Chair

Russ Burckhard russtduck@gmail.com

Membership Chair

Jim Garry mhr.membership@gmail.com

Chief of Pits

Clark Nicholls cwnicholls@aol.com

Scrutineering (Tech)

Open.

Contact Jim Bucci or Jack Hanifan if interested...

Chief, Flagging & Comm.

Richard Alexander dweebdad@msn.com

Merchandise

Chip VanSlyke

Director

Bruce Kosakoski 518.674.8816 (H)

Director

Dick Stewart stewartco@aol.com

WebMaster

Eric "EJ" Smith ejevo8@gmail.com

NeDiv License Chair

Jack Hanifan jackhanifan@hotmail.com 518.424.5597 (H)

KnockOff

Paul Malecki paul@dianenpaulmalecki.org

For more information about the Mohawk-Hudson Region SCCA, and membership in the Sports Car Club of America, go to < <http://www.mohud-scca.org> >

Membership meetings of the Mohawk-Hudson Region SCCA are held on the 1st Wednesday of the month, excepting July and August, 7:30pm, at the Orchard Tavern, 68 North Manning Boulevard, Albany.



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The KnockOff Journal

This Month...

- The Cheetah's Progress
- Campbells' Progress
- Yuven's Progress



If You Can Honestly Say You've Never Screwed Up a Wire Connection, You Can Smirk at the Following. Otherwise, Read On and Nod Your Head in Sympathy

You'll recall from last month's Journal, that Jim Garry was having trouble getting his Cheetah to move faster than an amble. We pick up his tale as follows:

"...the problem was caused when I was trying to determine why the battery wasn't charging. While rooting around in the wiring harness I accidentally cut a 22 gauge wire that the factory manual identified as being for the high beam. I stupidly assumed it was a remnant from the factory wiring that the engine builder didn't bother removing and so I didn't repair it. After weeks of failing to fix the engine problem I finally called the engine builder from my garage. At some point in our conversation I revealed the cut wire.

After a moment of silence he asked, "what color is it?"

"White with a yellow stripe."

"Why did you do that", he asked.

"It was an accident and it's only for high beams anyway", I responded.

"Do you see any #%*#@\$###% high beams on your car? I don't build my wiring harnesses with #%\$##@&# high beam circuits in it!"

"Oh", was my witty come back.

"You got any butt connectors in that high tech race shop of yours"

Ignoring the taunt I replied in the affirmative.

"Before you fix the wire, start the car without the air cleaner and tell me what you see", he demanded.

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Jim Garry's Cheetah, cont'd

So I started the car and reported that the secondary throttles were not opening when I revved the engine.

"Now turn off my motor and fix the wire", he instructed.

I fixed the wire and restarted the engine.

"Uhhh, the secondary throttles open now".

"Can I help you with anything else? Need to know how to air up your tires or turn the steering wheel?"

"Uhhh. Nope, I got that. Thanks very much."

Continuing in his effort to be helpful he asked, "You got oil in the engine? Water in the radiator?"

"Ummm, yup."

"OK then. Have fun, go fast".

So it's all fixed now and running very strong. But thank you to all the Mohudders who attempted to help me out including Tom Hansen and Will Schambauch



"The Cheetah's body is specialised for speed; it is the fastest land animal."

- Wikipedia

Jim's Cheetah being fast at Devens

Campbell Racing- Pocono Raceway, Long Pond PA, May 26-28

One of these times I'm going to be able to say simply we went, we won, and we came home. But, again, not this time. Although in the end it was a great weekend.

The test day on Friday went well. An electrical issue finally diagnosed as a bad battery, kept Charlie's SM out of the first session. But he was out for the second session and all was well. He took the FP car out for the last session and it, too, was running well (as in: below the existing lap record). Charlie hadn't raced on the track configuration that would be used for this event so this was valuable track familiarization time. And, because there is only a single qualifying session on these two day weekends, the test day is where we can dial in the proper tire pressures to get the best performance.

On Saturday morning the SM qualifying also went well as he qualified 8th in a strong field of about 25 cars. No problems to work on. The FP qualifying also went well until the end. Charlie qualified a full three seconds below the track record, the car was handling very well and none of the other FP cars were close. He would start third behind the two EP BMWs which is a common lineup at many events. However, near the end of the session the transmission started refusing to go into 4th gear. You'll recall that we broke the race transmission two weeks ago at Pitt and this was the replacement.

Back in the garage, after checking all the easy, obvious causes to no avail, it was decided to make a transmission change, rather than risk continued problems, perhaps doing more serious damage to the race transmission. So we put the standby stock transmission back in between qualifying and the afternoon race.

The SM race went well, starting 8th and finishing 7th. Good hard racing and no drama this time. The SM car is working well.

The FP race was a challenge. Unlike at Pitt, two weeks ago, the gear ratios in the stock transmission just didn't work well at this track. Charlie's best laps were over two seconds slower than in qualifying and he had to work the engine much harder than we like to get that. The second place FP car was able to get around him in traffic early in the race and the two of them went nose to tail for the bulk of the race. Charlie was able to close through the infield sections of the track but the other car was able to pull ahead a bit on the two long straights. It was pretty much a stand-off. Charlie's strategy was to stay right on his bumper in the challenging parts of the circuit and pressure him into making a mistake. And that was what happened. Two laps from the end the other driver tried a slightly different line through the turn coming back onto the front straight and spun his car allowing Charlie to get by. Unfortunately, he also stalled the engine and before he could get restarted Charlie had opened a very large gap and the race was over. So we did pick up the win but with the stock transmission the car was not performing to its potential. Even so, Charlie did set a new track record by about a second.

Saturday evening, after a break to join everyone for the usual dinner party, we prepared the two cars for the Sunday races and then decided to take the race trans apart to see if the problem was something we could fix at the track. After getting it opened up we spend about a half hour on the phone with the trans builder but could find nothing wrong. So we put it all back together and decided to put it back in the car. It represented too much of a performance potential to not give it a try. We had an extra crewman with us and were able to make the transmission change in a record hour and a quarter.

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Pocono, May 26-28, cont'd

On Sunday morning Charlie took the FP car out for hardship practice and it seemed to be working well. It was right back down to qualifying speed after only two laps. And he discovered what was probably the root cause of the issue. Somehow the gate that prevented the shifter from getting into the reverse gear was slightly off and instead of trying to get into 4th gear it appears that it was really trying to get into reverse. The driver would just have to be a little careful until I could get this fixed. So the car was confidently back to full potential.

First up was the SM race. Based on his improved lap time during Saturday's race Charlie would start 5th. The first five cars broke away from the pack and had a sizeable lead throughout the race. At about three quarters distance, however, he lost the draft and fell back just a little and was unable to catch back up to the pack, even though he was turning the same lap times. One of the lead pack cars spun near the end of the race and fell back leaving Charlie in 4th place at the finish. His best SM finish of the year!

Later in the afternoon the FP race got off to a great start. As expected Charlie and the two BMWs broke away from the rest of the field and continued to open the gap. Charlie stayed right with the pair of "faster" cars all the way to the end. On the last lap one of the BMWs broke a rear axle shaft and spun so Charlie finished second overall and first in class, by about 45 seconds over the second place FP car. And he took over 2 seconds off the lap record he set on Saturday. The car and driver performed flawlessly.

The next race is at Watkins Glen and will be a really big event. It is 4 weeks away so we'll have a little time off from all this madness. Also, I don't have to do another engine or transmission change between events, although as usual there is a long work list of things to do on the car (and trailer and motorhome). Some are just regular maintenance tasks but I have a few ideas to try to make the car a little faster.

Tom and Charlie



Yuven Sundaramoorthy at Indy and Watkins Glen

As we reported last month, Yuven Sundaramoorthy is running in both the USAC F 1600 and SCCA FF series this year.

Proud Papa Gopal has sent along updates on Yuven's progress: USAC at Indy on June 10th and 11th; SCCA at Watkins Glen on June 24 and 25.

"The USAC F1600 Championship Series race again came down to the last lap after a race-long battle at the front of the field as Yuven Sundaramoorthy crossed the line first for K-Hill Motorsports, taking his first ever F1600 victory, from 6th on the grid, in an iconic setting at the Indianapolis Motor Speedway. Sundaramoorthy won by a mere .039 seconds ahead of Team Pelfrey's Jonathan Kotyk, while Matthew Cowley was third and Joe Colasacco won the Masters Class."



This is What .039 Seconds Looks Like



"After the win 2 weeks ago at Indy, Yuven had another good performance at the Hoosier Tire Super Tour at Watkins Glen this past weekend. He was in group 4 (FF, FV, F5), where he qualified 3rd in class and overall. In race#1 on Saturday, he was on the podium with a 2nd place finish with the fastest lap time. Sunday didn't go as well, as he and another driver made contact in lap4, ending both their races.

Next up for us is the F1600 pro series race at Mid-Ohio next weekend."

