

KNOCKOFF



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

Fun & Games at Funplex!



△ Family fun! Sean O'Connor & his family seem to be enjoying the evening. Behind the sunglasses is mom, Cheryl; daughters Maurin, and Lara. Their happy faces tell the whole story. Great time was had by all!

▽ Dick Stewart with his son, Andrew, holding 8 month old Hannah, sitting, left to right, 3 year old Jeremy, 6 year old Jacob and their pretty mother Jill.



BACK TO SCHOOL

THIS MONTH'S KNOCKOFF:

In-depth History
of MoHud

See page 4

Asst. RE Bruce K.
makes request!

See page 11

EAST GREENBUSH, NY: Mohawk-Hudson SCCA's August monthly meeting at the Funplex Funpark, proved to be a resounding success. Although the weather threatened on and off all day, the funpark stayed rain-free until the party wound down later in the evening. Of all annual events planned by the club, this meeting night continues to be very popular with go-kart rides, batting cages, bumper boats and miniature golf. Laughter and fun with all the families and other members certainly helped things along also. Sodas, pizza, and wings were consumed before a final farewell was said to a great evening.

MoHud seems to be starting traditions which are proving to help increase member participation. If you have suggestions for other events the club members might enjoy, let our activities director, Pete Smith, know. We always enjoy good times. A little change of pace would be welcome. Next time, bring a friend or friends. With your help, we might get some new members.

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

Bob Karl
16 Dawson Lane
Clifton Park, NY 12065
518-877-7974
Robert.Karl1@GE.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
gms26@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

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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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MOHUD NE DIVISIONAL & AREA 10 CONTACTS

AREA 10 DIRECTOR

John Sheridan
Leesome Lane
Altamont, NY 12009
(518) 861-8389 home
john12009@aol.com

NE DIVISION

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

NeDiv LICENSE CHAIR

Peter W. Smith
35 Knollwood Drive
Saratoga Springs, NY 12866-5775
518-587-9755
dsmith3@nycap.rr.com

The Report

GENE TRICOZZI

I am opening with a reminder and a report of my recent experience in my membership and competition license renewal. This is a year I needed to update my physical for my competition license and with my doctor on vacation, my appointment was delayed. Poor planning on my part. After receiving my completed health forms, I was off to the races. I sent my membership/competition application to the National office. I wasn't in any rush and did not call to ask for any special processing. I was pleasantly surprised to find my new license in my mail just 9 days later. The amazing part of this story is there were 2 weekends in-between. The moral of the story is to plan ahead and keep your eye on your renewal date. I believe we have a great staff at our National office but try to give them the time they need.

The last race I attended was at Watkins Glen on July 23 & 24th, which offered qualifying in a rainstorm on Saturday, and a dry race on Sunday. Let me say Saturday was not fun if you didn't bring rain tires, which I didn't. Sunday's race was more normal as far as weather was concerned. The most notable events to report in-

involved 2 Mo-Hud drivers being caught up in two separate accidents. Pete Smith in Turn 11 and Tom Campbell in the Bus Stop, Tom has had a rash of bad luck at Watkins Glen this year. The good news is neither was injured but the cars did not fair as well.

The results of our race at Lime Rock will be completed shortly and will be included in my next report.

Also, remember to keep our club strong we need members. So, talk up the club whenever you can.

Another reminder; submissions to the KO should be sent or e-mailed to Lisa Hanifan before the deadline which is the 15th of every month.

I do look forward to any input.

Gene

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AUGUST KNOCKOFF ERRORS:

DJ McArdle: Hello All—There was a typo in the last KnockOff regarding the NEDIV Solo Championship. It was supposed to say Bert Huiess Was NOT DFL in class his first time there—He came in 9th place—Also—In FSAE—MHR had another champion, Charles Goodwin took First place in Formula SAE—With Another MHR member Kevin Chavin in 2nd place. Both in the RPI SAE car.

Great Job Everyone —and Sorry for the Wrong info, DJ

ALSO: “**Member Update**” should have had the full name for Rick Pocock’s health update. He had sent it as email to our region’s racers. The email contained his byline. It was left off inadvertently by yours truly, this editor.

If errors are noticed, please notify the editor via email for correction in the next issue. Thank you!

1st Installment of MoHud SCCA history by **GREG RICKES**

MoHud Remembers...



The UNABRIDGED History of the Mohawk-Hudson Region of the Sports Car Club of America

1956 – On January 30, 1956 incorporation papers filed in Gloversville New York officially established the Mohawk-Hudson Region of the Sports Car Club of America.

Its territory will encompass the counties of Albany, Schenectady, Rensselaer, Columbia, Saratoga, Greene, Schoharie, Fulton, Washington, Montgomery, Clinton, Franklin, Essex, Hamilton and Warren, covering the Empire State from the capital region to the Canadian border.

The purposes of the club shall be:

“To stimulate and promote an interest in the ownership and operation of sports cars; to establish rules regulating meetings and club activities; to hold events, competitions, and exhibitions for sports car owners and sports cars; to provide for the mutual assistance, enjoyment, entertainment and improvement of its members; to teach and promote the principles of good, safe, and careful driving; to act as a source of technical information; to provide and maintain a suitable club house and roadways for the use and recreation of its members, and to purchase, sell, mortgage and lease real and personal property as incidental to the foregoing purposes “

Incorporation papers include the names of Thomas Pettey Jr and Arthur Albee Jr of Schenectady, Malcolm Buffum and Edwin Hull of Scotia, and Bates Murphy from Burnt Hills. The nucleus of the region is comprised of GE engineers, many of whom had also been the founders of the Adirondack Motor Enthusiasts Club

(AMEC) in 1954. Tom Pettey is the first to serve as Regional Executive.

Lost in the annals of time is a definitive roster of the founding officers. One document located at SCCA National HQ in Topeka has Thomas Pettey listed as Regional Executive, while another in the hands of SCCA Archivist Pete Hylton lists Malcolm Buffum. Dave Hastings, who’s still active in the sport with VSCCA, is also listed as an officer, but when contacted at his home outside Philadelphia he had no recollection of holding any sort of post. A letter to Malcolm Buffum in Oregon was unanswered. To further add to the confusion, missed in the proof-reading of the 50th anniversary edition of The Knock-Off is a typo which lists an assistant regional executive for 1956 and 1957 – this post was actually not created until 1958.

Amidst the euphoria of this new venture, the local sports car scene suffers a devastating loss. Bud Mason, prominent in the local media not only as host of the “Freddy Freihofer Show”, a nightly children’s program on WRGB, but also for his broadcast and publicity efforts on behalf of sports car enthusiasts, is killed when his Arnolt-Bristol crashes while he’s on his way to the Mount Equinox hillclimb.

1957 – Regional Executive Ken Gypson reports that as of July the region has 35 members, six of whom also hold SCCA competition licenses. Region Secretary Jim Clemens undertakes the initiative to keep members informed and entertained by creating a monthly newsletter titled “The Knock Off”. Monthly meetings are held at Beck’s Tavern in Colonie (intersection of Albany-Shaker and Wolf). Among the cars owned by region members are 1 Mercedes 300 SL, 1 Ferrari, 1 Porsche 550, an Oldsmobile-powered Allard, 2 Ford Thunderbirds, 4 Jaguar XKs (120&140) and 7 MG T-types (TC/TD/TF).

MoHud and AMEC co-host events at the latter’s Charlton property, a ¾ mile dirt road course used for time-trial events.

Lime Rock Park race circuit in northwestern Connecticut opens in April. Roland Heacox is accepted for

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membership in Mohawk-Hudson Region at the October meeting.

At the December annual meeting, Bill Lewis donates a perpetual trophy to be awarded annually to the member who is most active in regional events as both a worker and competitor. The first Lewis Trophy (awarded in absentia since the donor was in the Bahamas, enjoying Nassau Speed Week) is presented to Bill Hoover of Altamont.

1958 – Francis “Mac” McClumpha assumes the leadership role as Regional Executive.

In what will become a familiar theme, the January 1958 issue of *The Knock Off* carries a plea from editor Harry Roberts seeking articles, photos, even cartoons, to fill the pages.

The region’s gymkhana at Latham Corners Shopping Center draws 75 cars, and a reported “4000 spectators”. Henry Desormeau draws oohs and aahs from the assemblage with his 300SL Mercedes and Cunningham, while Roly Heacox takes the honors in the Large Touring class with a Plymouth.

Keystone event for the region is the Windham Mountain Top Rallye, which includes not only a weekend of two full days of road driving, but also a Friday night cocktail party, Saturday evening dinner dance, and Sunday finale trophy presentation.

The second annual presentation of the Lewis Trophy goes to Roly Heacox.

1959 – Bob Fertig of Scotia takes the region’s helm. In an effort to coordinate events on a busy local sports car scene Mohawk-Hudson Region joins the Inter-Club Council, which also includes Green Mountain Autosports Club, Adirondack Motor Enthusiasts Club, Mercedes-Benz Club, Empire Motor Sports Club, Volvo Owners Club, Hilltoppers Sports Car Club, and the Renault Owners Club.

A Knock-Off article outlines the cost of going racing with SCCA. Events costs are estimated as follows: entry fee \$10, gas \$6, lodging \$5, meals \$10, and tires \$20 (based on \$160 per set, lasting for 8 races), for a total weekend cost of \$51.

58 teams compete in the Windham Mountain Top Rallye

To celebrate Mechanicville’s Centennial, MoHud organizes a gymkhana on the city’s streets. The event consists of five different segments, including two exercises which include reversing into a “garage”.

In response to concerns about safety measures for both participants and spectators at gymkhanas and rallyes, the region appoints former Marine and aspiring road-racer Bruce Cargill as the region’s Event Safety Inspector.

Regional dues are \$3.50, national \$12.50. Region membership is just over 80, and at least 15 hold competition licenses, including Johnstown’s Dick Vedder, who in 2006 is still an enthusiastic competitor (in AMEC’s ice racing program).

1960 – Bob Fertig becomes the region’s first two-term Regional Executive. Meeting location switches to Paul’s on route 9 in Latham. Mid-year the meeting location switches to the Circle Inn, just up the road on Route 9.

Local gymkhana classes are designated as follows: Sports Cars wheelbase 94 inches and under, Sports Cars wheelbase over 94 inches, Touring Cars, Ladies. The calendar of regional events includes four rallyes and the annual gymkhana, to be held at Westgate Plaza. The June event consists of 4 different driving exercises, and then three more that involve not only the driver but a navigator, including blindfold driving, ball balance, and finally circling a single pylon while using a length of rope for a tether. MG Car Club member Harold Cameron takes the overall win, driving an MGA.

Phylliss Franze, from Slingerlands, is the proud owner of an Austin-Healey 3000, and the region’s first female to earn an SCCA competition license.

Region membership nears 100. David McClumpha joins his father Mac and mother Irma as a region member. Berkshire Motor Sports Club and Jeepster Car Club join the ICC.

1961 – Roly Heacox is elected Regional Executive. Among the region’s drivers scoring National points are: Bill Kane, ranked third in G Production driving an

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Who's this in #26 at Elkhart Lake, Wisconsin in '61? Ask Roly Heacox, he knows all. Membership numbered near 100 then but only 18 members held competition licenses.

Alfa Romeo and missing the national championship by just 8 points and Canadians Peter Ryan (B Modified Sadler and E Modified Porsche RS61) and Ross de St.Croix (E Prod. MGA)

Region membership tops 100, including 18 competition license holders. January's treasury balance is \$567.79

1962 – Chatham's Art Frederick gets his turn as Regional Executive. Pre-racing season news is dominated by New York Region's intention to run an April drivers' school and August regional race at Schenectady County Airport.

Winter sport includes a gymkhana on Central Park Lake in Schenectady and Central New York Region's 300 mile, 10 hour, Abominable Snow Man Rallye, with a start time of 8:10 pm. If that's not challenging enough, how about trying Canada's International Winter Rallye? That's what Roly Heacox and Chuck Schongar do, going $\frac{3}{4}$ distance (800 miles!) before sundry problems force their retirement.

In April the Schenectady County Board of Supervisors turns down the proposed SCCA events at the airport.

In June tragedy strikes the region. Peter Ryan, widely regarded as the first Canadian to be a serious contender for a drive in Formula One, is killed in an accident at Reims, France.

On a happier note, the August gymkhana at Stuyvesant Plaza draws 75 entries. The event is scored not only on an individual basis but also with team awards.

1963 – Ray Gaul is elected RE. First order of business is establishing a requirement that all cars that compete in M-H region rallyes and gymkhanas be equipped with seat belts.

Bob Bailey, anxious to get started in the world of road-racing, takes his Porsche to Canada to compete, since he's not yet 21 and therefore can't race with SCCA. Bailey also becomes a distributor for performance parts developed for Chevrolet's Corvaire by John Fitch; the operation is based at Fo'Castle Farms in Burnt Hills.

48 teams compete in the spring Hare & Hounds Rallye. 38 sign up for the "sports and small car drivers clinic" held in the parking lot of Maxam's, Stop 17 $\frac{1}{2}$, Albany-Schenectady Road.

Region membership dips back down to the low 90s. That notwithstanding, there's lots of local enthusiasm – 71 cars compete in the October gymkhana: Sports/GT cars classed in three categories by power/weight ratio, while two Touring (sedan) classes are split by wheelbase under and over 105 inches.

There's a lively debate in the Knock-Off about whether participation in regional events and activities should be a requirement for membership and renewal.

Dolores Granito wins the Lewis Trophy for the second year in a row.

1964 – Now it's Mickey LeVan's turn at the helm. The opening balance in the treasury is \$318.46. In view of the state of the treasury, it is agreed that the entry fee for gymkhanas will be raised to \$3.50. Unrelated to this LeVan lists his Fairthorpe F Production car for sale in The Knock-Off as a rolling chassis for \$150.

Major news is the plan for Mohawk-Hudson Region's first SCCA-sanctioned speed event, a hillclimb at Whiteface Mountain, scheduled for September 19 & 20.

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In the meantime 75 cars turn out for the August gymkhana, which is part of the SCCA Area 11 championship series. The event is held at GEX, just west of the Latham traffic circle.

The big weekend arrives at Whiteface. 35 cars are entered (40 were needed to break even) and 30 get as far as timed runs. Fastest Time up the hill goes to Norm Evenden of Elmira: his C Modified Cooper-Chevrolet covers the 4.7 mile course in 3 minutes 17.96 seconds

M-H entries include Bill Turner (Bennington VT, Sprite) and Bill Kane (Scotia, Fiat-Abarth) in HP, Mickey LeVan (Loudonville, Spitfire) GP, Bruce Cargill (Altamont, Alfa Romeo) class winner in FP, Ray Gaul (Voorheesville, MGA) also FP, and Hank VanDeusen and Monty Allen (both from Cobelskill, sharing Hank's front-engine Elva Formula Junior).

In spite of many favorable comments, the event's future is scuttled by an Albany newspaper columnist who proclaims the event a "desecration" of the Veterans Memorial Highway.

1964 Whiteface Hillclimb proved daunting in many aspects besides driving.



1965 – A year for regrouping in Mohawk-Hudson Region. A region annex is formed in Plattsburg

For winter sport the region organizes the first-ever Rallye of The Snowflake. Rallyemaster Hans Flebbe comes up with 250 miles of challenging roads, as well as a snow squall or two. Thirty-one cars start the event and at the end of the night there are some surprising results: the win goes to Frank Gottschalk/Earl Genge in a Mercedes, runner-up is the Rambler of Ruth and Dick Alrich, Art Frederick/Mac Townsend take third in a Plymouth Valiant followed by Bish Hines/Jack Bleich (VW), Jack and Joyce Ladd in a Corvette and Jim Langenbeck/Bob Claffie in a Sunbeam Alpine.

Schenectady's Phil Groggins campaigns hard all season in a C Production Lotus Elan in an effort to earn an invitation to the American Road Race of Champions (otherwise known as the SCCA National Championship run-offs) at Daytona International Speedway. On the high banks he'll finish a close second in the title race. The stellar effort also earns him Driver-Of-The-Year recognition.

There's also a state-wide SCCA gymkhana series organized by SCCA's Area 11, also known as INEC (Inter-Regional North East Council). MoHud member Art Frederick, of Chatham, criss-crosses the state with his Porsche, competing in 9 out of 10 series events and winning the championship in his class.

A nifty bit of engineering by Phil Raeder mates a double-overhead cam Alfa 1600cc and 5 speed gearbox to an MG Midget chassis, while Ray Gaul's ex-Briggs Cunningham Healey Silverstone is offered for sale for \$500.

1966 – Some deft political maneuvering by the regional leadership (Mickey LeVan and his successor Gene Birdsey) secures a mid-April date at Lime Rock for a driver's school as well as a regional race in May.

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Second edition of the Rallye of the Snowflake draws 22 entries. Starting from the VanCurler Hotel in Schenectady, 17 make a circuitous route to the finish at Highland Farms in Altamont. One team that is a DNF is the Ford Mustang of Barney Galinsky and Mac Townsend. Their car slides off the icy road, tumbles down an embankment, and comes to rest nudged up against rallyemaster Hans Flebbe's SAAB, which was parked on the road below, waiting to get some "action photos".

Phil Groggins, now in a Formula C Brabham, again earns an invitation (open only to the top 3 in each SCCA division) to the ARRC, this time at Riverside Raceway in California. In one of the closest finishes in run-off history Groggins get edged out of the win by just inches. Groggins again named Mohawk-Hudson Driver of the Year, this time sharing honors with Porsche pilot Bob Bailey.

Official count on membership is 115.

The Knock-Off, which split editorial responsibilities for the year between Terri Novotny and Joe and Marge Corbett receives "Special Honorable Mention" in judging among newsletter from all SCCA regions. In his letter of acknowledgment, SCCA PR Director Dic Van Der Feen notes that "Its content showed originality, humor, and good controversial points of view".

1967 – Snow Flake Rallye again – 27 starters, but just 13 finish. A Porsche 912 takes the win, followed by an MG1100 and a Triumph Spitfire. On the gymkhana scene there's agreement on a 10 class structure – 5 for sports cars based on "performance potential", 3 for sedans based on engine displacement (up to 1300cc, 1300-2000, and over 2000cc), a ladies class, and a catch-all for everything else.

On the racing side MoHud again hosts both a driver's school and regional race (part of the INEC Area 11 Championship) at Lime Rock.

Driver of the Year award goes to Gloversville's Tom

Dutton who races a B Production Corvette StingRay roadster; when he's not racing Tom is at sea as a maritime engineer. Dutton finishes third in the Northeast Division to earn his invite to Daytona, where a weak engine limits him to 7th place..

1968 – There's a better finishing percentage for the Snowflake Rallye, as 18 out of 25 are scored for the 4 leg, 242.93 mile event.

Locally the gymkhana season starts at the end of March and extends all the way to the first weekend of December – events are organized not only by Mohawk-Hudson Region but also Berkshire Motor Sports Club (Pittsfield), MG Car Club, Tri-City Mustang Club, and AMEC. By now this segment of the sport has shed its former unique characteristics of full-stop garages, reversing, and 360 degree turns toward what we know today as autocross. As a counter-point one of the most popular events on the calendar continues to be the annual Empire Motor Sports Club "Fun-khana" organized by Roly Heacox.

Beginning treasury balance is \$2,586.56. Success in race organization lands the region not only a drivers' school but an SCCA National race at Lime Rock.

There's also an element of sadness when highly regarded gymkhana driver and rallyist Bob Volans is killed in a highway accident.

1969 – The year gets off to a rough start when a New Year's Day fire at Howard and Nancy Geer's house in Chatham destroys many of the region's official records and documents.

After a long tenure at the Circle Inn in Latham, in June RE Bill Morris announces that the property has been sold and will be torn down in the name of progress. Starting with the July meeting the monthly gathering will be at The Sunset in North Troy.

By popular acclaim, Diane McClumph's design



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featuring a red/black/white checkerboard and steering wheel motif, is chosen as the region's official logo.

In addition to a National race, the region organizes its first AutoSprint, a gymkhana-style event at Lime Rock Park. Many participants headed to the event encounter heavy traffic on the NYS Thruway and Berkshire Spur. The weekend racing event in northwestern



Club rallymasters held drivers meeting before each event to try to keep everyone on-course to get to the finish.

Connecticut coincides with a music and arts festival being held at Woodstock New York.

Gloversville's Tom Dutton graduates from a Corvette in SCCA amateur racing to the top echelon of American professional road-racing, the CanAm, with a Lola T70. His best finish of the year is 5th at Edmonton, and at the end of the season he lands a job with Jim Hall as a test driver for Chaparral

At the end of the racing season Bob Claffie and Dave Hathaway do a budget recap of the costs to get the Parsimonious Racing Team Triumph Spitfire ready for driver's school. On top of the cost of the car they identify \$336.45 in preparation costs, including \$59.95 for the rollbar, \$34.00 for seat belt/shoulder harness, \$40 for a tow bar, and \$140 for 4 racing tires.

Class winners at the Toys for Tots Gymkhana (organized by the infamous "group W bench" racing team) at Two Guys on Broadway in Menands (former home of the Empire Raceway stock car track) include: Howard Geer (327 Corvette), Art Frederick (driving a Lotus Elan borrowed from Bill Morris), Jack Fantelli (Lotus Europa), Pete Keitel (MGA), Paul Hacker (Mini), Mike Rossi (351 Mustang) and Donna Deans (Mercury Cougar). It is an especially good afternoon for Art Frederick, who also wins the MoHud executive board shopping cart race (earning a bottle of champagne), and Fastest Time of Day, which nets him a case of oil, courtesy of Ted Baran's Northeast Foreign Car Accessories. There's also a special run-off among all class winners to see who can go even faster on a fourth run. Donna Deans (Mercury Cougar) bests all the boys, lowering her time by another 1.5 seconds.

Tom Dutton's CanAm exploits earn him the honor as Driver of the Year.

Continued. Second installment in next month's KO!



In the winner's circle! Bob Henderson looks happy with his crew chief, John Stim, and support crew Jim Bishop and Steve Rice.

For more of a trip down memory lane into the 1970's in MoHud, look for the next installment of Greg Rickes' documentation of club history in next month's KnockOff. Along with more nostalgic photos from members' archives, you'll get a glimpse into the past and an understanding of how devoted members kept their sport alive and well.



Latest News from the COMPETITION CORNER...

Jack Hanifan



There was not enough room in last month's KO for my article, and I was told to keep this one short. We did print all results from the John Stim Memorial. Congratulations to all MoHud Drivers who competed. The Race was a critical success, all of the specialties performed well and the driving was excellent. The region, however, lost a few hundred dollars on the event due to the high track rental cost and the loss of a few drivers scared off by the weather.

The July Sprints at WGI was well attended by our drivers; some winners were Jon Waterhouse GP, Charlie Campbell SM and Jimmie Sheridan SSM.

Geoff Stim finished 6th at the Pocono Double National on Saturday.

Come to the September meeting and hear all the results and lots of war stories.



Impound at the July Sprints was crowded with MoHud members, Charlie Campbell and Geoff Stim finished 1st and 2nd in SM and Jimmie Sheridan and TJ Hanifan finished 1st and 3rd in SSM. Michael Lo, MoHud's newest member finished 4th in SSM.

Monthly Membership Report 08/07/2006

New member report 08/07/06. From: 07/16/06 to: 08/07/06.
Please welcome these new members to the region.

| <u>Name</u> | <u>Joined</u> | <u>City</u> | <u>State</u> | <u>Comm.</u> |
|------------------|---------------|----------------|--------------|--|
| Stephen Crowley | 07/25/06 | Highland Falls | NY | (845)863-5215(H) SCROWLEY@ROE.COM |
| Jacob Hansen | 07/21/06 | Potsdam | NY | (518)852-2026(H) HANSENJE@CLARKSON.EDU |
| Logan Leonetti | 07/19/06 | Schenectady | NY | (518)356-8096(H) vleonetti@nycap.rr.com |
| Shannon Leonetti | 07/19/06 | Schenectady | NY | (518)356-8096(H) vleonetti@nycap.rr.com |
| Vinnie Leonetti | 07/17/06 | Schenectady | NY | (518)356-8096(H) vleonetti@nycap.rr.com |
| Fred Ogle | 07/18/06 | Burnt Hills | NY | forlandtrains@yahoo.com |

There were 6 records printed.

Anniversary Report generated on: 08/07/06

| <u>Name</u> | <u>Joined on</u> | <u>Years</u> |
|------------------|------------------|--------------|
| William Sinclair | 09/05/96 | 10 |

There are 374 members in the region.

Webmaster Report

Solo Results have been updated and the August issue of the Knock Off is available for download.

Dave Wachtel, Membership Chairman/Webmaster, Mohawk Hudson Region, Sports Car Club of America
webmaster@mohud-scca.org dwachtel@acmenet.net <http://www.mohud-scca.org>



BETWEEN THE CONES

September 2006 Report:

Fall is upon us and the Solo and Racing season is starting to wind down. The National Solo Championship and the Run-offs will no doubt highlight both of their respective September venues.

Andy Furlong has really stepped up the pace with his newly acquired green rabbit in EP this year taking a trophy on the National Tour at Devens and winning his class at the Divisional at Seneca, NY. Tom Hansen and Joe Sell also trophied at this Divisional. We had a good turnout at the Divisional this year with Jim and Ken, Arnie, Andy, Bert, Joe, Tom, DJ, Mickey, the RPI SAE guys, and myself. Camp Mo-Hud was in full swing. Unlike the Nation Tour in June there was rain without the Mosquitos. Must be a western New York thing at Seneca Depot, we experienced green rabbits and white deer? Hmmmm.

I know it sounds a bit early but its time to think about the Awards Banquet being held on December 1st. The agenda, menu and prices will be out in the October Knock-Off along with return slip. *Please use the return slip.* I get stressed when people hand me money and tell me what they want for dinner without it.

I don't say it enough—I like to thank all the people that make running the Solo events as easy as it is. Thank you: Bert, Tom, Joe, Byron and Danielle, Paul, Matt, DJ, Mickey, Eric, Kevin and Russ. I would also like to thank the regular entrants for their diligence in performing the work duties. Without these people, our dedicated crew, Solo would not be running as it does.

I also have to say I believe attendance has grown this year. With any luck and with the hopes of acquiring a

larger site at sometime in the future, I think we could get Solo back to what it was at its height.

Until the next time,
Bruce

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MoHud membership...

A gift that
keeps on
giving!

Next MoHud meeting (Sept. 6th) or for one of our future events, bring a friend. Let them experience the good times enjoyed in the club. Help expand our numbers and put some new life into the rank and file. MoHud is only as strong as our membership. We always need more workers for all the events as well as broadening the club's spectrum and exposure. Help out and find a friend to join! Thanks!



The Karls: Colleen and Bob Jr. with Kristen and Dominic enjoyed the MoHud gala at the Saratoga Auto Museum in July. There are more than enough events for everyone