

KNEE DEEP IN NEDIV

NORTHEAST DIVISION
 BY G.W. HENDERSON

NESCCA OR NEDIV? TO BE OR NOT TO BE...

At this fall's Mini-Convention, up in Rochester, N.Y., we were all having such a wonderful time making plans and solving issues and rewarding our front liners – right up 'til the very end as we were literally one foot out the door. And then someone (I'm not going to say who, to protect the guilty party. Cough. Host. Cough) raised the question (paraphrasing here), "Just who are we anyway? We are holding the Northeast Division [NEDiv, pronounced *nee-div*] Mini-Convention, we argue for dates on the Northeast SCCA [NESCCA, pronounced *ness-kah*] schedule, we reward our division champions but give them Northeast SCCA hats and jacket.

"We hold NESCCA National races to determine NEDiv points. I think it's just really confusing and one of them has to go."

A sticky wicket, no? Whereas NEDiv has its conception documented back to 1967 by NEDiv council founder **Dave Roethel** to recognize the accomplishments of National race drivers, NESCCA was established in the early 1990s by longtime member and National Champion **Oscar Koveleski** to bump up and also promote the division's floundering National racing program – and with great success, I might add.

So, both nomenclatures have demonstrated measurable success – both have had a long run in the Club's history. Do we now decide to amputate one or the other? For what purpose? How do we decide? Who among us is King Solomon enough to wield the sword?

But maybe, just maybe, the answer is not a cleaving, but a melding of the two. Something along the lines of "NEDSCCA" (pronounced *nee-ska*) or "NESCCIV" (pronounced *nee-skeve*)? Or don't bother to truncate it at all but run it all together like some great omnipotent "Rational." NESCEVDA (possibly pronounced *nee-ska-tee-*

dah). Or we could just leave it the heck alone.

Carl and Cathy Matusak (who really stand to lose the most with any divisional name change) announced that the NESCCA divisional website is now accepting and displaying classified ads! So if you are in the market for that hard to find left handed Ferrari smoke spanner or a box of British Leyland fuses (or even have a box of unused British Leyland fuses to sell) surf on over to the site www.nescca.com and check it out. Also, while there, you can peruse the latest updated schedule for the northeast as so ably generated by scheduling goddess **Donna McDonough**. One may wish to pay particular attention to the July 9-10 Glen and Aug. 13-14 Pocono dates, as these are both Double Nationals this year.

Speaking of National Club Racing, if that is your aspiration you should check out the modified criteria for your invite to the National Championship Runoffs for 2011. From a press release from the National Office, "The participation criterion established in 2010 will go unchanged but with drivers needing to: finish in

After being awarded by Phil Henderson the NEDiv Driver of the Year and NESCCA 2010 \$2000 Class Champion title, Matthew Drenzo ponders, "If I have to give one back, will it be the NEDiv plaque or the NESCCA jacket?"



the top three of their class in divisional championship, finish in the top half of the coast to coast National standings within their class and reach or exceed a minimum number of points for their class in National standings. In addition to finishing four National races during the season.

So get those cars teched early, bump up those safety systems and get your registrations in early. Also be prepared for a faster, smoother registration process as the division goes to a paperless, completely automated online registration system. With the current technology being brought on board, what could possibly go wro...go wron...go...

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REVVIN' IN SEDIV

SOUTHEAST DIVISION
 BY SUSAN H. YOUNG

FROM AUTOCROSS TO ENDURO, PANIC MOTORSPORTS HAS DONE IT ALL

The Panic Motorsports No. 90 Spec Miata claimed victory at VIRginia Int'l Raceway (VIR) in the 13 Hour Charge of the Headlight Brigade. Company co-owner and driver **Steve Bertok** of Lexington, S.C., along with teammates **Alex Gaines**, **Jason Owenby** and **Don Tiley**, all of North Carolina, finished first in class by more than six laps and finished eighth overall out of 65 cars.

"We had a good plan going in, but having simply won hands-down still surprised us all. It was an amazing effort by our drivers and crew," says Steve.

The preparation for this year's 13-hour race began about five minutes after the end of last year's event, during which Panic had sponsored another car owner's Spec Miata. Panic put together a rock solid car for the 2010 race, planning carefully.

"As drivers, we had a parts guy who builds Spec Miatas for a living, a former BMX racer, a Mazda transmission and engine builder and a vehicle dynamics engineer," says