

JANUARY 2006

KNOCK ff

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

WINTER IS HERE!

JANUARY FEATURES:



Introne Named New SCCA Chairman

*News from Topeka
on page 3*

2006 NEDIV RACE SCHEDULE page 14

December Race Awards Photo Gallery pages 4 & 5

ICE RACING NEWS!!

PAGE 7

Miata Lovers!!!

Look on Page 8



*Charlie Campbell
named MoHud
Driver of the Year
for 2nd year!*



*The David Riggi
Memorial Mechanics Award
was presented by David's dad
Ernie Riggi to the Karl boys
for their dad, Bob Karl Sr.
"MoHud's family" grows stronger!*

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The general membership meeting is held on the first Wednesday of every month at 7:30pm at The Orchard Tavern , 68 No. Manning Blvd., Albany, NY.

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The **REport**

It's the end of another year and the time has flown by. I look back at the past year and think our region has moved ahead. Our race at Lime Rock was a success due to Jack Hanifan's idea of the Spec Miata Race. Bruce Kosakoski and the Solo community put on a great season considering the challenges of adding new sites. Pete Smith with help from Dick Stewart put on some great Activities from the Duck ride, the golf outing and the go-kart night. Kudos to Jim Bucci for all his past efforts with the KO and Lisa Hanifan who worked tirelessly to update the KO. She has done a terrific job. I can't say enough good things about the revised Knockoff. Lastly we had another great banquet at Mallozzi's, Bruce came through for us again.

With the year-end we also have election of officers. Next years officers will be Dick Stewart and Harry Adalian as Directors, Peter Smith as Activities Director, Robert Karl Jr. as Secretary, Chip Van Slyke as Treasurer,

Bruce Kosakoski as Assistant RE and I will be returning as Regional Executive.

I look forward to another challenging year as your RE. This year I want to work on increasing our membership both through the Solo events and Competition. I was encouraged to see some crossover from the road racers attending Solo events. I think this will strengthen our bond and bring the club closer together. This is a great opportunity for the Solo competitors to talk with the Club Racers and help those interested in road racing get some encouragement. The Solo program is our grassroots effort to increase membership and I want to use that base to increase our numbers.

As officers and administrators we represent you. To make our club stronger we look for your participation and input. Everyone's ideas are important and can make a difference. Don't hesitate to contact any of us with suggestions or to get involved. Remember it's your club.

As a reminder, submissions to the KO should now be e-mailed to Lisa Hanifan (lhani1@nycap.rr.com) and the deadline is the 15th of each month.

I do look forward to any input.

Gene

NEWS from the National SCCA Office:



Introne Named New SCCA Chairman

SCCA Staff Writers

Bob Introne
(Philip Royle Image)

TOPEKA, Kan. (Dec. 13, 2005) – The Sports Car Club of America, Inc. Board of Directors welcomed three new members this weekend and selected Area 1 representative Robert E. Introne, of Londonderry, N.H., as its Chairman, beginning January 1, 2006.

Introne serves as the Chairman for the first time, replacing outgoing board member Gary Pitts, who has served his current successive term limit of two.

"I am truly pleased and enthusiastic to be elected Chairman of this great Club," Introne said. "We have a lot of challenges ahead of us, and the team is ready to move forward in a way that is positive for the membership."

Introne was elected to the 13-member SCCA Board of Directors in 2004. A 30-year SCCA member, Introne began with the Club in 1975 as many members do—in Flagging & Communications with his wife, Carol. His family traveled to many race tracks across the Midwest and East coast throughout his 22-year career as a meteorologist with the Air Force, before finally settling in New England in the late 1980s. Now Nationally licensed in both race stewarding and flagging, Introne has also served a number of regional leadership positions, including Regional Executive of New England Region.

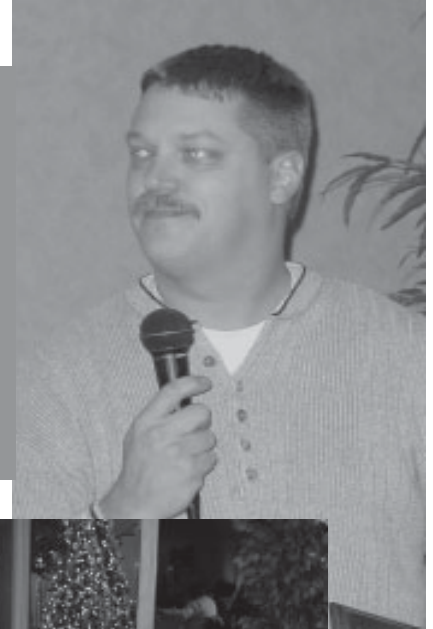
After retiring from the Air Force, Introne moved to the high-tech industry, where he retired five years ago. At that point, he began a career in politics, where he is now in his third term as a state legislator in the New Hampshire House of Representatives.

In addition to Introne's appointment, the remaining 2006 SCCA Board of Directors officers were also selected. They are: Vice Chairman, R.J. Gordy; Treasurer, K.P. Jones; Secretary, Jim Christian; and 5th Executive Committee Member, Brian Holtz. Gordy, Jones and Larry Dent are new members of the Board beginning in 2006.



*Awards,
Awards, Awards
& More!*





MoHud
Award recipients
enjoyed dinner,
applause, &
hearty
congratulations
for their
2005 MoHud
efforts from all
attendees.



See list of Awards with names of recipients listed on the following page (page 6).



2005 MoHud SCCA Motorsports Award Winners

Congratulations to All !!

RACING Award Winners

Rookie Road Racing Worker	Charlie and Lisa Farrell
Highest Point MoHud Regional Championship	David Lendrum
40+ Drivers also received awards for individual classes	
Outstanding Race Event of the Year	Geoff Stim
David Riggi Memorial Mechanic of the Year	Bob Karl Sr.
Rookie of the Year	Eric Lendrum
Driver of the Year	Charlie Campbell

SOLO Award Winners

Driver of the Year	Bill Bennett	5 wins in 5 starts
Lady Driver	Danielle O'Hara	only one eligible
Rookie Driver	Carmine Russo	First year running with us 4th place in stock
Comeback Award	DJ McArdle	won his class in all but 1 event
Cone Hunter	Tom Hanson	44 cones

STREET

1st STS	Joe Sell	281
2nd STS	Byron O'Hara	150
1st STX	Frank Noguera	181
2nd STX	Nick Mastri	168
1st SM	Tom Hanson	172
2nd SM	DJ McArdle	169

PREPARED & MODIFIED

1st EP	Paul Turnbull	256
1st CP	Arn Beebe	236

STREET PREPARED

1st FSP	Russ Burckhard	290
2nd FSP	Bruce Kosakoski	254
1st DSP	Andrew Furlong	255
1st CSP	Lyndon Peck	243

STOCK

1st GS	Bill Bennett	250
2nd GS	George Gunderson	153
1st AS	Phillip Redington	213
1st DS	Matt Zacharewicz	187
1st HS	Carmine Russo	69

The Lewis Award for Worker of the Year went to Ken Porter.

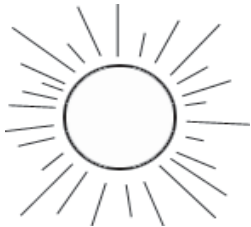
SEASONAL FORECASTER: Pete Smith



Winter Entertainment

Dave Burnham and friends from AMEC will be at the January 4th meeting at the Orchard. Ice Racing is alive and well in our area, and seems to be growing more every year, if you have even a little interest or questions about Ice Racing you should come and see what it's all about.

Dave said he will be there early for dinner.



Summer Entertainment

Looks like we're going to go on a summer dinner cruise on Lake George this year, it's easier for me to make those plans with my shorts on, so I think I'll go to Florida for the winter to work on it.

Stay warm!! Pete Smith

"Pig in a Poke" CORRAL

For Sale—16 ft full metal bed trailer with tire rack and tool box. Like new condition. \$2000. Call Dave at 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.

A Great Mini-Con!

by Harry Adalian

I have just returned from a great Mini-Con weekend. It was hosted by the Philly region. George and Judy Bloeser were the event chairs and did a wonderful job not only on the event but in setting up a driver's track to the program. It was a very informative day and since there were so many presenters from Joe & Tom Aquilante from Phoenix Performance who did a session on preparing to win. There was also a session on data acquisition and another session advanced driving techniques by Dennis Macchio of Bertil Roos Racing. Each of these presentations are deserving of an article in their own right. But I will talk about only one; Reading a Race Track by David Donohue.

David's presentation was in very depth. I can never in the short course of this article nor do I have his knowledge, cover in this article what David presented. But I will take an attempt on relaying to you some of my interpretation.

The first thing that David says, we must get a map of the track and look at it to prioritize corners. Work backwards from the longest straight to the shortest straight, pick the corners leading on to the longest straights as your first objectives. It is also important to keep the straight as possible. Identify throwaway corners as long as you do not have to lift. Probably first find the flagging stations and where all the fire equipment is.

Next he suggests that we find a video from someone that has been on the track, or maybe a download from the web etc.. Note the driver's motions, hands, (an example of an unwind at the top of the up hill at Limerock), head movement, breaking and listen to the throttle. Where is the driver feathering where is he full? At what points is he breaking etc? Look for elevation changes and consistency of the track. Is it bumpy can you hear it in the throttle? Are there concrete patches? What kind of curbing is there and are they being used?

David then suggest you go to the track, do either a track walk or take a scooter to first, find the flag stations and other safety related stations from your map and video. Then look for permanent references, brake markers, painted lines, bumps, patches, distant trees, surface changes and look for the "line in the pavement". Start with witness marks and see where the rubber has been picked up from them. David went on to say the fast line will be the lightest color in the corner because

that is where the least about of scrubbing is going on. He explained the witness marks are good for 2 reasons. One they give you an idea of problem areas on the track but in them, the cars on the fast line will actually pick up the rubber from the marks and you can use this to connect the dots for your line. The biggest exercise here is to find out what you can use and what you can't.

Up to now we have been looking at the circuit in a relatively 2 dimensional aspect. Now it is time to add the third dimension. Elevation, as an example in turn 2 at WGI you can turn in early because of the compression at the bottom of the hill. Elevation also makes for late breaking in to the toe of the boot at WGI. These are two examples of where elevation can contribute to you going faster. Look at the curbing and banking that you found on the track walk see where you can stay harder on the throttle while using elevation and banking. It is also time to check out the pavement changes. Look for sealer, concrete, bumps, broken or loose asphalt. They all play in to your consideration of how you will drive the track.

Now it is time to drive the car, David suggests that you first run on concrete (if they have any) this is probably where the track got the most wear and will be close to where it have been used the most. He suggested doing this for the first couple of laps then go off them to feel the difference. Then you can experiment with the different features of the track and see where you find the most grip. After a few laps define what will it take to be at full throttle as much as possible. He suggests that don't give up throttle for the line " give up throttle to only to stay on the track" over brake initially and work in to the corner. Each lap try to brake later and later, develop your references. Gear selection in a corner, David says start off with the highest gear you think you will need, for example, try third and see if it pulls you out successfully before you use second where your mind is telling you it needs to be.

"Use all the track!!!!!!!" And he had a statement I liked, "If your throttle is on the floor you are not in a corner".

One last piece of advice he gave: "NEVER TRUST ANOTHER DRIVER FOR INFORMATION"

I hope this article and the accompanying outline help in some small way.

What's Going On Here? - -

My 2005 National Championship Experience

By Jim Garry

Day Turns to Night

Our run group was in heat 5, of 6. By the time the first cars in our heat were running, it was about 6:50 pm, and the sun was about 40 minutes away from setting. But twilight time would add another 30 minutes and there was an outside chance to get the heat into the books before darkness. At any rate, with the 6th heat yet to run after us, the event officials had to attempt to get our heat done that night.

The action on the course was furious, with up to 5 cars being on course simultaneously. Any National Championship heat is full of anticipation and nerves. But this one topped everything I've ever experienced because on top of the normal extreme competition there was the issue of darkness falling. It colored everything that happened in the heat.

Both Ken and I had good first runs, putting us in the trophies. But I still had that strong feeling that I couldn't go as fast as I wanted to. The sun continued to drop in the sky, seemingly accelerating as it got closer to the horizon. The adjacent Air National Guard base had large light towers that automatically turned on with the coming darkness. It actually helped even though they were several hundred yards away.

Second runs yielded slower times for both Ken and I. As I crossed the finish line and saw my time, I swore into my helmet without lifting the visor. But I think the worker near the finish line who was writing times down and handing them to competitors heard me anyway because she seemed just a bit hesitant to approach me. Ooops. Sorry about that.

As Ken began his third run, visibility was very poor. But he improved his time by 0.3 and moved back into the trophies. As I pulled to the line, there was only the faintest of a glow on the horizon. The signal to go was given and the clutch was dropped. "There's a slalom after the start line somewhere", I thought. "Ah, there it is". I clipped a cone, but kept going. I swept through the right hander at the bottom of the course and accelerated up the hill. What was happening? My vision was all gray. I was having trouble seeing. Was I blacking out from the huge G forces? Nope, it was just really dark.

Ah, but then I saw a downed cone and stopped for it. A rerun! Yeah!! Wait not so yeah. I couldn't see a freaking thing. By the time I had pulled back into my grid spot, the heat had been called. A drivers meeting was held and the chief steward informed us we would all re-run our third runs tomorrow morning at 7:30 am. And we'd have to go to impound right now. But I requested that the chief steward poll the drivers on whether we cared about impound. The resulting vote was unanimous. It was after 8 pm and we wanted outta there!

By the time we had driven back to paddock and stowed the car in the trailer it was too late to do anything but head for the nearest source of food. Then as I pulled into the restaurant parking lot the brake pedal on the Buick went to the floor. What next! After dinner we filled the master cylinder with fluid and by the time we got to the hotel it was empty again. Nice!

The Sun Also Rises

We were up well before the sun to eat and get the car to grid, in the dark. The sun rose as course walks ended but the air was quite cool. Then another drivers meeting was called. After a night's sleep on the matter, the chief steward said we all had our choice. We could keep our third run and not drive this morning, or we could discard the run and take the morning re-run. This way, the single-driver cars (or anyone else) could keep their 3rd run from the night before when they had hot tires.

A driver who was in the same boat as I, i.e., we didn't have a 3rd run from the night before, jokingly asked if he could take his 3rd run this morning and THEN decide if he wanted to take a re-run. That got a laugh. It was worth a try.

This meant that Ken had a choice, and he was faced with a horrendous decision to make. His night run was decent and put him last in the trophies (I was a few spots south of that). But at the same time,

PART THREE What's Going On Here? *Continued*

he didn't want to force me (the car owner) out on cold tires. Decisions were expected immediately. We didn't have time to talk about it and Ken went with taking the re-run. He clearly felt it was only fair to me but in the long run it cost him. His re-run was slower. And my slow run didn't do his sacrifice the justice it deserved. We were both now out of the trophies.

Interestingly, several drivers did turn faster times even with the cooler tires. So both Ken and I had our chance but couldn't capitalize.

With the heat completed 13 hours after it started, we put the car away and hot footed it over to the South Course because our work assignment was coming up fast. I was privileged to be working course when Rita Wilsey become only the second woman ever to win an open class Solo II National Championship. With the heat concluded we had to ask around for a reliable mechanic to fix the Buick brake problems. And repeatedly we were told to take the car to Reliable Car Service, owned by Randy Herrick, a long time national level autocrosser who lives in Topeka. This worked out well but added to the hurry of the day since his shop was 20 minutes north of the event site.

We got back in time to rush the race car to grid. The South Course was a much better course, in my opinion, than the North. On the North there were few linked elements and the maneuvers, though fun, were very basic to perform. The most difficult element was a 7 cone slalom. Over on the South however, there were all sorts of puzzles to work out, lots of linked elements, and several long sweepers. Not only was it fun, but it was tough to do right.

Our first runs on the South were our fastest, just like on the North and at the Warm Ups. In trying to go faster on our 2nd and 3rd runs, we turned slower times. Again, our first runs put Ken back into the trophies and me about a tenth out. But neither of us got any faster and the pack drove by us on the later runs. Ken finished one out of the trophies in 9th and I was a few tenths back in 13th.

What Happened

As Ken said to me on the drive home, "in our successful days, all we had to do to improve our first run times was go out again and drive the same as we did on our first run".

To me, going slower on ensuing runs is a clear sign that the car is holding you back. You've walked the heck out of the course, analyzed it, and you now understand it. You go out and run real good on the first run. But then you can't improve because that first run was damn close to the car's limit. When you do try to drive faster, the car's limit is exceeded and the result is a slower time, even though you would swear you drove better. And as other drivers figure things out they do go faster, given that their cars allow them to do so.

After impound and putting the car away, we picked up the Buick with another borrowed car and returned to the site. I found two of my class mates watching A Modified run. Gary Godula had finished in 3rd and Don Elzinga had finished in 4th. I asked them to "debrief" me and after only about 3 minutes their clear call was that my car was pushing.

Instantly flashing into my mind's view was the very long sweeper in front of the grid on the South Course. "OF COURSE", I said out loud. I'd get into that corner with good speed, hold good speed, and then when it was time to accelerate out, I couldn't. The steering would just tighten up and the line would subtly widen. Any post-novice driver would know this!

As I thought some more, a whole slew of corners on both courses and on the Warm Up course came to mind. There was push in all of them dammit! But the push was subtle. Not like the drama of the steering wheel being cranked but the car going straight. It was just tight. But with National competition, it was more than enough to finish well off the pace. When I relayed this debriefing story to Ken, he had the same epiphany. "Of course!", he said.

I surmise that the reason for failing to figure out the push was due to a few things.

First, I'd been fighting diabolical oversteer since May. It was the only thing on my mind. Once it was eliminated, just having a car that didn't want to spin out all the time was a huge relief.

Second, it's the old issue of seat time. Although I drove in more events this season than in a decade, Solo II seat time is still a very limited experience in terms of being able to figure things out. You could say that we just ran out of time.

Third, the push WAS subtle. It revealed itself in small ways, like not being able to quite get down to

PART THREE What's Going On Here? *Continued*

the apex of some corners, or having to hold off on the throttle for a tenth of a second longer than you'd prefer, or not being able to dive as aggressively into a corner as needed. I'm not making excuses, just figuring out what happened so that I can get through similar issues more quickly in the future.

Home Again

The drive home went really well. We drove from Topeka to within a couple hours of Buffalo on the first day and made it back to Albany by 2:30 pm the next day, with the help of a lot of truckers along the way. Heavy rain followed us all the way to Albany.

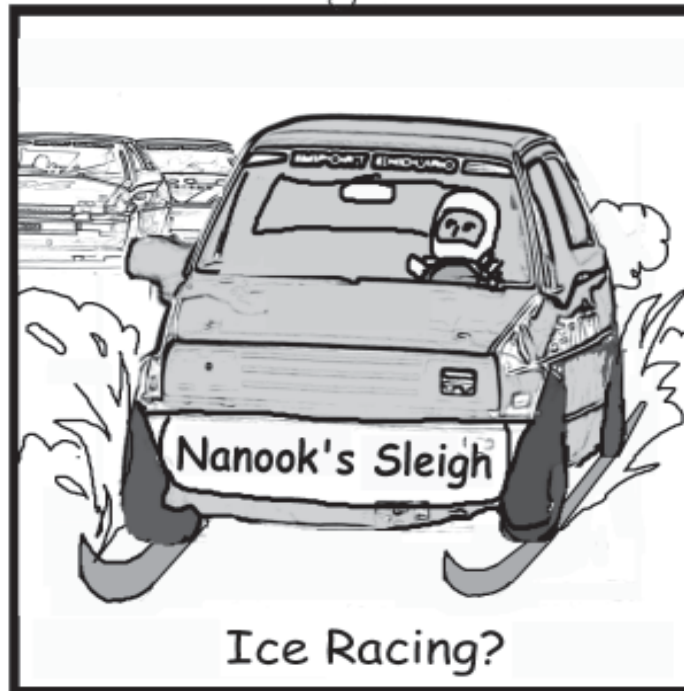
The weekend after I got home, I took the car out to the MoHud/PSCC Monticello event. Changes to the car consisted merely of one adjustment softer on the front anti roll bar and a bunch of clicks softer in rebound on the front shocks. The car felt really nice. Tyson was there and mid-way through the event, we traded rides for one run. He bested my time in my car up to that point but I eventually got a half second under his time in my car. And my ride in his car was pretty reasonable given that I didn't

know he had a stiffer clutch and I bogged off the line. At any rate, it was faster than my best time in my car up to that point. His car also felt really, really good with excellent front end feel. That could be his Penske shocks. Hmmmm, maybe I can find some used Penskes somewhere this winter. I ended up only about 0.3 slower than Ty on the day and I'm quietly but confidently positive about next year.

So the season came down to making changes that were definitely in the right direction, not being able to intellectually process in a timely way what my butt was telling me, and needing a few more events to fine tune the car.

Motorsports can be a wildly frustrating adventure. You can experience wonderful highs but also nasty lows. You can want to quit one week and the next, vow to do this until you're a hundred. And all through it, the people you befriend along the way help you stick with it and bear the pain and share the joy. And of course, there's the challenge. And the pleasure of G forces. I guess I'll stick with it another year.

MO-HUD *Mayhem!*





January



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

Congratulations to all of our 2005 Road Racing Award winners. The first trophy awarded at the Annual Meeting was the **Rookie Road Racing Workers** trophy presented to Charlie and Lisa Farrell. **The Mohawk Hudson Regional Championship** was next with 40+ drivers receiving their Club Racing Driver T-shirts. David Lendrum was the overall Champion and received an embroidered fleece. Geoff Stim received the **Race of the Year** award for his win at NHIS in the rain. BK Karl received the **David Riggi Memorial Mechanic of the Year** award. Eric Lendrum was honored as Rookie of the Year and Charlie Campbell received **Driver of the Year** for the 2nd year in a row.

The 2005 NeDiv Schedule is now posted on the **NESSCA** website and will be printed elsewhere in the KO. The 2006 GCR's will be mailed out soon, this year the changes from 2005 will have a black bar in the margin next to

the change. Changes during the year will be in **Fastrack**, but **Fastrack** will no longer be printed in **SportsCar** to find the changes you will have to access **Fastrack** online at SCCA.com. Go to SCCA.com and click on Garage and that will bring you to **Fastrack**.

The **NARRC** Championship points are now finalized and congratulations to **Dick Stewart** for winning FV and **Eric Lendrum** for winning SSB. New York Region is putting on the NARRC Banquet but they had problems with the restaurant. The Banquet is supposedly scheduled for sometime in January, keep you eye on the NARRC website for more details. I hope to have more information at the January meeting.

The first east coast Nationals will be the first two weekends in January at Sebring and Homestead respectively.

Attention Miata Lovers!

Issue number 7 of Sports and Exotics, a Hemmings publication, will have a six page article on purchasing a first generation Miata. The article will have numerous photos featuring two Miata's. One of the cars will be the beautiful red Miata owned by MoHud member Dan Grogan. The magazine will be available in early 2006.



BETWEEN THE CONES

January Report 2006

I hope that everyone who attended the Awards Banquet on December 2 had a good time. With about ninety people attending the atmosphere prove to be very festive. Many thanks go to our people that serve the region. Geoff Stim's PowerPoint® back drop entertained us with videos of this years' Racing and Solo, along with pictures of other Mo-Hud activities. Jack and John did not let us down with the Competition Awards, and Pete Smith entertained us the Chinese Auction. DJ and myself handed out the Solo awards. The theme of this years competitor awards acceptance speeches seemed to be "thank the wife and family",... as it should be. If you have ideas about next year, please let me know. As I said before, and the way I feel, if it ain't broke don't fix it. Lisa will have a list of the award winners posted in this Knock-Off (page 6).

Can you believe it, 2006 already. Cars have been put away for the 2005 season, but plans for the 2006 season are already budding. Gene, Jack, and myself along with Area 10 Director, John Sheridan will be heading to Kansas City in February, for the 2006 SCCA Convention. The past two years have been excellent and informative and will be very hard to top.

Ever the optimist, my prediction this year is Mo-Hud Region will have an even better year in its activities its races and its Solo program. As usual we always need help in the Regions' programs and if there is time that members have, please feel free to step up and join in.

Many thanks go to Bryan Deane for occupying the Secretary position this past year, he will be stepping down and Bob Karl Jr will fill his position. The executive board looks forward to working with Bob in the coming year.

Looking forward to 2006

Bruce



*Here are some of the Solo revelers
at our Annual Awards Banquet*



2006 NE DIVISION RACE SCHEDULE

DATES	NATIONALS	REGIONALS	SCHOOLS	PRO/OTHER
February 2 thru 5	SCCA Convention	Westin Crown Center	Kansas City, MO	
March 11 & 12 March 25 & 26	NeDiv Roundtable	Sheraton Berkshire	Reading, PA WDC-Summit	Blue Mountain
April 1 & 2 / Daylight Savings April 8 & 9 April 15 & 16 / Passover-Easter April 22 & 23	WDC-Summit	NER-NHIS (23) (Ne,Na)	NER-NHIS (21-22) MVR-Nelson	GrandAm / VIR
April 29 & 30		WDC-Summit (M)		Safety Day –Nelson 29
May 6 & 7 May 13 & 14 / Mothers Day	NER-NHIS	NNJ-Pocono (D+E)(Na)		Vintage-Camden,NJ School-NeOh-Nelson MarrsReg'I-VIR-NCar
May 20 & 21		SCR/FLR/WNY-Nelson (Restricted Enduro 21)	SCR/FLR/WNY-Nelson (20-21)	ALMS / Mid-Ohio Vintage / NHIS Jeferson 500 /Summit?
May 27, 28 & 29 / Memorial Day	MVR-Nelson	NER-NHIS (Triple Reg'l 27-28, Other 29, Ne,Na)		IRL / Indy GrandAm / LimeRock
June 3 & 4				IRL & Rolex / GlenSTPR Rally FerrariConv-Summit Nat'l-OVR-Mid-Oh NASCAR / Pocono
June 10 & 11	NER-LmRk (9 & 10)	WDC-Summit (M) FLR-Nelson (D) (K,Ny)		
June 17 & 18 / Fathers Day June 24 & 25	SCR-BeaveRun	TRI-Pocono (PDX-Reg'l?) WDC-Summit – 12 hour (23-24 E)		NER-LmRk (16) CART / Cleveland GrandAm & Rolex / Mid-Ohio – June Sprints / RoadAmericaFormula 1 - Montreal
July 1 & 2				ALMS / LimeRockFormula 1 – Indy DbIReg'l-Cincy-Mid-Oh
July 4 (Tuesday – Fourth of July) July 8 & 9 July 15 & 16	GLEN-Glen	MoHud-LimeRock (Na,Ny) NER-NHIS (D) (Ne,Na) WDC-Summit (M)		CART / TorontoPVGP-BeaveRun NASCAR / NHISPVGP- PittsburghDbIReg'l-FWR-Mid-Oh NASCAR / Pocono
July 22 & 23		GLEN-Glen (Ny)		12 hr 22-NeOh-Nelson PDX 23-MisBy-Nelson FerrariChallenge/LmRk
July 29 & 30	NYR-LmRk (28 & 29)			Nat'l-NeOh-Nelson AMA Vintage Bikes-MO
August 5 & 6	TRI-Pocono (D)			NASCAR / Indy – GrandAm Cup / Trois Rivieres - Honda Bikes - MidOh
August 12 & 13				NASCAR / Glen 12 & 13 Rolex / Glen 10 & 11
August 19 & 20 Aug 26 & 27		SCR-BeaveRun (D)NNJ-LmRk (18 & 19) (Na) NER-NHIS (+E) (Ne,Na)		Vintage GP - MidOhio CART / Montreal
September 2, 3 & 4 / Labor Day		WDC-Summit (M-D)		ALMS / Mosport Vintage-LimeRock? Nat'l-NeOh-Nelson
September 9 & 10		NER-NHIS (D) (Ne,Na)		Vintage-Glen? DbIReg'l-OVR-Mid-Oh
September 16 & 17		FLR-Glen (D) (Ny)		NASCAR / NHIS NASA Championships MidOhio 9/11-17
September 23 & 24 / Rosh Hashanah Sept 30 & Oct 1 / Yom Kippur		GLEN-Glen (23-E & 24-R, Ny) WDC-Summit (M)	GLEN-Glen (22-23)	DbI-Reg'l-NeOh-Nelson BuschNrtl/LmRk29-30 SuperBikesShootout / Mid-Ohio
October 7, 8 & 9 / Columbus Day October 9 thru 15 October 14 & 15 October 21 & 22	SCCA Runoffs	Heartland Park NYR-LimeRock (20 & 21) NARRC Runoffs MVR-Nelson (D) (K) WNY-Nelson (+E) (K)	Topeka, KS	DbIReg-WOR-MidOhio
October 28 & 29 / Daylight Saving			WDC-Summit	
November 4 & 5 November 11 & 12 / Veterans Day	NeDiv MiniCon	Radisson Hotel	Mt. Laurel, NJ	South Jersey Region

11-30-2005 NorthEast Division Scheduling – Donna McDonough

SERIES DESIGNATIONS & EVENT TYPES:

NARRC = Na / NERRC = Ne / NYSRRC = Ny / NNJRRRC = Nj / HRG = H / MARRS = M / Kryder = K / NewEngChallenge Formula Fords = F

DOUBLE = D / ENDURO = E / RESTRICTED (Sound or Class) = R / TENTATIVE = T

NORTHEAST DIVISION REGIONS:

FLR=Finger Lakes / GLEN=Glen / MoHud=Mohawk-Hudson / MVR=Mahoning Valley / NER=New England / NYR=New York / NNJ=Northern New Jersey / SCR=Steel Cities / TRI=TriRegion made up of NorthEast Pennsylvania, Philadelphia and South Jersey / WDC=Washington DC / WNY=Western New York

CENTRAL DIVISION REGIONS (under Pro/Other racing at MidOhio & Nelson Ledges):

CINCY=Cincinnati / FWA=Fort Wayne / NEO=NorthEast Ohio (NeOhio) / OVR=Ohio Valley / WOR=Western Ohio

TRACKS:

BeaveRun=BeaveRun MotorSports Complex / GLEN=Watkins Glen / LimeRock / MidOhio / Nelson=Nelson Ledges / NHIS=New Hampshire International Speedway / Pocono / Summit=Summit Point

Monthly Membership Report 12/12/2005

From: 10/01/05 to: 12/12/05.

Please welcome these new members to the region.

<u>Name</u>	<u>Joined</u>	<u>City</u>	<u>State</u>	<u>Comm.</u>
John Lecara	10/04/05	Frankfort	NY	(315)894-8101(H) JOHN380@TWCNY.RR.COM
Andrew Marsden	10/04/05	Whitesboro	NY	(315)404-6622(H) marsden02@yahoo.com
Eric Marsden	10/04/05	Whitesboro	NY	(315)404-2357(H) WINGZERO21@AOL.COM
Jared Obernesser	10/04/05	Whitesboro	NY	(315)794-9937(H)

Anniversary Report

<u>Name</u>	<u>Joined on</u>	<u>Years</u>
Mike Tucker	01/01/81	25
John F. Dunbrook	01/01/01	5
Jack O. Young	01/09/01	5

There are **384** members in the region.

webmaster's report

Nothing much to report. I continue to update the site as I get content.

If you have photos from the Banquet, I would be happy to post them on our website.

Dave Wachtel

webmaster@mohud-scca.org

dwachtel@acmenet.net

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

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

This Editor's View:

Although we continue to feature many of the same members' reports each month, it is with great hope we can greatly expand our base of contributors for 2006. I know there are many of you who think about submitting an article but either forget the deadline or think it may not be included. Not so! If there is no room one month we will hold it for another unless

it is dated material. Then we will desperately try to fit it in.

Remember, the quality of our publication depends on the content as well as presentation and we know there's always room for improvement. So, be a contributor and get those creative juices flowing! Thanks! Lisa

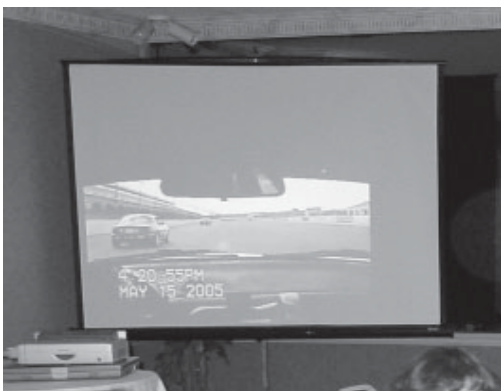


39 Ramsey Place, Albany, NY 12208

Out & About...

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

Co-winners of the
Rookie Road Race Worker Award
Lisa & Charlie Farrell enjoy their
dinner at our MoHud
Annual Awards Banquet
in early December.



Geoff Stim's great video presentation continued throughout the banquet making the evening even more enjoyable.