



JANUARY 2008

Electronic KnockOff (EKO) premiers here for 2008!

2008 will see MoHud move further into the electronic age. No longer issuing this publication in paper form will give many others beside members club news and save the club treasury a bundle of money.

The email list should grow substantially as this proceeds. If you are not on the list yet, please drop me an email quickly and I will add your name to my list. You will be among those who receive it in their inbox rather than having to remember to check the website each time.

We are also able to now print color photos and add a more pages as long as we keep it to a moderate file transfer size. If it grows too large

for email, I will still post messages to your mailbox to notify you it's been posted to the website.

As editor, I'd like some feedback from all on this new delivery method; whether it's too big to download, whether color makes it more interesting, and/or just what you think of the whole package. I look forward to hearing from everyone. For those few who do not have access to a computer; take a trip to your local library where you can get online *free* and print out a copy. Or ask another member to share their copy via a printout. I know this may be inconvenient for these members. The financial and time savings are well worth this move.



*National Champion Jim Garry
accepts award at the
MoHud Annual Awards Banquet.
See the story on all winners
in the Solo report on page 7.*

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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.

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

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RE JACK HANIFAN REPORT

It is with both delight and trepidation that I look forward to my second go around as Regional Executive. Some of the older members remember that I was R.E. back in 1984 & 85. My first official act as RE is to thank the previous administration. Gene has done a great job as RE and Bruce will bring his experience as Asst. RE to the board as a Director. Roly Heacox will succeed Bruce as Asst. RE, an office he last held in 1960. Harry Adalian will leave the board but I am sure he will be around to share his experience with us.

My first board meeting is scheduled for Dec. 17th. In case you were not aware, board meetings are usually scheduled for the Monday approximately 10 days before the monthly meeting. The board meetings are held at the Orchard Tavern at 7pm in the small room off of the bar. Next month the complete meeting schedule will be posted in the KO. Everyone is invited to board meetings, so if you are free that night please stop by.

The KO is going electronic with this first issue of 2008; we will discuss it further at the January 2nd membership meeting.

My goal for 2008 is to increase both our Solo and Race programs and hopefully have a Rally. Pete Smith will reveal his Activities planned for 2008. I am sure they will be interesting.

The 2007 Banquet was a great success, the seventy plus attendees enjoyed a great meal and even better camaraderie. Special Congratulations to Russ Burchard for winning the Lewis Trophy. I also want to thank Charlie Campbell, Jon Waterhouse and Gene Tricozzi for securing sponsorship from CR Campbell Trucking, Keeler Motor Car Company and Northern Funding Corporation respectively. The monies these companies donated paid for the Driver T-shirts for the Mohawk-Hudson Regional Road Racing Drivers Championship.

Remember, the next membership meeting will be Wednesday, January 2nd at the Orchard Tavern, at 7:30pm. See you there!

Jack Hanifan

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Harmony

My trip to Kansas, 2007

By Jim Garry

Sometimes things don't go as planned. For many years, this is how my trip to the Nationals in Kansas has turned out. And 2007 was no different, except that rather than the unplanned result being negative, it was positive. Really positive. Really, really positive.

My 2007 season actually started at our October FMCC autocross in 2006. The car had been so bad in '06 that my co-driver and I opted out of the 2006 Nationals. But it was at FMCC that I first ran my car on shocks that were valved by someone other than my regular shock guy (or RSG). That year's C Mod National Champ, Gary Godula, had just revalved my old Fox Shocks and the result was a car that was very easy to drive and obviously had more grip, even on a 50 degree day when slicks don't work so well. In fact, I placed a close 3rd on the PAX index, something I'd never done before. Suddenly things were looking up and I couldn't wait for April to roll around.

Over the winter, my new used Penske shocks were sent back to my RSG for new remote shock canisters and a revalve. And although the new canisters were shown to be a big improvement, the valving (as had become the norm) was not done to our satisfaction. But the RSG persuaded us to give it a try.

After a couple of events, it was clear that the car was behaving poorly again so we switched back to the Foxes. In the meantime, after repeated frustrating contacts with my RSG, I made the decision to end our long relationship. This was not something I did lightly; it was a very upsetting time for me. So the Penske shocks were sent to a new shop and they received a valving very similar to the Foxes. We got them back on the car in time for the National Tour at Devens and, lo and behold, the car won its class! Ken won that event but I managed a second place and we were both very pleased with the improvement.

The car had more grip and generally behaved better. As we became more comfortable driving it, we drove it closer to the limit and by the time early August rolled around, we came to realize that although much improved, the car had been pushing at Devens, and pushing at Seneca Army Depot (SeAD), including my second place at the Pro Solo. So we had a new, larger rear sway bar fabricated and mounted it up. The results: 8th on the PAX at a 100+ NER event at Devens and 6th on the PAX at a 100+ event at SeAD. Definitely new ground was being broken.

Yet, the car still wasn't quite right. With time running out before having to load up and hit the road for Nationals, I set up a test and tune back at SeAD with the blessing and help of Russ Burckhard and Gene Tricozzi. With heavy rain all day long, a lot of people canceled and only 10 drivers showed up, but that meant lots of seat time (and at least the region broke even fi-



Jim takes another trip thru cones at the Seneca Army Depot on July 8, 2007.



Jim heads back to the paddock after his win.

nancially). We felt like even in the rain, we were able to get the car closer to neutral handling. And seat time in the rain, although physically uncomfortable in an open cockpit car, does wonders for your driving feel.

And so Ken and I hit the road to Kansas with some hope. But I was keeping my expectations low, having been burned so many times in the past due to unfounded optimism. I set my goal to be within one second of the leaders on each day.

This year we signed up for the Pro Solo Finale in order to obtain more seat time. And boy we needed it. In addition to never having run on the new pavement at Heartland Park (HPT) before, the car was loose, completely opposite its behavior back home. While we expected there to be less grip than at Devens or SeAD, this was ridiculous. We simply could not drive quickly. Part of it was due to the nasty sand build up that occurs at the new site. But mostly it was due to a car that was very loose combined, as we were soon to discover, with poor driving.

That was Friday and Saturday. Sunday was the Nationals Warmup event. In what turned out to be my best move of the season, I asked Mark Daddio to take some runs in the car and give us some thoughts on what it needed for setup. First, Ken and I took a run each, then Mark took three runs, followed by two more runs for each of us. With Mark's input combined with our own impressions, we were able to tame much of the oversteer we were experiencing. Some remained but by changing sway bar settings, ride height, rear toe, and front shock settings, the car was much better.

And of tremendous value was going back to the hotel room to download the DL1 data acquisition files from the day and compare Mark's runs to ours. There were some slight differences here and there but the major departure was that Mark was braking a lot earlier than we

were. That gave him a better entry into the corners, and thus his top speed at the end of flat-out sections was much higher than ours.

It dawned on me that was once my normal driving style. Easy in, hard out. It's my feeling that over the years I lost that as a consistent philosophy because when you are as far behind as I was, you start to drive with desperation. And desperate drivers do not want to give up speed once they get it. And that means braking late. And braking late means scrabbling through the corners and rolling back onto the throttle well after you should.

Monday, as is normal at Nationals, was walking day. Ken and I must have walked 15 miles. We also took another look at the car and based on how it handled after all the changes on Sunday, I decided to make one more change. We lowered the rear again by significant amount in order to make the car more stable. Then, having heard weather reports calling for rain the next day, we mounted up the rain tires. As Gary Godula said, "it's easier to take off rains in the sun than to mount them up in the rain."

Ah yes, rain tires. I had called Hoosier and reserved a new set for Nationals because my old tires were 8 years old and in addition to being on the hard side, had little tread left. But when I arrived in Topeka and checked in with Hoosier, they didn't have my name listed and had no spare FF rain tires. "Oh shoot," I said ... sort of. I hunted for rains but couldn't find them, even putting out a plea on apexspeed.com. Finally, a fellow competitor who decided not to run his car, opting to co-drive with someone else, lent me his rains. But his wheels were not compatible with my car and so I had to dismount, mount, and later dismount and mount again. And Hoosier now charges hefty sums for this. But after calling the Hoosier main office, they changed my tires for free to make up for the error. That was nice.



**Solo National Championships
Topeka, KS - September 25-28, 2007**

Tuesday morning marked the beginning of Nationals competition and the end of the good weather we'd enjoyed since arriving on Thursday afternoon. As we readied the car for our drive to second heat grid, there was a fine drizzle adding to the already soaked pavement. But after waiting in grid for awhile, the drizzle stopped and there was a chance of a somewhat dry line. So we changed to our slicks. Then the drizzle started again and we changed back to our rain tires. Sheesh. Next year I'm buying an electric impact wrench!

First runs in the rain were interesting. Needless to say, the HPT pavement is not like the concrete at Forbes Field which afforded good traction in all but the worst

rainstorm. The aggregate in HPT's pavement consists of very small, rounded grains of sand and doesn't offer much grip in the rain. And there was this little creek that formed and ran across the pavement, crossing the course in the middle of a fast sweeper. So I decided to go out easy. At about the halfway point it occurred to me that I was in the middle of the slowest run of anyone in any class that day. But when I came across the line I discovered that was not the case. My time, although 1.5 seconds off the leader Gary Godula, still put me into 6th place. And that was with a long, tourist-like broad slide after hitting the "creek". There was hope.

Continued next month!

**2007 Tire Rack SCCA Solo National Championship ET/WW
Tues. East/Weds. West September 25-29, 2007**

Po	Nbr	Driver's name, Town	Car, Sponsor	Tire Mfg	Rgn,Div	Course 1, Course 2		Score	
C Modified				Drivers: 17		Trophies: 5		Run Heat: 2	
T 1	193	Jim Garry [93] Delmar, NY	1985 Citation FF1600	Hoosier	Mohawk H NE	48.325 45.617	48.844 ^{46.8} 44.972	43.157 46.069	88.129
T 2	155	Donald R Elzinga Jr [55] Waterford, MI	1984 Reynard FF1600	Hoosier	Detroit Regi GL	47.089 47.838(1)	46.289 46.175	42.350 60.873(2)	88.525 (0.396)
T 3	157	Gary M Godula [57] Farmington Hills, MI	1988 Reynard 88F Denmer Ford / MidAtlantic Moto	Hoosier	Detroit Regi GL	46.687 45.476	44.821 44.978	DNF 45.553	89.799 (1.274)
T 4	96	J Andrew Aust [196] Boulder, CO	1988 Reynard Formula Ford Rocky Mountain Sportscar, Inc.	Hoosier	Colorado R RM	48.334 47.915(1)	75.346(1) 46.048	44.958 45.087	90.045 (0.246)
T 5	93	Kenneth James Hurd [193] Hinesburg, VT	1985 Citation FF1600	Hoosier	New Encla NE	50.011 45.931	47.502 60.101(7)	44.622 46.300	90.553 (0.508)
6	57	Gregory E Vincent	1988 Reynard 88F	Hoosier	New Encla	47.556	47.260	45.788(1)	91.156

SOLO Report

by Russ Burckhard

January Report

2007 is in the books and now we look forward to the next chapter, 2008. Before we do, I would like to take this issue and review 2007. We started the year with a few personnel changes. Bruce Kosakoski stepped down from Solo Chair and handed the reigns over to me. He stayed on as Co-Chair to help me out with the transition. Eric Smith stepped up and took over my old position as Timing and Scoring Chief. Kevin O'Connor stepped into the Waiver Chief position. All of the other Worker Chiefs are the same as 2006.

A group of drivers on top of their game went to Regional and National events. While showing off their skills, they brought back the hardware showing how good they are.

The National Tour at Devens. We had 4 Champions, Alex Schchipkov (DSP), Bruce Kosakoski (FSP), Arnie Bebee (CP) and Andy Furlong (EP). Jim Garry 2nd (CM). DJ McArdle 10th (SM) Eric Smith 11th (SM). Bert Huiest 8th (STS) and Lyndon Peck 4th (CSP).

The NE Divisional's in Pennsylvania, Andy Furlong won for the second year in a row (EP) and Arn Bebee 2nd (CP).

The Pro Solo event at Seneca NY. Alex Schchipkov 1st (DSP), Bruce Kosakoski 2nd (FSP), Jim Garry 2nd (CM), Lyndon Peck 2nd in the Bump class with Tom Hansen in 3rd (shared car), Joe Sell 8th (STS), Andy Furlong 5th in the Prepared class, and DJ McArdle 3rd (SM).

The National Championship in Topeka. Jim Garry 1st (CM) and 8th in the Pro Solo (combined class). Alex Schchipkov 2nd (DSP) and 1st at the Pro Solo.

On top of the championship events, we held a driving school, 2 test and tunes and we helped out the Adirondack Corvette Club for their charity event.

There was lots of good press coverage for us this Year. News Channel 9 provided us with some television coverage. Bruce Kosakoski did a great job talking to the reporter. The Gazette had an article by Alan Edstrom in conjunction with the Saratoga Auto museum. The Recorder (Montgomery County) had an article after the Show and Go event.

The Awards Banquet went well. There was good food, good friends and trophies to be handed out. I had the honor of having Jamie Cahill helping me to hand out the trophies. This year we combined the Championship and year-end trophies together as one trophy. This

year's class Champions are: Jeff Kanetzky - Stock, Russ Burckhard - Street Prepared, Andy Furlong - Prepared Modified and Eric Smith - Street. The Specialty Trophy winners are Cone Hunter. This year's Cone Hunter award goes to a driver who has won it or been in the running for it for many years. This year we purchased 60 new cones and this driver did his best to hit every one of them falling 6 short with a total of 54 downed cones for the year. His average cone count per run available was about 1-1/2 cones. He beat the second place finisher by a mere 3 cones. This year's winner is **DJ McArdle**.

NOVICE DRIVER: This year's Novice Driver award goes to a new driver that came in and showed the ability to quickly learn the courses and how to maneuver thru them. This driver started out by attending the school at the beginning of the year to learn the basics and then applied them throughout the year. Each event the times improved and the results showed this with a top ten finish in year end points. This year's winner is **Jennifer Newport**.

DRIVER OF THE YEAR: This year's winner has a long history with Mohud. He has held many positions within the club over the years and has proved his value both as a driver and a worker. While his car limits him in which local events he can attend, he travels to and places well at the national events. This year he went to the Nationals in Topeka and placed 1st in C mod giving Mohud its first national champion. This adds to his previous championship with New England Region making him a 2 time champion. **Jim Garry**.

FEMALE DRIVER: This year we had a tight battle. 3 drivers went head to head battling for the title. One showed steady improvement, one was consistent all year, and one rose above the rest by placing well in a few events and gaining more points than the other despite missing an event. Finishing 7th in season points, This year's winner is **Alicia Sorrentino**.

MOST IMPROVED DRIVER: This year's winner improved from last year's best pax finish of 16th by placing 1st twice, 2nd four times and had his lowest finish of fourth. He finished 1st in his class at every event this year. He improved his final points position of 21st last year by winning this year's Stock championship. This year's winner is **Jeff Kanetzky**.

WORKERS OF THE YEAR: This year we decided to give the award to those who without their help, we would not have been able to hold the caliber of events that we do. Their dedication to helping out is very much appreciated. This year's award goes to the worker chiefs:

Registration = **Byron and Danielle O'Hara**,

Course Design = **Bert Huiest**,

Tech = **Tom Hansen**,

Timing = **Eric Smith**,

Safety Steward = **Arn Beebe**,

Our all around go to guy = **DJ McArdle**

And this year's Solo Co Chairs = **Bruce Kosakoski and Russ Burckhard**

THE AWARD FOR EXCELLENCE: **Bruce Kosakoski** took over the Solo program in 2002. He was given the reigns of a successful Solo Program. We had a great local site and a combined series with other regions out at Griffiss. As luck would have it, we lost our only local event site and Griffiss was to be turned into a local airport preventing it from further use. After exhausting many possible leads, Bruce was able to get Fulton-Montgomery Community College to allow us to hold an event, our only one that year. We continued to use FMCC and then added Adirondack Community College to our schedule. With 2 sites for our use, he built the program back up. He got Monticello Raceway to allow us to use their lot and then tried to hand it off to the Poughkeepsie Car Club. He stepped up to make Tour de Sol's autocross happen 2 years in a row. He is the driving force behind the annual driving school that

brings in new and old drivers and teaches them car control. He has mentored many people along the way, and is always willing to help out someone in need. On top of all of this, He also has taken on the responsibility of R.E. and Assistant R.E. In the last 5 years there have been ups and downs and Bruce has always welcomed the challenge and we are a better region for it.

At the end of my presentation I was surprised when DJ and Eric came up and presented me with a **Worker of the Year** trophy.

Jack took over for the final awards by giving Bert Huiest 2nd, and Bruce Kosakoski and Gene Tricozzi tied for first for the club **Worker awards**. It was a great night for the Solo crew. I thought that it couldn't get any better, Then Jack and Lisa Hanifan presented me with the **Lewis Award**. I was surprised and honored to win such a prestige's award. I thank the club for the award and all of the workers that show up at our events and work so hard to put on such great events. Without them we would not be able to hold our events at the high standard that we do, so thank you all.

Russ Burckhard

COMPETITION CORNER...

Jack Hanifan, Chairman

January Report

As we prepare for the 2008 racing season be aware that the 2008 GCR is now available online at SCCA.com. There have been several changes already so be sure to look at the December and January Fastracks also available at the same site. SM guys check your weights for 2008. Now is the time to check the dates on your belts and order new equipment, if you need it.

Congratulations to our Road Racing award winners for 2007. Dick Stewart was the Driver of the Year, Adam Figarsky was the Most Improved Driver and Charlie Campbell won our Regional Road Racing Championship. Charlie and Jon Waterhouse also receive Awards for having "Great Seasons".



The Board of Directors has revisited the 24 Class rule and GT3 will be competing at the Runoffs in 2008.

There have been several changes from the traditional NeDiv Schedule, the WDC National has been scheduled a few weeks later, there will be a Dual National at Nelson Memorial Day Weekend. It will combine the MVR National with a Great Lakes Division National allowing you to attend 2 Nationals in one four day weekend and get points for both an in division and an out of division race. NNJR will be hosting the Lime Rock National.



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GT1 GT1

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- One 2" Driver's Name 1-Color (15 Digit Max)
- Option C & Option A for the Name
- Any Typeface, Position or Style

Price: \$53.95

6 6 6 6
SM SM
Lizzie McGee

Package #6 - Road Racer

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- One 5" Number (2 Digit Max)
- Two Sets 5" Class Letters (3 Digit Max)
- One 2" Drivers Name (15 Digit Max)
- Option A Only
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4
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Zippy Taylor
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Brian Cooper

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8
Crew:
Tom O'Brian
Jimmy Brown
Zippy Taylor
Lisa Gray
Glenn Davis
Jimmy Douglas

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Mohawk Hudson Region, SCCA Membership Report, 11/30/2007

New member report 11/30/07.

Please welcome these new members to the region.

<u>Name</u>	<u>Joined</u>	<u>City</u>	<u>State</u>	<u>Comm.</u>
Wayne Yetto	11/13/07	Frostproof	FL	(518)320-4857(H) yettow@comcast.net
Richard Keith Douglas	11/28/07	Freehold	NY	(518)622-8484 shiloh66@localnet.com
Alicia Soirentino	12/03/07	S Glens Falls	NY	
Richie Soirentino	12/03/07	S Glens Falls	NY	518)596-8720(H)

Anniversary Report generated on: 11/30/07 November/December 2007

<u>Name</u>	<u>Joined on</u>	<u>Years</u>
Richard A. Walsh	November 11/01/72	35
Susanna Lee Rogers	December 12/01/77	30
Carol Evers	12/03/97	10
Patrick Hannah	12/02/02	5

January 2008

<u>Name</u>	<u>Joined on</u>	<u>Years</u>
Bernadette Grasso	January 01/13/93	15
Amanda Cozzens	01/08/98	10
Andy Cozzens	01/08/98	10
Christina Cozzens	01/08/98	10
Glenn Cozzens	01/08/98	10
Karen Cozzens	01/08/98	10
James E. Chamberlain	01/24/03	5
Anthony Kalkandis	01/17/03	5
Elaine Lo	01/15/03	5
Michael Lo	01/15/03	5

There are 371 members in the region.

**Mohawk Hudson Region, SCCA
10 Year Membership Statistics**

November 30, 2007

YEAR	REGULAR	ASSOCIATE	TOTAL	GAIN (LOSS)	PERCENT	10 YEAR GAIN	PERCENT
2007	369	4	369	3.00	1%	44	14%
2006	362	4	366	(20.00)	-5%	<input type="checkbox"/>	<input type="checkbox"/>
2005	382	4	386	(25.00)	-6%		
2004	407	4	411	(40.00)	-9%		
2003	447	4	451	(10.00)	-2%	<input type="checkbox"/>	<input type="checkbox"/>
2002	459	2	461	23.00	5%		

Next month I will have a bit more time for more articles and hopefully members will see how we can easily ask for patron support for the newsletter as well as the website.

Sponsorship is a great way to expand our programs and increase membership!

Give the club a boost and help out!