

DECEMBER 2005

KNOCK ff

Official Publication of the Mohawk-Hudson Region Sports Car Club of America

A Very Merry Christmas,
Happy New Year, & Happy Hanukkah
to all MoHud Members,
Families, and Friends!

Who is this,
really?
Darth Vader
or Roly Heacox?



News from
NeDiv
MiniCon!

Reminder:
**AWARDS
BANQUET
DEC. 2nd**

MOHAWK - HUDSON REGION SCCA OFFICERS AND ADMINISTRATORS

REGIONAL EXECUTIVE

Gene Tricozzi
 16 Lorwood Drive
 Scotia, NY 12302
 (518) 399-3522 home
 (518) 229-6886 cell
 genet@northernfundingcorp.com

ASST. REGIONAL EXEC.

Bruce Kosakoski
 59 Hoffay Road
 Averill Park, NY 12018
 (518) 674-8816 home
 bkb@empireone.net

TREASURER

Chip VanSlyke
 1095 Delaware Turnpike
 Delmar, NY 12054
 (518) 439-7267 home
 chipperv@earthlink.net

SECRETARY

Bryan Deane
 225-A Reichelt Road
 New Milford, NJ 07646
 (914) 954-7707 home
 flagchief@yahoo.com

ACTIVITIES DIRECTOR & COMPETITION LICENSING

Peter W. Smith
 35 Knollwood Drive
 Saratoga Springs, NY 12866-5775
 dsmith@nycap.rr.com

COMPETITION CHAIR

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

RALLY CHAIR

Jim Bishop
 12 Garrison Ave.
 Schenectady, NY 12306
 518-346-8366
 jbish46@nycap.rr.com

SOLO EVENTS CHAIR

Bruce Kosakoski
 59 Hoffay Road
 Averill Park, NY 12018
 (518) 674-8816 home
 bkb@empireone.net

MEMBERSHIP CHAIR

David Wachtel
 1596 Best Road
 Rensselaer, NY 12144
 (518) 286-3589 home
 dwachtel@acmenet.net

KNOCKOFF EDITOR

Lisa Hanifan
 39 Ramsey Place
 Albany, NY 12208
 518-438-3754 home
 lhanifa1@nycap.rr.com

RACE OFFICIAL LICENSING

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

SCRUTINEERING (TECH)

Richard Welty
 (518) 674-0436
 rwelty@krusty-motorsports.com

MERCHANDISE

Geoffrey M. Stim
 41 Wallflower Drive
 Rexford, NY 12148
 (518) 885-9300 home
 gstim1@nycap.rr.com

DIRECTOR

Harry Adalian
 808 Mann Avenue
 Rensselaer, NY 12144-1313
 (518) 283-4063 home
 hadalian@hotmail.com

DIRECTOR

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

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

MOHUD NE DIVISIONAL & AREA 10 CONTACTS

AREA 10 DIRECTOR	NE DIVISION EXECUTIVE STEWARD	NeDiv LICENSE CHAIR
John Sheridan Leesome Lane Altamont, NY 12009 (518) 861-8389 home john12009@aol.com	Jack Hanifan 39 Ramsey Place Albany, NY 12208-3016 518-438-3754 home jackhanifan@hotmail.com	Peter W. Smith 35 Knollwood Drive Saratoga Springs, NY 12866-5775 518-587-9755 dsmith3@nycap.rr.com

The **REport**

I just returned from the mini-con held in Allentown Pennsylvania the weekend of 11/12 and 11/13. Mo-Hud was well represented by Harry Adalian, Jack Hanifan, Roly Heacock, Tom Campbell, John Sheridan and myself. I was also pleased to see Jim Gary in attendance who was there for the Solo community. There were many excellent presentations for both Club racers and Solo racers alike. I was unable to attend all the seminars I wanted but I can report on the meetings I attended for club business.

My first meeting was a NARRC meeting regarding scheduling at Lime Rock for the 2006-racing season. I am happy to report Mo-Hud will have our traditional July 4th race date for 2006 at Lime Rock. The 4th falls on a Tuesday, which will cause some scheduling issues for workers, but I'm hopeful our workers will come through. The race will be a one-day NARRC/NYSRRC point's event. In the NeDiv Race Date meeting Northern New Jersey Region indicated they were going to have a race at Pocono that will be a NARRC points race and would include bonus points for racers that raced

in that event. The race dates are finalized and will be posted on our website.

I also attended the NeDiv Counsel meeting at which there was discussion on the use of credit cards for online race registration and at track. We are going to be reviewing our participation due to the cost and additional work involved in the administration cost. I will be working with the Board of directors on this matter, which I want to have a decision for the March Roundtable.

Some good news for the Spec Miata community a proposal was submitted to make SSM a permanent Regional only class. By a voice vote it passed unanimously. Also it was decided Toyo Tires would be the Spec tire for SSM.

As a reminder submissions to the KO should now be e-mailed to Lisa Hanifan and the deadline is the 15th of the month.

I do look forward to any input; with your help we will have an even stronger club.

Gene

A Steward's View

Kudos to George and Judy Bloesser for an excellent and well presented Mini-Con. at Allentown, PA. A good program, well presented and a very nice welcome party.

All three of our board of directors' members were present and gave us a preview of what's being considered on our national scene.

Saturday had a busy schedule of all the aspects of our sport covering just about everything of interest to each of us and were well presented by our divisions best teachers.

A nice luncheon and a great dinner were served and the many NEDiv awards were presented. MoHud took our share of the awards that helped to keep NEDiv aware of our presence.

All in all, a very well done program - Thanks George and Judy.

Roly Heacox



BETWEEN THE CONES

*It was the month before Christmas in SCCA
Where Trophies and Awards would be given away*

*The past food has been great, the company too
The memories abundant, times spent with
comrades too few*

*Each year we all gather on one festive night
To honor the champions and workers alike*

*The entertainers are us –we need not more
With Pete, John and Jack and the stories they bore*

*To all of our members both old and new
Come out and join us and have some fun too*

*The 2005 Awards Banquet
You'll be glad if you do.*

*Thanks for a great season!
Bruce*

*Merry Christmas & Happy New Year
2005*

Speed Reading By Greg Rickes

With winter on the way I've been lining up a list of racing books I'd like to sample. Among the titles I'm aiming for are bios of Junior Johnson, all-but-forgotten NASCAR champ Rex White, and drag racing icon Shirley Muldowney. There's also a new release "Formula One: Made in Britain" about the evolution of the English influence on GP racing. Plus there's a little known history of the Italian open road race title "Conte Maggi's Mille Miglia".

The important footnote is that all of these, and many, many, more are available from libraries in the Capital District. A subject search on "automobile racing" from the combined catalog for the Upper Hudson Library System reveals over 300 entries — a number that includes both youth and adult collections, videos and DVDs as well as books. Best of all, thanks to the inter-library loan program they can all be delivered to your own town library.

Many racing enthusiasts are also avid book collectors, and there's no doubting the pleasure of a well-stocked personal library, but for those of us limited by storage space library borrowing is a great alternative. Additionally, showing circulation activity acts an incentive for public libraries to add new titles as they're released, so do your part for synergy and visit your local library J

Here's the link to the on-line catalog
<http://www.uhls.org/uhrs/catalog.cfm>



Latest News from the COMPETITION CORNER... *Jack Hanifan*



November

Congratulations are in order for many of our Drivers. The final **New York State Road Racing Championship** points are in and MoHud drivers have done well.

In **Spec Miata** Charlie Campbell, Robert Karl, Dominic Karl and Bob Karl Sr. finished 1st 2nd 3rd 4th respectively. In **SSM**, Geoff Stim, David Lendrum, James Sheridan, and Eric Lendrum finished 2nd 3rd 5th 6th respectively.

We also did well in the **NESSCA Enduro Series - Final Series Standings**

Class	Drivers	Place
ITA	F. McCleneghen, T. Peterick	10 th
ITB	B. Smart-D. Austin	1 st
SM	B.Karl jr.- TJ Hanifan	2 nd
SM	D.Lendrum-E. Lendrum	4 th
SM	C. Campbell-C. Campbell	8 th
SM	B.Karl-P. Smith	13 th
SM	D.Karl-G.Stim	16 th
SM	M.Figarsky-A. Figarsky	26 th
SM	G. Tricozzi, C. VanSlyke	29 th
SSC	Sean,Ian & Thom O'Connor	4 th
SSC	H.Adalian, B. Bennett	5 th
SSM	W. Scheeren, W. Scheeren	8 th
SSM	J. Sheridan, J. Sheridan	12 th

The MoHud Race in 2006 will be a Regional Race held at Lime Rock Park on the 4th of July. SM drivers- Toyo will be the spec tire for all Regional and National races in NeDiv in 2006.

As of this date only 21 MoHud drivers have submitted their Regional Championship points. Remember all drives who submit points receive a MoHud Drivers T-Shirt.

Geoff Stim and Pete Smith brought their Miatas to Virginia International Raceway and finished 5th and 6th in a very large field. I hope they will share their adventure at the next meeting.

"Pig in a Poke" CORRAL

For Sale—16 ft full metal bed trailer with tire rack and tool box. Like new condition. \$2000. 518-792-4986 or 744-3636.

MoHud members may submit items either "for sale" or "in search of" in the KnockOff free of charge for a period of three months. It is the responsibility of the member to inform KO staff if the item is sold/bought before the end of the period or is no longer to appear in the next issue.

What's Going On Here? - -

My 2005 National Championship Experience

By Jim Garry

THE WORST NATIONAL TOUR EVENT EVER

It was now mid-June and Ken and I were under the impression that the car was good. We packed up and drove the 600 miles to Toledo, Ohio, arriving early so that we could take part in the Friday practice course. We took about 6 runs each but the course was awful. It consisted of some flat out offsets and slaloms up to a tight 180 and then a long unmarked straight followed by more flat out offsets and then a slalom that required a lift, essentially a 1-2-3 upshift, hard brake, and then a 1-2-3 upshift the other way. The car felt a bit loose but it was hard to tell when only one corner required any real driving.

Late that afternoon the Tour course was set up and opened for walking. We finished our first walk in about 6 minutes, went to register, and asked, "what happened to the rest of the course?" It was not met with smiles as apparently I was not the first person to inquire. Keep in mind that the section of airport used at Toledo is smooth, flat, newish concrete. The space given to us is absolutely huge. But this course wended its way only around the periphery leaving a vast unused expanse of concrete in the center. To make matters worse, most of the corners were simple and fast affairs requiring not much experience or expertise to get through quickly. However, a stable car would be a benefit.

Ken and I did NOT get through it very quickly. The car did not inspire confidence. I finished the day way down in the order while Ken was a bit faster and perhaps one out of the trophies but he wasn't pleased with the car or the course either. And oh yes, the time on course was only 30 seconds. The length and design of this course were not anywhere in the ball park of what a Tour course should be. People were grumbling seriously. This is not what you tow 600 miles for!

As the second day course was being set up, Ken asked me to speak with the Tour administrator and the course designer. But I refused. Despite my status as a former SEB member and course design instructor, etc, I just didn't want to stick my nose into the situation. So mild mannered Ken actually

walked out onto the course while it was being set up and spoke to them. He was assured the course would be better, and longer.

It wasn't.

And neither was the car any better. A huge problem with autocrossing is the lack of seat time. At a road race, you get many laps of practice and so you can much more easily figure out what is going on with the car. With autocrossing it can take an entire season (or in some extreme cases an entire decade ...). It wasn't until the last run or two on the second day that I started to push the car to its limits. And the only reason I pushed the car harder was because we were getting creamed by the competition. Thus we were finally able to get some reasonable feedback from the car. It was oversteering like a beast! Swaybars and rake were adjusted, to no avail. Ken dropped down below me in the standings but my finish was none too stellar either. We drove home disappointed and perplexed.

One good thing did come out of the event. A record number of participants submitted event evaluations. The course design was thoroughly trashed. And my ensuing emails to the National office included cc's to two of the best known course designers in the country. The result was a tightening of the belt by National to enforce their own rule of having course designs submitted for evaluation prior to the event. Up to that point in the season, only the upcoming Tour at NER had done so and that was in large part because MoHud's Eric Kroth designed that course and always makes good maps available. But from that point onward, all Tour courses were previewed by a team of National course designers. It is hoped that this procedure will be continued in the coming years.

BAR HOPPING

After the event I called Bill and asked him to fabricate another, larger front anti roll bar. But this bar did not reduce what was now obviously massive oversteer either. It is true that oversteer is a helluva lot more fun than the understeer experienced in the previous year. But it's almost just as slow. And at

the NER Tour event in July, although being in the trophies the first day, I dropped a position or two on the second day trying to keep up with Tyson. I even disconnected the rear bar but all that resulted with this experiment was an addition of understeer to the oversteer.

This was actually a big clue and indeed, it rung some alarms in my head. But again, I didn't process the information very well.

After the Tour I requested an even larger front anti roll bar.

At this point there were three events left before heading west to the Nationals in Topeka. Ken and I agreed that if the car didn't show a marked improvement by the September 4th NER event at Devens, we'd cancel our trip to Kansas this year.

EVALUATIONS DIFFICULT

I had been asking for advice from several sources. There was shock guru Joe Stimola from Long Island, Citation builders Steve Lathrop and Richard Pare in Indianaopolis, Bill Gendron, and anyone else who would stop long enough to listen to me whine about this SOB handling car of mine. Which advice to take, which to reject, which to partly use? This is one of the biggest issues in all of motorsports.

Those "in the know" would always ask, "does it get loose during corner entry, mid-corner, or corner exit?" But in Solo II the vast majority of corners are over in the wink of an eye. Whereas race tracks have corners in which the car spends from 3 to 15 seconds, a typical Solo II corner is over in 1 to 3 seconds. Especially here in the northeast with small sites. This makes it very hard to evaluate where in



a corner a car is misbehaving. A corner entry problem might not be felt until corner exit simply because the exit comes up so soon. Conversely, on a race track there are definite, clear cut corner phases that can be sorted out.

I studied my notes for a clue. What was the difference between pre-Bill Gendron and post-Bill Gendron other than the sway bars and a minor spring change? After an evening poring over my "book", it looked like Bill had adjusted the shock settings to full soft leading to the conclusion that there must not be enough bump resistance to slow down weight transfer upon corner entry. And as it happened, when I called Bill he had just arrived at that conclusion also.

The next event was what likely will turn out to be the last NESCC (New England Sports Car Club) event ever. The event organizer (Tyson) gave Bill Gendron permission to drive my car in the early morning way over on an unused portion of the site. He drove and Ken and I made adjustments. Bill would take a sweeper, come in and we'd change the bump setting on the rear shocks. We also made some anti-roll bar and rear toe changes. After 20 minutes Bill pronounced the car much improved.

Our heat ran first that day. Ken's first run was very loose and my first run was no better, even resulting in a spin. Back in grid, I climbed out of the car and walked away, looking at the sky. I was very frustrated. Bill stopped by and asked about the car. I was upset and told him it was no better, and that I ought to just go home and park the car for the rest of the year. But Tyson told me that even in his car the grip levels were very low that morning and to stay with it. He was right. By the end of the day I had bested Tyson's fastest time, albeit I hit the last cone on course. But I was elated. The car was stable. It could be driven.

"Was there a hint of push", I asked Ken? Nah....

I approached Bill and apologized for being so upset earlier in the day. I hoped he'd accept my apology gracefully. Instead what Bill did next was one of the kindest acts anyone in autocross has ever shown me. He looked me square in the eye and told me I had no need to apologize. He said, "I understand what's been going on for you for the past few seasons and how much pressure you're under and it's OK Jim". I almost teared up.



At Fulton Montgomery Community College the car continued to be stable. But smaller sites make it tougher than usual to evaluate a car's handling because the corners are over even more quickly than at other Solo II sites. Did I get that hint of push again? Nah

This turned out to be further valuable input that I failed to adequately process.

At the last event before Nationals, NER had an uncharacteristically rotten event. Timing problems resulted in only 3 runs for about 100 drivers. Three runs for an easy-to-get-to event is not too big a deal. But for a six hour round trip, you'd like a few more. Added to that problem was a very poor course design that had about as much in common with a National course as an early 1960's gymkhana well maybe not that bad. So we didn't get to evaluate the car as well as we would have liked. Again, it seemed to me there was some push but Ken said he didn't feel any and I was pretty close to Tyson in time although he said he had some front grip issues that day.

Ken and I decided to head west.

NATIONALS

The trip west went very smoothly with no incidents. The sudden high spike in gasoline prices due to hurricane Katrina brought out the engineer in Ken who hand built some aero aids for the trailer. They were truly ugly but we used them anyway. However we couldn't really evaluate if they helped because we spent about 75% of the trip drafting trucks. We'd be driving along at 70 mph and NOT in overdrive. Then a truck would whiz past at 75 or more and we'd get in line. Our speed would increase, our foot would come off the throttle and our revs would drop as overdrive kicked in. We set personal fuel mileage records for the trip. Peak

mileage was 12 mpg for my overly burdened Buick Roadmaster. I'd never gotten much past 10 before this.

We arrived at Forbes Field in the early afternoon on Friday, and settled in, which included picking up our golf cart, walking the course for the Kansas Region Warm Up event, and meeting up with lots of friends, many of whom I see once a year in Topeka

Over the two days of the Warm Up event, we ran reasonably well yet something wasn't right. The car just wouldn't let me into or out of corners at a pace I thought was called for. I asked a friend, umpteenth-time national champ Tommy Saunders, how I looked from his worker location and he said it looked good. I wasn't assured. Finally Ken and I concluded that we just didn't know the car very well now that it was in a better state of handling tune. We were just going to have to tighten our belts and drive faster. That conclusion was well received by many people. It just wasn't correct.

ON MONDAY WE WALKED

Monday is the day that nothing much happens at Nationals except for course walking. And so we walked, and then walked some more. The courses are roughly 3/4 to maybe a mile long and we walked a total of about 15 to 20 times, although we admittedly lost count and it could have been more. A June hamstring injury certainly was telling me it was a lot of walking. During the day we walked alone and with old friends, including former MoHudder Jim Fossum.

RAIN, WIND, LIGHTNING, COURSE DECAY

The day started off dark and cold and rainy. Then the lightning began. Since Ken and I were staying at the new Super 8 which is not far from the site, we remained in the hotel room. We were so close to the site, we could have listened to the FM broadcasts from the course announcers if only our room had been equipped with a radio worth more than 50 cents. But I called some friends on the cell phone and they reported that the event was on hold. So we hung out in our room for over 2 hours! The delay was absolutely necessary however as the view from our room showed frequent air to ground lightning strikes.

The event finally got underway and we took to the North course for our work assignment in heat two, which started near noon! We were stationed at the far

end where over the years the upwelling groundwater has destroyed so much of the pavement that only a narrow, often patched section is available for the course path (boy are we looking forward to the new site next door at Heartland Park). The rain had ended but the groundwater continued to flow to the surface and across the course. Not only that, it was pushing up from under one key concrete block. By the end of the heat, cars were running over mud in that section, not concrete!

The large hole was patched but it failed to dry due to the continued flow of groundwater from under and across the patch. After about 60 minutes the chief steward ruled that the course would be redirected to miss that area of pavement. This

resulted in about 10 seconds of course being eliminated from the design and a new walk through ordered. All in all, it was another 90 minute delay at least. During the walk, the chief steward positioned himself on course and told everyone that passed by, "we run until dark".

**THE THIRD & FINAL INSTALLMENT
OF THIS ARTICLE WILL APPEAR
IN NEXT MONTH'S ISSUE (JAN.)
OF THE KNOCKOFF**

2005 MiniConvention - Allentown, PA

By Jack Hanifan

The 2005 Mini-Convention was hosted by Philadelphia Region in Allentown, Pa.

Co-Chairs Judy and George Bloesser did a great deal of planning and it paid off with a great MiniCon.

Saturday was devoted to seminars for all of the worker specialties, Solo and Club Racing drivers. There were also meeting for NESSCA Enduro Series, NYSRRC, NARRC and scheduling.

The NeDiv Schedule is set and MoHud will be putting on a NYSRRC/NARRC one day Regional Race on Tuesday the Fourth of July 2006. The big new event is a possible Double National at Nelson Ledges on Labor Day Weekend.

At the Saturday evening banquet, trophies were presented to the Divisional winners in National Racing. The two largest trophies presented were the Kendall Cup and the Castle-Stone award for Stewards. MoHud had double winners with Tom Campbell and Roly Heacox respectively receiving these honors.

The NeDiv Council meeting was held on Sunday and the Division decided to ask all Regions to spec Toyo as the tire for their SM races. They also made SSM a permanent NeDiv Class.

MoHud was well represented at the event by RE Gene Tricozzi, Director Harry Adalian, Area 10

Director John Sheridan, Past Area 10 Director Tom Campbell, Jack Hanifan, Roly Heacox, Charlie and Lisa Farrell, Jim Garry, and Rich Welty.



Congratulations to Roly Heacox and Tom Campbell who received awards at the NEDiv MiniCon in Allentown, PA.

Photo Linda Louie

Don't forget...

**2005 MoHud
Awards Banquet**
MALLOZZI'S



Friday, Dec. 2, 2005

6:30 Cocktails - 7:30 Dinner

Monthly Membership Report 11/17/2005

New member report 11/17/05.

There were no new members this month.

Anniversary Report

<u>Name</u>	<u>Joined on</u>	<u>Years</u>
Peter Kroth	12/18/00	5.0

There are 386 members in the region.

.....
webmaster's report

The web site has been updated with the latest helmet requirements for Solo II.

Dave Wachtel

webmaster@mohud-scca.org

dwachtel@acmenet.net

<http://www.acmenet.net/~dwachtel>

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

NOVEMBER 2005 Monthly Meeting Minutes

Meeting Called to order @ 7:37pm by Gene Tricozzi

There is a delay in accepting the minutes from the October meeting due to postage issues with the November K.O.

Treasurer: Chip Van Slyke, in October there was income from Novice Permits, the final Solo II event of 2005 in addition to membership dues. The region had expenses that included fees to NESCCA for or National, Administrative expenses, Tow Funds and the "Duck" outing.

Membership: Dave Wachtel, reported the region has 6 new members, no significant anniversaries (most were 5 year anniversaries). The region membership now stands at 409 members largely due to the solo II program.

Website: Dave Wachtel, reported that the information regarding the NEDIV Mini Con in Allentown was on the website. Also that there is a page for the Annual Banquet December 2nd, the most recent Solo II results are posted and that the Message Board is still down.

Solo II: Bruce Kosakoski, reported that the latest SNELL ratings have been release and as a result in 2006 all Solo II helmets must be SA1995 or newer in rating. Overall the 2005 Solo II program was a success and that for 2006 there are some prospective new sites that are being investigated. The Monticello site received a favorable report from the facility manager, while not in our region there may be future vents there that we may or may not be involved in.

30 days to the Annual Banquet so get your reservations in.

Competition: Jack Hanifan, reported that the November 2005 contained the Region Point Championship and the point structure for the champions. The winner will receive a nice trophy at the banquet and just like last year the runners up will receive T-Shirts. Enduro's will count toward the points championship. Jack is also soliciting other award nominations.

There were 65 cars at Watkins Glen for their Enduro, 14 where from MoHud and all performed very well.

The 2005 Mini-Con is coming and is being hosted by the Philly Region in Allentown, PA on Veterans Day Weekend.

NARRC-offs, Dick Stewart finished 2nd in FV and won the season NARRC Championship for FV. Also competing in the NARRC-off were Ron Bass in FV and Team Karl on SM.

Pete Smith and Geoff Stim traveled to VIR to compete in 1 ½ hour Enduro that was run in conjunction with a regional there. Both had a good time and enjoyed the circuit as well as the Southern hospitality. Pete pointed out that this is definitely a track everyone should visit.

Old Business: Nominations for this year's slate of officers closed at the conclusion of this meeting.

New Business: Budgets are due to the Board by December 15th for the 2006 year.

Motion: by Jack Hanifan, for postage to cover a mailing regarding the Points Championship. Seconded by Harry Adalian. Motion passed unanimously.

Guest Speaker: Mile Sabello from Z1 Racing was there to speak about his business and led a discussion on safety matters that included HANS devices, belt mounting and how the two work in combination.

Announcements: Gene received an email regarding the new Dodge SRT program with the SCCA. It is similar to the old Subaru WRX STi program with a few minor tweaks, including for the regions.

Mike Pellossi brought his nephew to the meeting, he's interested in club racing especially with SM.

Motion to Adjourn the Meeting by Dave Mc Clumpha, seconded by Harry Adalian. Motion passed. Meeting adjourned @ 8:44pm

*Respectfully submitted by Bryan Deane,
Region Secretary.*



39 Ramsey Place, Albany, NY 12208

Out & About...

Give us your ideas, we'll review and fit them in if possible. Send to ghanifa1@nycap.rr.com



MOTLEY CREW!

Here is a typical weekend group at the races and one of the best reasons to join the sport. Colleen, how do you put up with these guys?

The friendships made at our events as well as other regions are for life more often than not. Most racers and crew enjoy a great commraderie and share it with everyone at the events. Come join the fun!