



OFFICIAL PUBLICATION OF THE MOHAWK-HUDSON REGION SPORTS CAR CLUB OF AMERICA

*...While visions of sugarplums danced in their heads...*

## Wish List



**Reminder!**  
Election Ballots must be received by Dec. 4th

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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.

SUBSCRIBE TO THE MO-HUD MAILING LIST: Go to the MoHud web site (see below), click INFO, click ELECTRONIC MAILING LIST, click LWGATE, click Subscribe to Mo-Hud DIGEST, fill out form, click SUBSCRIBE.

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

## ADVERTISING RATES

Type	Size	1 Issue	6 Issues
Full Pg	10x7	\$20.00	\$100.00
Half Pg	5x7	\$15.00	\$75.00
Half Pg	10x3	\$15.00	\$75.00
Qtr Pg	5x3	\$10.00	\$50.00
Bus Crd	3x2	\$5.00	\$25.00

All ads must be prepaid. Noncommercial classified ads run in three (3) consecutive issues and are FREE to MEMBERS

# REGIONAL EXECUTIVE REPORT

Russ Burckhard

## December 2013 RE Report

I would like to start off with a friendly reminder. Save your computer files to a backup drive. Let's just say that a precious 2 year old girl, a cup of water, and a laptop do not make for a good combination. Fortunately it only fried the motherboard and I was able to save all of my data.

As you may already know, MoHud will have an election for the first time in many years. The Regional Executive position is being contested this year. Your Assistant RE, Jim Bucci, wants to step up to the next level to become the RE for 2014. I really enjoy representing our region and I am not ready to step down yet. I would like to continue to serve the region as your RE as I have since 2011 and did as your Assistant RE for the two years prior to that. In addition to being your RE, I have held the position of the Solo Chairman since 2007 and have taken care of the Solo equipment.

Here are just a few of the Club's highlights from the past few years;

- Held the 2008 Northeast Divisional Solo event at SeAD.
- Brought the Tire Rack Street Survival program to the region.
- Brought PDX's (**P**erformance **D**riving **eX**periences) back to the region.
- New and improved website in 2011.

While I had a part in them, the above list was made possible because of the help from many people including those from other regions and other clubs.

At our November Membership meeting we had a special guest. John Walsh joined us and gave an update of what is going on in Topeka. For those that do not know, John is the Area 10 Director (our area), the Chairman of the Board for SCCA and he is also a heck of a nice guy. He and fellow Board members have the task of finding a replacement for Jeff Danhert.

Final reminder: MoHud's annual awards banquet will be on Saturday, December 7<sup>th</sup> at the Troy Elks Club.

# SOLO REPORT

Russ Burckhard

## December 2013 Solo Report

The final event was held at the McCarty Ave lot on October 13<sup>th</sup> and the championships for each class were settled. Unofficially it is myself in Stock, Lyndon Peck in Street Prepared, Andy Furlong in Prepared/Modified, Eric Smith in Street, Johnathon Burckhard in Kart, Joe Rapp-Dimopoulos in Novice, and Scot Carpenter in the Tire class. Just short of 60 people showed up for the season finally. It was a beautiful sunny fall day with the temperature climbing up into the upper 60's. There were many new faces and a variety of cars. Multiple S2000's, Lotus Elise's both old and new, a Viper, a convertible Firebird, a Diasio 962R, multiple Porsches & BMW's, and this was on top of all of the regular vehicles that are normally there. Bert set up another great course. The challenges of the course were multiplied by the lack of grip of the pavement. This did not take away from the battles, but instead added to it. The drivers that adapted to the course conditions the best rose to the top while the others struggled. I happened to be one that struggled. I had posted a good time, but hit a cone in doing so. My next and final run I tried to make the same run without the cone hit and all I did was choke under the pressure and slid out to the marbles killing my chance to improve. Now I don't want to take anything away from Eric Smith. He had put down a run that was just short of amazing. His run was good enough for both top time and top Pax. Here is where I could insert many different excuses as to why he was faster, but the reality is that Eric had just plain out driven me. Jeff Grossbard was another driver battling for the top Pax spot. A downed cone on his best run and then a failing clutch ended his chance to improve from his 3<sup>rd</sup> place finish.

I will have more on this season next month and at the awards banquet so I hope to see you there.

I would also like to thank everyone that has helped to make this another great season.

# COMPETITION REPORT Jack Hanifan

## December 2013 Competition Report

### There are several Important Changes in 2014

**Executive Stewart** - Earl Hurlbut will step down as Exec and will be replaced by Kathy Barnes. Earl has done a tremendous job as Exec and he will be missed but I know Kathy will fill his big shoes admirably.

**Types of Races** - In 2014 there will no longer be National Races. Races will either be Majors or Regional's. There will be 3 Majors Races in the Northeast; they will be a NJMS, Watkins Glen and Summit Point. All of the other races will be Regional's.

**Qualifying for the Runoffs** - The SCCA National Runoffs will be held October 6-12 at Mazda Speedway, Laguna Seca, Salinas, California. Drivers can qualify for the Runoffs in two separate ways:

1. The Majors- drivers can enter the Major events and accumulate points, remember we are in the Eastern Conference and in addition to the 3 NeDiv Majors there are also Major races in the South East Division, beginning with Sebring in 2014.
2. The Divisional Racing Championship- 8 Regional races will be part of a Divisional Racing Championship. They will be held at the tracks that hosted National Races in 2014. The tracks are: Summit, NHMS, PIRC, NJMP, Nelson, Pocono, Watkins Glen and Lime Rock.

**Competition Licenses** - As of January 1, 2014, SCCA will no longer Issue National or Regional Competition licenses. The new license will be called a Full Competition License. The renewal criteria for this license will be completion of 2 races in the previous year. Your current National or Regional license will be accepted as a Full Competition License until it is renewed.

**Driver's Schools** - The main change is that it will only be necessary to attend one Driver School to be able to race. The requirement will be 3 hours on track time that is a change from 6 hours. The primary question will be "Is the student ready to race?"

**MoHud Racing in 2014** - MoHud will be assisting NER at the two races at Thompson Speedway Motorsports Park. The dates are July 12, 13 and October 4, 5. MoHud will not be involved financially but will help to provide workers and other support. It is anticipated that the October 4, 5 event will be the John Stim Memorial.

**2013 Awards** - Still accepting nominations for 2013 Road Racing Awards, Driver of the year, Rookie of the year, Dave Riggi Memorial Award, Most improved Driver etc. If you have not already done it please send me the nomination and the results for your best 5 races to me at [JackHanifan@hotmail.com](mailto:JackHanifan@hotmail.com). Don't forget your T-shirt size.

**Annual Meeting and Awards Banquet** - Don't forget to bring an unwrapped toy to the banquet, they will be given to BK Karl and delivered to the needy children of Troy. If you cannot make the banquet, you can drop off a toy at Bob Karl Sales and Service. If it is easier, get it to me and I will bring it to Bob.

## 2014 NeDiv Requested Dates as of 11-3-13

DATES	EASTERN CONFERENCE MAJORS	NEDIVISIONAL SERIES	REGIONALS	SCHOOLS	OTHER SCCA REGION EVENTS
January 4 & 5	Sebring Int'l Raceway - D (3-5)				
January 11 & 12	Palm Beach Int'l Raceway - D (10-12)				
March 1 & 2					
<b>March 7, 8 &amp; 9 / Daylight Savings</b>	<b>National Convention - Charlotte Convention Center, Charlotte, NC</b>				
March 15 & 16					
March 22 & 23	Road Atlanta - D (21 - 23)			JRB/NJMP-L	
March 29 & 30				WDC/Summit Point	
<b>April 4, 5 &amp; 6</b>	<b>NeDivision Roundtable - The Inn @ Pocono Manor, Pocono Manor, PA</b>				
April 12 & 13 / Passover (15)		WDC/Summit Point (M)			
April 19 & 20 / Easter					
April 26 & 27	ViRginia Int'l Raceway (April date TBD)		JRB/NJMP-T 12-hour Enduro 25-26 + Test 25		GreatLakes/Waterford-DS BVR & MIL/Blackhawk - Dbl Major
May 3 & 4					
May 10 & 11 / Mothers Day (11)			NNJ/Pocono - D (Na, Nj)		
May 17 & 18					
May 24, 25 & 26 / Memorial Day		NER/NHMS - D (24-25 Ne)		NER/NHMS (23)	
May 31 & June 1			JRB/NJMP-T-Restricted Pro IT Double ONLY		OVR/Mid-Oh -Dbl Major
June 7 & 8	SJR/NJMP-T - D (6-8) + Test 5				
June 14 & 15 / Fathers Day (15)		STC/PIRC - D			CHI/Road America - Dbl Major
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)			WMR/Grattan-DblDiv
July 4, 5 & 6 / Independence Day	GLN/Glen - D (4-6)				
July 12 & 13			WDC/Summit Point (M)		SBR/Gingerman - Major
			NER/TSMP-Thompson Speedway Motorsports Park-D (11-13 Ne)		
July 19 & 20			GLN/Glen + Pro IT (Ny, Na)		
July 26 & 27		MVR/Nelson - D (K)			MIL/Road America - Dbl Major
August 2 & 3	WDC/Summit Point - D (1-3)				
August 9 & 10		TRJ/Pocono - D + Test 8	NER/NHMS - D (Na)		CIN/MidOh-DblDiv & PDX & CT
August 16 & 17			JRB/NJMP-T + Pro IT+ - Test 15 (Nj)		
August 23 & 24					WMR/Grattan - Dbl Major OVR/MidOh-DblDiv
August 30, 31 & September 1 / Labor Day			WDC/Summit Point - D (M)		
September 6 & 7			NER/NHM S- D (Na)		
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 -Reg1 (4 Ny) + Enduro (5) + Pro IT (4-5) + Test 3	GLN/Glen (3) + Alt DS (3-4)	
<b>October 6-12</b>	<b>SCCA NATIONAL RUNOFFS - MAZDA RACEWAY, LAGUNA SECA, SALINAS, CA</b>				
October 11 & 12 / Columbus Day (13)					
October 18 & 19			JRB/NJMP-T (17-19 Nj)		OVR/MidOh-DblDiv & PDX NEO/PIRC-QuadDiv
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					

Table 1

LICENSE LEVEL	SCCA MEMBER TYPE	AGE	WHO MAY ISSUE THE LICENSE	APPLICATION	MEDICAL FORM	FEE	GCR	MAX. TERM	OTHER
<b>15 YEAR-OLD NOVICE PERMIT</b>	Individual/Family/First Gear in good standing	15 years old	National Office Only	Novice Permit Application	Required	\$110 (Region retains \$40)	Included	2 years	2 Passport Photos or Proof of Age + Divisional Licensing Chairman Approval
<b>NOVICE PERMIT</b>	Individual/Family/Spouse/First Gear in good standing	16 years or older	National Office or National/Divisional/Regional Driver Licensing Administrator	Novice Permit Application	Required	\$110 (Region retains \$40)	Included	2 years	2 Passport Photos + Proof of Age + Operator's Permit/State Driver's License allowing solo motor vehicle operation
<b>NOVICE TO REGIONAL</b>	Same as Above	Same as Above	National Office	Completed Novice Permit + Regional License Application	When needed	\$90	Included	1 year	Complete School Requirements + 2 Regional Races on Permit + Appropriate Officials' Signatures on Permit
<b>NOVICE TO VINTAGE</b>	Same as Above	Same as Above	Same as Above	Completed Novice Permit + Vintage License Application	When needed	\$55	Not Included	1 year	Complete School Requirements + 2 Regional Races on Permit + Appropriate Officials' Signatures on Permit

<b>NOVICE TO NATIONAL FULL COMPETITION</b>	Same as Above	Same as Above <i>15 years or older</i>	Same as Above <i>National Office</i>	Completed Novice Permit + National <i>Full Competition</i> License Application	When needed	<i>\$95 (waived if applied for within 90 days of paying Novice Permit Fee)</i>	Included	2 years	Complete School Requirements + 2-Regional <i>3 Regional</i> Races events on-Permit + Results of 4-Additional-Regional-Races. All in prior 24 months. <i>Note: 1 SCCA Time Trial event may be substituted for 1 of the Regional Race events.</i>
<b>REGIONAL RENEWAL</b>	Same as Above	Same as Above	Same as Above	Regional-License Renewal Application	When-needed	\$90	Included	1-year	Results of 2 Regional-Races or 2 Vintage-Races from the prior 12 months
<b>VINTAGE RENEWAL</b>	Same as Above	Same as Above	Same as Above	Vintage License Renewal Application	When needed	\$55	Not Included	1 year	Results of 2 Vintage Races or 2 SCCA Regional Races from the prior 12 months
<b>REGIONAL TO NATIONAL</b>	Same as Above	Same as Above	Same as Above	National-License-Application	When-needed	\$95	Included	1-year	Results of 4 Regional-Races from the prior 12 months on a Regional-License
<b>NATIONAL FULL COMPETITION RENEWAL</b>	Same as Above	Same as Above	Same as Above	<i>National Full Competition</i> License Renewal Application	Same as above <i>When Needed</i>	<i>\$95 Fee noted on SCCA Website (Competition License form)</i>	Included	3 year	Results of <i>3</i> SCCA <i>U.S. Majors Tour or Regional Sanctioned Race/National/Pro/FIA</i> events or 2 SCCA-National/Pro/FIA-events + 1 Regional-Races or 4 Regional-Races per year

Any questions on licenses or any other issues with competition information posted here, please call or email them to me.

Jack Hanifan, *Your Competition Chair*

# Monthly Membership Report Will Schambach

**11/15/2013**

**New member report 11/15/13 from 09/16/13 to 11/15/13.**

Please welcome these new members to the region.

<b>Name</b>	<b>Joined</b>	<b>City</b>	<b>State</b>
Taylor Mextorf	10/27/13	Potsdam	NY
Martin Ferrillo	10/10/13	Saratoga Springs	NY
Scot Carpenter	9/22/13	Glens Falls	NY
Stephen Zavos	9/22/13	Troy	NY
Sean Thompson	9/17/13	Albany	NY

## **Interests Report**

<i>Club Racing</i>	<i>Rally</i>		
Taylor Mextorf	Taylor Mextorf		
<i>Pro Racing</i>	<i>Solo</i>		
Taylor Mextorf	Taylor Mextorf	Stephen Zavos	
Sean Thompson	Scot Carpenter	Sean Thompson	

## **Anniversary Report as of 11/15/13**

<b>Name</b>	<b>Joined on</b>	<b>Years</b>
	<b>November</b>	
Dominic Karl	11/10/03	10
Robert Karl Jr.	11/10/03	10
Robert Karl Sr.	11/10/03	10
	<b>December</b>	
David Burnham	12/15/98	15

**There are 372 members in the region, no change from last report.**

# Road Rally Recap

By Trish Bucci

Saturday, October 19<sup>th</sup> was a lovely, sunny, cool day and wound up being perfect for the Bridges of Washington County GTA Rally. Several participants commented to Jim and me afterward about how beautiful the scenery was so we accomplished the goal of having something pretty to look at while driving around Washington County...I suppose we can't take all the credit for that, Mother Nature did provide beautiful fall color. We had a much better turn-out this year...8 cars! It took everyone a bit longer than we expected to reach the destination, which was the Falls Diner in Hoosick Falls, but everyone did make it. Ironically, two cars approached from the opposite direction that they should have, but they did get there. Everyone enjoyed a good meal and plenty of socializing, and there was plenty of recapping and discussion of the rally route. The results and some photos follow, but first I would like to take a moment to say thank you to all those who supported our rally; Jim, Kerry and I put quite a bit of time into planning and we really appreciate that you took a day to participate. We hope you enjoyed yourself, and we hope to see you at the next one.

Following is how all teams placed for mileage and for observations:

## Mileage

Team FooBar, Rich and Madeleine Welty  
 Team "M" Powered, Tom and Ben Moeller  
 Team Paradise Racing, Michael Landau and Daniel Huber  
 Team Tooth Hurty, Steven Dweck and Michelle Almy  
 Team B44 Racing, Todd and Nancy Boice  
 Team Taurus, Arn Beebe and Diane Gurdak  
 Team Carmine, Carmine Russo and Frank Van Patten  
 Team Squeaky Steering Wheel, Eric Smith and Pat Clair

## Observations

Team Paradise Racing, Michael Landau and Daniel Huber  
 Team Taurus, Arn Beebe and Diane Gurdak  
 Team "M" Powered, Tom and Ben Moeller  
 Team Squeaky Steering Wheel, Eric Smith and Pat Clair  
 Team B44 Racing, Todd and Nancy Boice  
 Team Tooth Hurty, Steven Dweck and Michelle Almy  
 Team FooBar, Rich and Madeleine Welty  
 Team Carmine, Carmine Russo and Frank Van Patten

*See photos on next page*



The crowd at registration



Waiting at the finish line



Post-rally meal and socializing



Team Paradise with their custom-made 1<sup>st</sup> place trophy



Mileage winners Team FooBar

# ANNUAL YEAR-END MEETING & AWARDS BANQUET



**Saturday, December 7th**

## **Troy Elks Club**

134 North Greenbush Rd. (Rt. 4), Troy, NY  
(Just south of HVCC)

**6:30pm cocktails – cash bar**  
**7:30pm dinner**

**\$25 choice of:**

**Stuffed Chicken or Prime Rib**

Vegetarian meal (chef's choice) available upon request

Dessert and coffee

**\$5 Children's meal (age 8 & under)**  
Chicken nuggets & fries

**Kindly RSVP by Friday, November 22nd**

Mail your check (payable to: **MoHud SCCA**) and a note including number of attendees and meal choice(s) to:

Russ Burckhard  
19 Carpenter Drive  
Schenectady, NY 12309

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# Toy Drive Will be Held Again This Year at Awards Banquet

Please support Bob Karl in his toy drive effort again this year by bringing a new, unwrapped toy to our awards banquet.

Each year MoHud member Bob Karl and his BK Motorsports race team collect toys to be donated to Unity House in Troy. Since 1971, Unity House has been making life better in the Capital Region; they are a Rensselaer County-based human service agency which provides a wide range of services to meet otherwise un-met needs of people in their community who are hurting and struggling.



My name is **Jim Bucci** and I want to be your Regional Executive

I have been an active member of the Mohawk-Hudson Region of the Sports Car Club of America for more than 25 years. I have held numerous positions with MoHud SCCA and have chaired many committees. I am also a two-time recipient of the Lewis Trophy.

As you can see by the list below of my accomplishments and experience, I am well qualified to serve as your next Regional Executive.

- Assistant Regional Executive for the last 3 years
- Competition driver
- Tire Rack Street Survival instructor and coordinator
- Road Rally safety steward
- Solo II competitor
- Nationally licensed specialty chief (sound control)
- Past editor of the KnockOff
- Past nominating committee member
- Co-chairman of the 50th anniversary celebration

## **Leadership - Vision - Respect - Initiative**

***These are the qualities I will bring to MoHud as Regional Executive.***

I would be in an even greater position to grow our Street Survival program and expand upon the great work Trish and I did as coordinators in 2013. I would also like to work more closely with our chairperson and driving instructors to expand our PDX program.

**Please vote for me for Regional Executive**

## 2013 Solo National Championships

by Jim Garry

Sometimes at the Nationals you win even when you drive crappy and the car's setup stinks.

The 2013 SCCA Solo Nationals was, as usual, a tremendous event. Great site, great courses, great organization. Great people. This is an event all autocrossers should experience, even if just once. No matter what your experience level, SCCA encourages you to attend. Many people think they or their car "isn't ready". It doesn't matter. The experience is worth the drive. No one is made to feel poorly just because they didn't finish well, whatever "well" means. These are the best courses you will run all year long and despite the low amount of track time, they are not quickly forgotten. Nor are the people you will meet.



*Will on the East Course*

Will and I spent this season trying to tune the understeer out of the car, just like last year. Alas it was to no avail. In mid-season we got the car to a place where we could more easily rotate it but it was only because we reduced rear grip to the point where the car was no longer stable. Nevertheless, Will had some brilliant drives during the year, especially at the last event before departing for Lincoln. It was an NER event at Devens. On my fourth run I had finally closed to a very respectable gap behind him. So what did he do? He went out on his second from last run and turned a tremendous run that I could not match. He told me "there's not much more out there, maybe I can clean up a tenth or two". So off he went on his last run. He "cleaned up" almost a full second! He finished at the top of PAX at the large event. I figured he was good for a National Championship and so did a lot of other people.

The ride to Lincoln took the usual day and a half plus. There's something very cathartic about leaving home at 8 or 9 in the morning and knowing that regardless of how hard you push, you will not arrive at your destination that day. The only problem on the entire trip was getting off at the "wrong" exit in western Illinois at around 11 pm and finding that the only hotel within miles

was a rundown joint. As Will was checking in he asked the night clerk if the rooms were clean. After taking a few seconds to think it over, the clerk finally said softly, “um ... yeah”.



*One of hundreds of wind turbines in Iowa*

On Sunday, after driving past hundreds of wind turbines in Iowa, we arrived in Lincoln in the afternoon and paddocked next to Mohudders Alex Shchipkov and Olga Bogdanova on the first row of paddock (after the chiefs and other officials). Thanks for saving us those great spots! Also attending this year were Mohudders Arn Beebe and his wife Diane.

Much of what happens at the Nationals involves walking or biking around and finding people to talk to. Some of them are folks you see once a year at the Nationals. Others you may have already seen a dozen times at local events. But seeing them at Lincoln is somehow special. The other part that’s almost worth the trip alone is watching all sorts of cars driven in all sorts of ways. H Stock to A Mod, it doesn’t matter. They’re all a show in one way or another. And watching a truly gifted driver can be an eye opening experience. I watched NER driver Nick Barbato attempt a second day comeback that left him just one tenth shy of a win. But that last run on his second day ... oh my! He was at 10/10ths in each corner but not at all wild. On line, balancing the car perfectly, pushing as hard as he could. I can honestly say I was thrilled to watch that run.

Our class, B Modified, was scheduled for Thursday and Friday runs. That left plenty of time for visiting, watching, or helping. I always like Mondays at Nationals. The courses are open for walking all day long. There’s no pressure. Everyone is in a light mood. On Tuesday we took some practice runs on the permanent test and tune course at the far end of the site. Broke in our new tires too. On Wednesday Arn’s car had dropped one of its mufflers onto the pavement during a practice run and I spent some time under his car to help figure out what was preventing the new exhaust hanger from fitting in place.



*Arn heading to the start line*

Thursday finally arrived and Will and I took to the West Course with great anticipation. The car was still difficult to drive but as I’ve said and written many times, Will is a master at managing the understeer and forcing the car to work for him. He ended the day in a virtual three way tie for first. His 47.362 was third behind three time B Mod Champion Clemens Burger (47.309) and Rachel Saunders (47.353). I was well off the pace, partly due to hating understeer even more

than anxiety dreams about not getting any course walks, and partly due to trying to get on the throttle too soon at the same spot on all three runs and making the understeer even worse than it was.

During that heat the Saunders' car broke. But despite being the 3<sup>rd</sup> driver in our car, Rachel Saunders was allowed to take her two remaining runs in the Cheetah. At Nationals people are always helping out their fellow competitors.

The other thing that happened on the West Course was that on Will's first run he hit a cone that did not get called. When the first run audit sheet was posted and still showed no cone, he spoke to the operating steward and asked for the cone to be applied to his time. He's not only fast, he's a true sportsman.

On Friday we drove the East Course. The course was about 20 seconds longer than the West and featured many fast sections leading into tight corners. This made an understeering car even more difficult to drive. Although this slowed us in comparison to our competition and hurt our finishing positions, we could take away a plus. It helped us to clearly isolate some problems. One was something simple. Our brake bias had been wrong all year. Most courses we drove this year were "speed maintenance" designs, resulting in minimal braking. But on the East Course, not only was there a good deal of hard braking necessary, but a lot of those corners were of the decreasing radius variety that made it all the more difficult, especially for a car with brakes that are biased so far toward the rear.

The other more critical problem that we were able to isolate due to the course design was that the understeer was clearly occurring at corner-exit. Most autocross corners happen so fast that it is difficult to determine where in the corner a problem is happening. My driving style has been in direct conflict with this condition in the two seasons I've owned the car yet as mentioned earlier, Will has managed the understeer exceptionally well. But on the West, even Will found this condition to be quite problematic. His fastest run was ruined by a pylon in a section that you



**Will showing the way**

and he didn't need the two seconds to stay ahead of me!



**Jim settling Rachel into the Cheetah**

would not think understeer would be a problem. It came after a hard left that led to into a flat-out uphill sweeping left acceleration run with a slight kink. You never fully unwound the steering wheel the entire time. And the car let us down. I kept having to lift here to prevent from hitting the outside cone. But Will did hit a cone, just barely clipping it and sending it flying. He ended the day dropping from 3<sup>rd</sup> to 4<sup>th</sup> with a DNF run and two runs with one cone each. Happily (kind of) the cones didn't affect his finishing position. Why?

Because I was next in the finishing order

On my first run that day, I felt I had a solid run in the car. It's hard to describe just how neat it felt. Even so, it was not a scintillating time and I could not really think of a way to go much faster. Indeed, I went slower on each ensuing run. Given my style of driving, it was a further indicator to me that there was a car related problem in addition to the obvious driver problem.

One really cool part of the East Course came at the far end. A fast section led into an open, sweeping downhill corner that was flat out in our car. It's thrilling to be going about 65 mph and not lift for a corner. Then after a very short straightening section it was slam hard onto the brakes. In the photo to the right, the end of the corner is on a line between the tire and the end of the red snow fencing on the right.



**Cool turn, as seen from the winning car**

The Awards Banquet that night was fun with lots of bench racing, joking, and reasonably good food. Will had a big smile as he accepted his trophy and we were outta there by 9ish to get some sleep before hitting the road early for the ride home. We had a good drive and were happy to arrive home. After a week of total immersion into our sport it's hard to think about autocrossing for awhile. But now Will and I are already planning how to eliminate the car's problems for next year.

Oh, almost forgot. The first sentence of this article could use some explanation. I had one of the finest moments of my 25 National Championship events. Watching some driving action from the stands on Wednesday, one of my old CMod class mates Nick Myers from Danville Indiana sat down next to me. I was happy to see him as he's always been a pleasant, sincere guy.

We exchanged some idle chatter for a few moments but there was something he wanted to discuss and he was hoping to bounce it off of me. He told me that last year he won every event he entered, including some National Tours. He's not an arrogant guy by any measure of the word but he said he came to Nebraska that year assuming he'd win, that "the championship was mine". Instead, he finished poorly.



As we sat in the stands talking, it was obvious that he was truly bewildered about how to mentally approach this year's event. He didn't want to repeat last year's mistake but equally didn't want to go into the competition lacking confidence. After some back and forth I finally told him that he was a hard working and gifted driver.

Trying to pare it down as simply as possible I suggested all he needed to do was “figure out each element and then connect ‘em”. He looked at me thoughtfully for a moment and then said, “I can do that”.

C Mod ran in the heat before B Mod so I watched the class run. His runs were very good and his last run put him into first on the day. But it was not to hold up and he finished the day in an exact tie for fourth, seven tenths behind last year’s winner.

I didn’t get a chance to talk to him that day or prior to the beginning of C Mod’s Friday runs. But I watched with interest not only to see how Nick fared but because I competed in C Mod for over 20 years and had lots of friends driving. After his 2<sup>nd</sup> run, I made my way to the grid. He seemed glad to see me even though many drivers don’t want to be disturbed by visitors in the middle of runs. He had some reasonable times under his belt but needed an extra second to grab the lead. I told him I had been watching everyone in his class during the heat and the leaders were all doing one thing he wasn’t. Although he was not obviously over slowing into the corners, the top few guys were clearly letting their cars carry more speed into and through the tightish corners. I suggested that he brake just a bit less and then just deal with the resulting movement of the car as it went into and through the corner. Sounds simple, right? But as you approach a corner from high speed (at least high speed from an autocross perspective), it’s very difficult to over ride the survival instincts that call for you to brake like hell. I could see the suggestion register in his face and he genuinely thanked me. I walked away hoping I’d given good advice.



I returned to the stands to watch the third runs. When Nick went into and through the first corner I knew he had synthesized the suggestion into his driving. He looked really fast. Yet many times what looks fast isn’t. But his time flashed onto the display showing he had cut a second off his previous best. I was elated as he pumped his fist while driving to the scales.

But there were still a lot of good drivers to go. One by one they made good runs that weren’t quite good enough to move them into first. The second to last car to run was last year’s national champ, Brandon Lavender. His run looked quick. Very quick. But 2/3 through the course he was suddenly backwards and it was all over. Nick had won his first National Championship.

I didn’t have time to see him because the courses open for walking between 2<sup>nd</sup> and 3<sup>rd</sup> heats. Due to a pulled muscle in my leg I was walking quite slowly and so assumed I wouldn’t be able to catch him in grid. But as I came off the course there were only two cars left and his was one of them. I approached him with a broad smile and we hugged each other. Man was he a happy camper. And then came the most satisfying thing I’ve experienced in autocrossing in years. He told me that if I hadn’t given him my advice, he wouldn’t have won. “You get part credit for this win”, he told me.



***Early morning departure from Lincoln***

And so while the competition side of my trip to Nebraska was less than stellar, I was nevertheless able to go home happy and with gratification. See. You never know what will come from a trip to the National Championships.

### Course Maps

West Course:

<http://scca.cdn.racersites.com/prod/assets/2013%20Nationals%20Courses%20Flipped%20WEST%20ONLY.pdf>

East Course:

<http://scca.cdn.racersites.com/prod/assets/2013%20Nationals%20Courses%20Flipped%20EAST%20ONLY.pdf>



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For Immediate Release

## 2014 SCCA Board Election Results Announced

TOPEKA, Kan. (November 18, 2013) – The Sports Car Club of America announced the results of the SCCA Board of Directors elections that were held in four of the SCCA's geographic Areas. Three new board members were elected, with one incumbent rejoining the board for a second three-year term in office.

Incumbent Area 10 director John Walsh, of Honeoye Falls, N.Y., ran unopposed to retain his position on the Board of Directors.

Terry Hanushek, of Mullica Hill, N.J., won the Area 2 election with 831 votes, topping Michael Collins, of Mount Airy, Md., (535 votes) and Stephen Hyatt, of Chambersburg, Pa., with 208 votes. Hanushek fills the seat vacated by Jerry Wannarka.

Peter Zekert, of Maryland Heights, Mo., defeated Michael West, of Munford, Tenn., for the Area 6 position, 413 votes to 367. The Area 6 seat was previously held by Lisa Noble.

Tere Pulliam, of Oxford, Ga., fills the Area 12 seat vacated by Philip Creighton. Pulliam received 673 votes, defeating Bob Horansky, of Jackson, Ga., who received 496 votes.

### 2013 BOARD OF DIRECTORS ELECTION RESULTS:

#### AREA 2

Michael Collins - 535  
Terry Hanushek - 831  
Stephen C. Hyatt - 208

#### AREA 6

Michael West - 367  
Peter Zekert - 413

#### AREA 10

John Walsh (unopposed) - 1

#### AREA 12

Bob Horansky - 496  
Tere Pulliam - 673

### THE 2014 SCCA BOARD OF DIRECTORS:

AREA 1: Dick Patullo  
AREA 2: Terry Hanushek  
AREA 2: Robin Langlotz  
AREA 4: Stephen Harris  
AREA 5: Bruce Lindstrand  
AREA 6: Peter Zekert  
AREA 7: Dan Helman  
AREA 8: Bill Kephart  
AREA 9: Brian McCarthy  
AREA 10: John Walsh  
AREA 11: Michael Lewis  
AREA 12: Tere Pulliam  
AREA 13: Todd Butler

Election ballots were received through November 15, and were tallied by Mize, Houser & Company, Certified Public Accountants.

The current Board Members will gather for their final meeting of the year in Topeka, Kan., Dec. 5-7, joined by incoming Board Members Hanushek, Zekert and Pulliam. The new Board Members will officially assume their duties on January 1, 2014.



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## Mid-Ohio And VIR Dates Final, Two Mid-States Changes on SCCA Majors Calendar

TOPEKA, Kan. (November 12, 2013) – Sports Car Club of America announced today a date change, a venue change and two confirmed weekends for four events on its 2014 U.S. Majors Tour slate. The updates complete the 2014 schedule.

The third and fourth rounds of the Northern Conference Championship are confirmed for May 30-June 1 at Mid-Ohio Sports Car Course, in Lexington, Ohio. Rounds seven and eight of the Eastern Conference Championship will be at VIRginia International Raceway, April 18-20.

In the Mid-States Conference, the Texas World Speedway event announced at the end of October has been cancelled due to a major conflict with the Texas A&M calendar, resulting in a hotel room shortage. Eagles Canyon Raceway, in Decatur, Texas, has been added to the Mid-States Conference slate as the third and fourth rounds, March 15-16.

Also changing the Mid-States Conference schedule is the move of High Plains Raceway from July to the weekend of May 3-4. High Plains becomes rounds seven and eight and precedes the other Colorado event, Pueblo Motorsports Park, by three weeks.

“While we don’t like to change the schedule after it’s been announced, circumstances beyond our control have affected the Mid-States Conference,” SCCA Club Racing Director Butch Kummer said. “The net result is a better overall cadence to the schedule, with good spacing between the events, and we were able to move out of the extreme heat that has plagued the High Plains race for several years.

The 2014 U.S. Majors Tour Schedule (Updated Nov. 12, 2013):

### **EASTERN CONFERENCE EVENTS**

- Jan. 3-5 - Sebring International Raceway, Sebring, Fla.
- Jan. 10-12 - Palm Beach International Raceway, Jupiter, Fla.
- March 21-23 - Road Atlanta, Braselton, Ga.
- April 18-20 - VIRginia International Raceway, Alton, Va.
- June 6-8 - New Jersey Motorsports Park, Millville, N.J.
- July 4-6 - Watkins Glen International, Watkins Glen, N.Y.
- Aug. 1-3 - Summit Point Motorsports Park, Summit Point, W. Va.

### **NORTHERN CONFERENCE EVENTS**

- May 2-4 - Blackhawk Farms, S. Beloit, Ill.
- May 30-June 1 - Mid-Ohio Sports Car Course, Lexington, Ohio
- June 13-15 - Road America, Elkhart Lake, Wis.
- July 12-13 - GingerMan Raceway, South Haven, Mich.
- July 26-27 - Road America, Elkhart Lake, Wis.
- Aug. 23-24 - Grattan Raceway, Belding, Mich.

**MID-STATES CONFERENCE EVENTS**

Feb. 7-9 – NOLA Motorsports Park, Avondale, La.  
March 15-16 – Eagles Canyon Raceway, Decatur, Texas  
April 5-6 - Hallett Motor Racing Circuit, Jennings, Okla.  
May 3-4 - High Plains Raceway, Byers, Colo.  
May 24-25 - Pueblo Motorsports Park, Pueblo, Colo.  
Aug. 30-31 - Heartland Park Topeka, Topeka, Kan.

**WESTERN CONFERENCE EVENTS**

Jan. 17-19 - Auto Club Speedway, Fontana, Calif.  
Feb. 22-23 - Inde Motorsports Ranch, Wilcox, Ariz.  
April 12-13 – Thunderhill Raceway Park, Willows, Calif.  
April 26-27 - Buttonwillow Raceway Park, Buttonwillow, Calif.  
May 24-25 - Pacific Raceway, Kent, Wash.  
July 4-6 - Portland International Raceway, Portland, Ore.

Image: The Spec Miata field races around Hallett in the Mid-States.

Credit: Tim Turner





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## 2014 SCCA Tire Rack National Solo Schedule Unveiled



TOPEKA, Kan. (November 14, 2013) – The 2014 Tire Rack SCCA National Solo® schedule, including Championship Tour, Match Tour, and ProSolo events, was announced today to participants. The schedule features 27 events, spread out over the three formats.

The Tire Rack SCCA Championship Tour season begins March 15-16 in Cecil, Ga., at the South Georgia Motorsports Park. A traditional location on the Solo calendar, the event falls just one week after the SCCA National Convention in Charlotte, N.C. – close enough for those across the country to participate in both events.

The Tire Rack ProSolo Series season begins one week later at another traditional site, March 22-23 in Blytheville, Ark. Blytheville also appears at the end of the Championship Tour schedule, Sept. 27-28 following the Tire Rack Solo National Championships. The end of the season event will feature a permanent course beginning in 2014, to remain consistent moving forward, with the local community working with SCCA to develop incentives and rewards for track record holders – by nature, a rarity in the Solo community.

The second season of the Tire Rack Match Tour format begins April 12-13 in Wilmington, Ohio. The former hub of DHL Shipping's US operations, the airport site is wide, smooth and provides options for a variety of courses.

The options available at Wilmington make the area a prime site for Solo competition, and the schedule reflects that. Wilmington is the only location on the schedule to host all three formats, as the ProSolo and Championship Tours will visit on back to back weekends, July 26-27 and August 2-3.

Packwood, Wash., hosts back to back events in early July. The Championship Tour visits July 5-6, followed immediately by the ProSolo July 12-13. The Packwood site is legendary for its scenery, beauty, and all around good fun, providing an excellent vacation destination for out-of-towners.

Crows Landing, near Patterson, Calif., returns to the schedule in a big way after a 20 year absence. The large concrete pad, used in the past by both the military and the National Aeronautics and Space Administration (NASA) for training exercises, hosts a Pro Solo, June 7-8, and a Championship Tour, June 14-15. The last SCCA National event held at the site was a ProSolo in 1994.

While an event "in Atlanta" has been on the schedule several times over the years, for the first time in recent history the event will occur in the city proper. The Turner Field parking lots have been secured for the May 17-18 Match Tour event.

Also returning are the traditional Spring Nationals at the Lincoln Airpark on Memorial Day weekend, featuring the ProSolo on Friday and Saturday, May 23-24, and the Championship Tour, May 25-26. Collectively, the events make up the “Road to Lincoln” and the 42nd Tire Rack Solo National Championship. The week-long event begins with the ProSolo Finale, Aug. 30-31, and the crowning of National Solo Champions September 2-5 at the Lincoln Airpark.

***The National Solo schedules are:***

**TIRE RACK PROSOLO SERIES**

March 22-23: Arkansas Aeroplex (formerly Eaker AFB) in Blytheville, AR  
 April 5-6: El Toro ex-Marine base in Irvine, CA  
 April 26-27: Fed Ex Field in Largo, MD, near Washington, D.C.  
 May 3-4: Mineral Wells Airport in Mineral Wells, TX  
 May 23-24: Lincoln Airpark in Lincoln, NE  
 June 7-8: NASA Crows Landing Airport, near Patterson, CA  
 June 28-29: Toledo Express Airport in Toledo, OH  
 July 12-13: Former Hamilton Lumber Plant in Packwood, WA  
 July 26-27: Wilmington Airpark in Wilmington, OH  
 August 30-31: ProSolo Finale at Lincoln Airpark in Lincoln, NE

**TIRE RACK CHAMPIONSHIP TOUR**

March 15-16: South Georgia Motorsports Park in Cecil, GA  
 March 29-30: Texas A&M Annex near College Station, TX  
 April 12-13: Qualcomm Stadium in San Diego, CA  
 May 3-4: MetLife Stadium, E. Rutherford, NJ  
 May 25-26: Lincoln Airpark in Lincoln, NE  
 June 14-15: NASA Crows Landing Airport, near Patterson, CA  
 July 5-6: Former Hamilton Lumber Plant in Packwood, WA  
 August 2-3: Wilmington Airpark in Wilmington, OH  
 September 2-5: 42nd Tire Rack Solo National Championships at Lincoln Airpark in Lincoln, NE  
 September 27-28: Arkansas Aeroplex (formerly Eaker AFB) in Blytheville, AR

**TIRE RACK MATCH TOUR**

April 12-13: Wilmington Airpark in Wilmington, OH  
 May 17-18: Turner Field in Atlanta, GA  
 June 7-8: Devens Airfield Police Training Facility in Ayer, MA  
 June 14-15: Pikes Peak International Raceway in Fountain, CO  
 July 5-6: Grissom Airpark near Peru, IN  
 August 16-17: Milwaukee, WI  
 October TBA: western location tbd

More information on the Tire Rack SCCA Solo program can be found at [SCCA.com/Solo](http://SCCA.com/Solo).

Image: The 2014 Tire Rack Solo calendar has been released.

Credit: Rupert Berrington

# Thompson Speedway Motorsports Park Returns to a Road Course

On Saturday November 16, 2013 I had the opportunity to visit and tour the Thompson Speedway Motorsports Park in Thompson, Connecticut. This tour was part of a Sports Car Club of America meeting to discuss the road racing schedule for 2014. The Thompson Speedway Motorsports Park (TSMP) is located in the northeast corner of Connecticut very close to both Massachusetts and Rhode Island. And it's only about 30 miles from my house!



Location of Thompson Speedway Motorsports Park

These days SCCA and the Thompson track are not always talked about in the same paragraph, but thanks to the re-establishment of a road course at Thompson Speedway Motorsports Park, the SCCA and Thompson Motor Speedway are now working together to schedule racing for the 2014 season. Things are changing at Thompson and it is clear that the SCCA members are enthusiastic about the changes.

The Thompson track has a long history that began with the devastating hurricane that swept through New England in 1938. That hurricane killed over 320 people and is recognized as one of the most destructive hurricanes in known American history. At that time John Hoening was farmer near Thompson, Connecticut. After the storm devastated his farm, he decided that rather than clean up all the downed trees and return to farming he would build a race track. And he did. He built a 5/8-mile (1.0 km) paved oval track which opened on May 26, 1940.

Hoening's racetrack made a big impact on American car racing at that time. In those days a 5/8ths mile, high-banked racetrack was considered to be huge. Most American race tracks had

dirt, boards or bricks surfaces and were ¼ mile in length or less.

About 10 years after the initial track opened, a road course was added at Thompson Speedway. It is said that this was the first closed purpose-built road course race track in the United States. Actually this was the first of three road course configurations at Thompson Speedway, therefore it is referred to as “Thompson 1”. The Thompson 1 layout was integrated with the oval track layout.

If you look closely at the above photo, then you can see how the oval track and the road course were blended. In the early days there was a significant amount of sports car racing at the Thompson track.

After a few years the second layout of the road course at Thompson, Thompson 2, was used. During my tour on Saturday, I was able to talk with a racer who had competed at Thompson 2 and he was able to point out the names of two of the most challenging corners on that track – “The Light Bulb” and “The Button Hook”.

The fellow who told me about the corners at Thompson, said that in the day, Road & Track magazine identified the top 10 race track corners in the United States and two of those ten corners were at the Thompson Speedway. Thompson Speedway was an important road racing track in those days.

For the Thompson Speedway Motorsports Park it is “back to the future” for now. The existing oval track is going to be removed and a new purpose-built road course is going to be constructed. The proposed plan for the track is shown below:



The Proposed Track Layout At Thompson Speedway Motorsports Park

The new track will be about 1.7 miles (2.8 km) long and will be run in a clockwise direction. At this time much of the binder coarse asphalt has been laid, the new garage and classrooms

built, as well as the control tower is nearing completion, therefore we were able to get a good idea of the configuration of the track during our tour.



The Control Tower With The New Garage And Classrooms In The Background

The longest straight portion of the track is along start/finish area in front of the control tower. This straight is somewhat broken up with the Dog Leg which is a slight left into a short straight leading to the Golf Course Turn.

I think that the Club House Turn has the potential to be the most difficult corner on the track. It is a tight, slightly downhill right turn with little to no track camber.

To enter the oval area, the existing walls that define the oval will be torn down. This track arrangement will allow the grandstands to be used by the road race spectators.

One of the racers noted that the start/finish straight actually starts at the Diving Turn. This turn is tight and could be a first gear turn. At the turn exit, the drivers will have to accelerate hard and continue accelerating all the way through the next corner to the end of the Sassoon Straight at the Gold Course Turn.

One thing that is interesting is the large hill on the inside of the Diving Turn. This will be an excellent spectator area with a view of much of the track.

The Sassoon Straight has a little crest at the beginning then continues past the Control Tower on the right side of the track.

I want to thank Hal Denham for providing me with the opportunity to tour this track and to Mike Rands, who was the leader of our tour group and very knowledgeable about the new Thompson Speedway Motorsports Park.

I think that this will be a good race track and I look forward to watching some good road races at Thompson.

*Please note that the historical photos of the racing at Thompson came from the Thompson Speedway website and the base image of "Thompson 2" came from "A Guide To American Sports Car Racing" by William S. Stone written in 1960.*