



Motorsports mourns great competitor & friend

Paul Newman and the Mohawk-Hudson Connection

by Greg Rickes

As tributes pour forth in response to the passing of Paul Newman it seems appropriate to recount the role that Mohawk-Hudson Region played in a highly visible racing career that would span 35 years.

Newman's latent interest in motor racing seems to have been spurred on by his role in the film "Winning", and so in 1972 he sought out the advice of his Connecticut neighbor, Datsun dealer, and winning SCCA racer Bob Sharp. While Paul Newman might have had the resources to launch his motor racing endeavor at any level, he chose the old-school route, starting with a Datsun 510 in the B Sedan class.

Professional driving schools were just emerging in those days, and although Newman had completed a course of instruction with Bob Bondurant, in order to complete his licensing he still needed to attend an SCCA racing school. The Datsun served him well until the closing laps of the student race, when its engine expired. In spite of this setback he was signed off to enter regional racing.

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RE REPORT

Jack Hanifan

November 2008 Report

Congratulations to Jim Garry, Jim chaired our very successful NeDiv Solo championship in August and in September he won his Class at the National Solo Championships in Topeka. It was his 3rd National Championship and his second in a row.

The NeDiv Mini Convention will be held at the Holiday Inn on Wolf Road on Friday, November 7th to Sunday, November 9th. Come to the membership meeting at 7:30pm on Wednesday, November 5th to find out how you can help.

COMPETITION CORNER...

Jack Hanifan, Chairman

November 2008 Competition Report

MoHud Regional Road Racing Championship

It is that time of year again; we will be presenting T-shirts to every driver who enters. This year I am working on sponsorships to pay for the shirts.

The rules are: you can count any 5 races; they can be Nationals, Regionals, Pro or endures. If you were in an Enduro you must have actually driven in the race. Points are awarded for each race as follows: 1st-20, 2nd-15, 3rd-12, 4th-10, 5th-8, 6th-6, 7th-4, 8th-2, and 9th and higher -1. In addition you get one point for every car in your class that you beat. Your best 5 races should be totaled. Remember you could conceivably win one race and finish 2nd in another but the 2nd place race could give you more points if the field was larger. The races have to have been run in 2008 and you have until November 28th to submit your points to me at JackHanifan@hotmail.com

Mini Convention

The Mini Convention will be held here in Albany-Flyer elsewhere in KO- all drivers should consider attending. You will be able to give your input on various driving issues- scheduling, rule changes etc. Leave the date – Saturday November 8th free.

Last Chance at Watkins Glen

Many MoHud drivers participated in the Last Chance Enduro and Regional races at Watkins Glen. Photos follow on the next few pages. As you see, it's most of the usual suspects.



Scenes from the "Last Chance" race at Watkins Glen

Jack Hanifan





NOVEMBER 2008



Your director, John Sheridan reports

FROM NATIONAL SCCA

For Immediate Release

SCCA Begins Search Process for Executive Succession TOPEKA, Kan. (Oct. 16, 2008) –



CEO Jim Julow

Sports Car Club of America's Board of Directors announced today that it has begun a process to find the Club's next president. Current SCCA President and CEO Jim Julow informed the Board of his intention to leave the post at the end of his three-year contract, February 1, 2009.

"While we were saddened to hear that Jim will not be extending his contract, change brings opportunity," SCCA Chairman R.J. Gordy said. "Jim has brought tremendous business operations acumen to the position, and we believe it has changed the business side of the Club in a very positive manner. We now look ahead to the opportunity to expand on what Jim has brought the last three years."

Julow intends to serve his full contract that named him to the post in 2006. "I will do everything I can to help transition SCCA to its next president," Julow said. "It is a great organization with great members, and I will miss the interaction with the individuals that make the Club special. However, over the last several months, it has become clear that the Board and I disagree on the amount of change the Club needs and the pace at which that change needs to occur. For that reason, we differ philosophically, and it's best for the Club and its future to make a change moving forward that will bring the board and its president much more into alignment."

The new executive search will be led by a search committee, made up of members of the current SCCA Board of Directors with outside counsel. The Board has also determined a slight change in the duties of the position, including a title change to president and chief operating officer.

"We are seeking candidates with a strong background in marketing and business operations, as well as a solid understanding and appreciation of the Club's culture," Gordy said. "The president and COO will lead the staff in executing the policy set forth by the Board of Directors."

Interested parties should e-mail resumes to presidentsearch@scca.com or fax to (785) 862-7190.

SCCA

Founded in 1944, Sports Car Club of America, Inc. is a 50,000-plus member motorsports organization that incorporates all facets of autocross, rally and road racing at both club and professional levels. It annually sanctions over 2,000 events through its 113 regions and professional subsidiary. Landmark events and series for the Club include the SCCA SPEED World Challenge Championships, the Club Racing National Championship Runoffs®, and The Tire Rack® SCCA Solo National Championships and ProSolo Championship. For more information, please visit www.scca.com.

2008 NeDiv Mini Convention

Hosted by Mohawk–Hudson Region SCCA

Friday, November 7th to Sunday, November 9th, 2008

Holiday Inn – Albany- Wolf Road
205 Wolf Road, Albany, NY 12205

Make Room Reservations directly with hotel.

Room Rate (SCCA block) \$110.

To make Reservations call 1-800-HOLIDAY

To get preferred rate ask for **Sports Car Club of America** block

This rate will be held until 3:00pm, October 24th 2008

Registration Fee – \$100

Meetings Only – \$35

Saturday Lunch Only – \$30

Saturday Dinner Only – \$40

Registration & Welcome Party: 7pm – Friday November 7th

Registration: 8am Saturday, November 8th

To Register for Event:

Fill out the information below and mail with your check to:

Jack Hanifan
39 Ramsey Place
Albany, NY 12208

Or email information the below to JackHanifan@hotmail.com

Checks should be made out to MoHudSCCA.

Cut out box below and send ***with your check*** to Jack Hanifan.

Name on Badge: _____

Title: _____

Region of Record: _____

Meal Choice: (circle one)

Lunch: Beef Fish Vegetarian _____

Dinner: Beef Fish Vegetarian

October 2008 Meeting Minutes

Meeting was called to order by RE Jack Hanifan at 7:30pm

Secretary Report- Geoff Stim away on business- with a shortage of volunteers, RE Jack Hanifan took the minutes.

Treasurers Report- Treasurer Chip Van Slyke reported we had money.

Knock Off - Lisa Hanifan noted she would appreciate photos to add to KO. Most of our photos come from the SM guys. She would appreciate photos from Open wheel and Solo. Dave Hathaway noted he was very appreciative of the color photography and length of articles in the online KO and commended the editor.

Website/Membership- Dave Wachtel reported that we have 376 members and noted significant anniversaries, Skip Barber 50 years, Bob Bunce 40 years and Jim Bishop 30 years.

Dave McClumpha made a presentation of the 1958 SCCA Membership Directory to Roly Heacox.

Director Dick Stewart announced that Mary Cameron was not feeling well and would appreciate cards, her address is: 32 County Rt. 412 Westerlo, NY 12193

Solo- Russ Burckhard reported that we assisted the Corvette Club with an event at Prospect Mountain and had a Test and Tune at Seneca on the same day.

The recent event at the OGS lot had 49 entries.

A new event is scheduled for October 19th at Clifton Park Commons.

The Orchard served Pizza

Rallye- Jim Bishop reported on the possibility of a Snow Flake Rallye in late January or early February.

Competition- Jack Hanifan reported on our drivers at the Fun One

SCCA Director- John Sheridan spoke on Runoffs and selection Toyo 888 as the Spec tire for SM

Jack Hanifan spoke about the upcoming Mini Convention.

Dick Stewart volunteered to head the nominating committee.

Chip announced there was cake to celebrate Peter Kroth's 37th birthday.

Meeting adjourned at 8:32pm

Respectively submitted – Jack Hanifan

MoHud mourns... *continued on from page 1.*



Early in his SCCA career PLN ran his age as his car number. It remained so until his last laps around LimeRock this past August. He died at age 83 on Friday, Sept. 26, 2008.



Anxious to put his newly-earned credentials to the test Newman sent Sharp's mechanic Pete Mullen scouting for a stand-in ride so that he could enter the following weekend's race. Mullen's friend Dick Yagami had an immaculately prepared Lotus Elan that fit the bill.

And so it was the Paul Newman trekked to the gritty, bare-bones, Thompson Raceway for his racing debut. There was no media coverage, and aside from the thrill his mere presence gave to a number of the female volunteers, he simply blended in with the rest of the weekend warriors. With his helmet inscribed simply "PLN" he acquitted himself well and set the stage for a career that would include 4 SCCA National Championships, two TransAm wins, and podium performances at the 24 hour endurance classics at both Daytona and LeMans.

Every racer has to start somewhere, and for Paul Newman it was the Mohawk-Hudson Regional on June 18, 1972. Here are a few photos from that notable occasion

Another recollection from that day, courtesy of Art Frederick

That was the weekend when Paul forgot to sign his medical form at registration and (my wife) Jane was the quickest to volunteer to chase him down for his signature - and a photo, of course. We still have the latter.

SOLO Report

by Russ Burckhard

September Report *(omitted from October KO by editorial blunder)*

We had a busy summer preparing for the Divisional we held out in Seneca on August 8 – 10. When all was said and done, we were not as prepared as we should have been. With doing timing at our local events for many years, I was caught off guard as to what was involved in being the Chief of Timing and Scoring for a Divisional. A lot of extra steps are required that I did not know about. That, added with having trouble getting the timing software to work on Saturday, made for a stressful day.

On Sunday it was going to be a walk in the park until the laptop would not talk to the timer. As a result, we had to enter all of the times manually. Except for a select few, I don't think any of the competitors knew of the troubles we had. Thanks to the help from a lot of people, we were able to pull it off. Eric Smith, my Co-Chief, led a great group during heat A. Jim Perrin showed us a lot of things in the software that we did not know about. Others that made timing run as smooth as it did include Dave Potocki, Ken Hurd, Mike Steere, Brian Ciarlei, Jake Bucknam, Tina Reeves, Michelle Quinn, Kathy Barnes and Joe Sell.

Tina Reeves also helped us prior to the event by getting the audit forms, reserving the site and a multitude of other things. Our own Area 10 Director, John Sheridan, stopped by on Saturday and helped out by picking up the audit sheets. Tom Hansen and Jeff Kanetzky were the Co-Chairs for grid. They kept the cars coming to the line to keep things moving. They did that after being Chief and Co-Chief of Tech prior to the start of the runs. Bruce Kosakoski made sure we were safe as Chief Safety Steward. Andy Furlong was Chief of Impound and Kevin O'Connor was the Waiver Chief. DJ McArdle was a great help as usual. Not only did he design and order both the trophies and the t-shirts, he also was the Worker Chief and helped whenever he could the rest of the time. We also had a good leader; Jim Garry took the lead early as Event Chair and ran with it. He got everything lined up that was necessary with the site. Then he kept all of the workers and competitors in line during the event.

99 drivers competed at the Divisional. Out of that, 19 were Mohawk-Hudson Region members. While overall attendance was not as good as we would have liked, mostly due to late notice of the event and the NASCAR race 30 miles away taking up most of the local lodging, we had a strong showing from our local Solo program. This year we have been averaging 50 entries at our local events and to get almost half of that to an event 3 hours away is awesome. All of the MoHud participants went above and beyond what was expected of them and held multiple jobs during the event. While our guys did a lot, we needed help from other regions. Cory Kuhns from the Finger Lakes Region set up and held a test and tune for us at the other end of the site. Marnie Soom made registering easy. I want to apologize to and thank the people I did not mention by name, as I was not able to stray too far from the timing area and I am not sure who helped with what. Without all of your help, we would not have been able to do what we did to the level of satisfaction that the competitors had with the event.

Upcoming Events:

September 6 Test and Tune at Seneca

September 6 Adirondack Corvette Club at Prospect Mountain

September 14 McCarty Ave OGS Parking lot, Albany NY

November Report

Sorry you haven't heard from me in a while. I sent my September Report in just after the deadline and missed that issue. I asked Lisa to put it in last months, but it got overlooked. So here I am writing this report on the due date. You would think I would learn. A lot has happened since the Divisional. We helped the Adirondack Corvette Club with their Charity Autocross on Prospect Mountain. It was a wet, foggy day. At times, it was hard to see the course. Eric Smith was nice enough to let me borrow his car for the event. Byron O'Hara, Zeke Wright, Eric and I waged a back and forth battle for the best time of the event. I managed to squeak out the fastest time of the event on my last run to win the battle followed by Eric, Byron and Zeke. 30 entrants came out of which almost half were Corvettes to get 6 runs each.

While up north, Eric and myself took a ride over to Adirondack Community College to check on the status of their lot. The majority of the lot around the new building has been paved and looks nice. Their needs to be more paving done before we would be able to hold an event there. We will keep an eye on it and hopefully we will be back there next year.

Jim Garry held a test and tune at Seneca Army Depot on the same day as the Corvette event. Not only am I bad at deadlines, I am also bad at scheduling. Due to my oversight, we had 2 events with 1 set of equipment for the same day. Thanks to the Finger Lakes Region and the Poughkeepsie Sports Car Club for loaning us some equipment, we were able to hold both events. Jim put the test and tune to good use. He took the trip to Kansas and repeated as the C Modified National Champion. This is his second Championship in a row. Congratulations Jim. Ken Hurd piloted Jim's car to a second place finish out of a field of 13 cars. Alex Schipkov won the Pro SOLO event in D Street Prepared. He did not fare as well in the National Championship with a respectable fifth place finish. He was just over a half second out of first in a field of 26 cars.

September 14th was the date of what was to be our last scheduled event of the year (more on that later). 49 competitors came out for the event. Eric was nice enough to let me use his car again and we put on another battle for the top spot. 2nd, 3rd and 4th were within a quarter second of each other with Byron edging out Eric with Zeke just behind. I must have found something that they didn't, because I pulled out about a .9 second lead over second to win the battle for a second time. While I had a good run, it was not enough for the Fastest Time of the Day. That honor went to Andy Furlong and his Atomic Rabbit. October 19th we will have held our last event of the year at Clifton Park Center. Brendan Ricci led me to the right people and I was able to get the event scheduled on a short notice. I will have more on that event next month.

2008 Solo Season and National Championships

By Jim Garry



As I exited the tech building, Ken came running up. “Did I win?”, I shouted over the engine noise.

This was the most fun I’ve had autocrossing in many years. Being a defending National Champion certainly factored into that equation. But the bigger reason was because the car was handling well and Ken Hurd (my co-driver) and I were learning to drive it better. Unlike

in other years, driving was a real joy (most of the time).

In 2007 the car’s handling had been improving throughout the second half of the season. This was because of a radical change in shock valving that finally allowed the driver to feel what was happening. The heightened feel for the car enabled us to more finely balance the handling. But the really good handling only came into place during the two days of the ’07 Nationals (after the Nationals Warmup event). In contrast, this year we started out with a good handling car which is something I hadn’t experienced in a very long time; never in a CM car. Not that we weren’t still tweaking it, but the tweaks were getting smaller, more subtle.

Although the car wasn’t quite right at the first few events (the setup for slippery Heartland Park (HPT) isn’t what’s needed at grippy Devens), by the time Ken and I arrived at the Devens National Tour in June, the car was really good. We finished 1-2 at that event, and but for a cone I would have finished 5th on the PAX factor for the 245 car field but still took 9th on the PAX, only tenths off the factored leader. I was pretty psyched about that.

But then something strange happened. Ken was away when I returned to Seneca Army Depot (SeAD) in mid-July for a test and tune. I needed to scrub in new tires and wanted some seat time. It’s important to know that in late ’07 Hoosier had changed

over from their trusty R25A tires to a new compound and the tires were designated R25B. The front tire construction is also slightly different (somewhat stiffer and more responsive). But I hadn't run on them until this test and tune. The plan was to take about 3 runs on the new tires to scrub them in and then switch over to the used R25A's for the seat time.

Scrubbing runs are usually taken at about 90 to 95% pace and that's what I was trying to do. But the car was all over the place with dastardly oversteer. I even spun the car which I'd never done before during scrub-in runs. When I switched back to the R25A's, the car was fine.

This strange experience stayed on my mind during the following week. Returning to SeAD for the Finger Lakes Pro Solo, we once again mounted up the new R25B's but started out with some sway bar adjustments to allow for the oversteer of the new tires. Although the deadly oversteer of the prior week didn't strike, the car felt off key, vague. I didn't feel comfortable. I had the feeling I couldn't be sure of what speed to go through fast corners and offsets.

Ken finished the event ahead of me in the combined Modified class (run on an index) but we both were outrun by a young guy in a F440 F Mod car. Brian Ciarlei turned out to be a lot of fun to be around, very fast, and would end up being the '08 FM National Champ.

A couple of weeks later, we ran the Northeast Divisional Championships, hosted by MoHud. It was a great event. But the car was terrible with wicked oversteer. During the two days of the event, we never took a run with the car in the same configuration as the run before. We changed all the bar settings, the ride height, toe, bump, and more. By the end of the weekend all we had accomplished was to counter the oversteer with some new understeer. The car was sort of balanced but slower than if we had just dealt with the oversteer. You may ask, "then why DIDN'T you just settle for an





Jim takes it out on the car at the Divisionals.

oversteering car?” Because we are trying to learn how to correct handling issues on the fly so that we can compete in a car that is as well set up as possible. Come September, this philosophy and practice would yield big dividends.

Was the problem caused by the new Hoosier compound? It wasn't until the end of the first day of Divs that I got around to checking relative hardness of the front vs rear tires. The tire durometer revealed that the fronts were quite a bit

softer than the rears. But was the car loose because of the rear tires being harder than the fronts? Or were the rear tires harder than the fronts because the car was loose and cooking them? Hoosier told me that abusing the rears in so short of a time was unlikely.

I decided to change the rear springs, softening them by 50 pounds/inch. In '07, going stiffer by 50 pounds resulted in making the car brilliant. But all the current oversteer had to be dealt with. Then (and I say this with embarrassment) I looked over my event notes for the season and was reminded that before heading to the Divisionals I had softened the rebound settings on the shocks, trying to fix the vague feeling and thinking that the more slippery SeAD asphalt required less rebound. THAT could be it!

But wait! The car was loose during the R25B scrubbing in and wasn't right at the Pro. Yeah, it was worse at the Divisionals due to incorrect shock adjustments, but that didn't explain the earlier problems.

I was running out of time to figure this out. With an Adirondack family vacation coming up, there was only the September 6th MoHud test and tune at SeAD on my schedule before leaving for Kansas. So although the August 17th NER event at Devens wasn't planned, now I had to make sure that everything was OK. I obtained a new pair of rear R25B's and set the car up according to the Devens Tour notes (except for the softer rear springs). Ken was on his own vacation and so Tom Hansen agreed to co-drive with me. At the event site, we mounted up the new rears. Durometer checks showed these rears were softer than the older R25B rears, as they should, being newer. But they still weren't as soft as the front tires which now had several events on them!

At any rate, it was a beautiful day at Devens. Tom went out first and I watched with great anticipation, expecting to see a huge, ugly, smokey spin. But Tom came

across the line in good form and as he drove past me to return to grid he gave me a big thumbs up. Climbing out of the car he told me it was great. "We'll see", I thought, still not quite believing it. But Tom was right. The car was wonderful once again. Even better was that when we mounted up the original rear tires for the afternoon runs the car was still fast ... not quite as confidence inspiring but still quick enough to



Jim and Ken relax back in Delmar after their trip.

make some small improvements in times that allowed me to finish a very close second place on the PAX index out of about 135 cars. Now THAT was a relaxed tow home. Many thanks to Tom for his analytical help.

I later wondered how the car could have still handled reasonably well that day even with the older rears on the car. Sure, it made sense that the car felt better with the new rears and better shock adjustments. But why did it work OK with the old rears mounted up? Oh, of course! It was because of the softer rear springs. Still, what an

abrupt change that first set of new R25B's brought about! Here's the answer I've come up with: I detailed the problems to a Hoosier engineer and he described to me that compounding is more an art than a science. Combine that statement with my recorded durometer readings showing that the 3-event old fronts were softer than the brand new rears. My theory? That first set of R25B's included front tires that were soft to the point of being outliers of what is



Rainbow over the SeAD at the Divisionals.



Course workers make the quick corrections.

acceptable. And the rear tires were hard to the point of being outliers. That combination caused the wicked oversteer. Anyway, that's all I've got.

Next came the September 6th test and tune where Ken and I tweaked the car on the less grippy surface and discovered that although a bit less rebound was called for than at Devens, it was subtle as compared to the bigger shock changes I'd made prior to the Pro Solo.

We also experienced an interesting phenomenon in a long, fast slalom. Experimenting with less bump adjustment for the rear shocks, the car got twitchy in that slalom. It would grip/slip/grip at each cone. And since this was a 50 mph slalom, it happened pretty fast. When we increased the bump again, the twitch went away. Although you can reduce oversteer in a slalom by reducing rear bump, in this case we were underdamped and the spring needed a little more damping for better control.

And so on a Friday morning, Ken and I departed Delmar bound for Topeka. One thing not yet mentioned in this article is that after 10 years of towing with my trusty '92 Buick Roadmaster, it had become too expensive to maintain in the state of tune I needed for confidence on long tows. So in the spring I purchased a two year old 8 cylinder Savana van. There was lots of room for all sorts of crap in the back, and I had an inflatable cushion that I used on a few overnights. Heading out to Kansas in the Savana was quite the luxury. Being stronger than the Buick, there was less downshifting. And being taller than the trailer, there was less aero blockage. Those factors combined to increase my fuel mileage from the Buick's 9-10 mpg to the Savana's 14 mpg. But the Buick handled better and served me well and it will be missed for that.

About half way through Missouri on I70 we encountered a hard rainfall. Over the next 30 miles we noted about a dozen cars wrecked into the center median catch fencing. Ken and I could not figure it out. These were all single car crashes and, OK, it was raining, sometimes hard. But we'd never seen carnage like this even through snow storms. It reminded me of the aftermath of a Spec Miata race!

We arrived at HPT in Topeka on Saturday, mid-afternoon. As usual, the best paddock spots were already reserved, even though less than half of those spots

actually had someone parked in them. We did score a spot close to grid but it was in a grassy area and it had been raining hard. As we pulled into the grass I was glad that the van was AWD but the trailer sank into the muck where it would remain for a week.

That night we went to a parts store and while checking out I described the scene of all the wrecked cars on I70 to the young counter guy. He looked at me and asked, "where was this again?" "On I70 in Missouri", I said again. "Oh", he said dismissively. "They're all idiots", and went back to processing my order. Ken and I laughed and the kid said he wasn't joking. "Them folks have one speed: FAST, and they don't slow down for NOTHIN' until they hit something. If you're in Missouri and you see someone comin' up on ya fast, MOVE OVER! They hit my buddy from behind and he was doin' 75." Well OK then ... phenomenon explained.



Both cones wiggled but none went down.

Sunday's test and tune was cool, windy, and lacked any sunshine. The car did not feel good. It pushed. It oversteered. We had four runs apiece to figure this out and had already burned up a few of them just making sure the problem wasn't due to cold tires.



Course watching was the next best thing.



Course worker has a very busy day(s).

Given that the car was both loose and tight, it had to be at least two different problems. I increased toe-in at the rear and that helped with the oversteer a lot. But the day ended and we still had push. With oversteer, this car can still be made to go reasonably fast (not as fast as possible, but not too bad). But push means that every time you turn the steering wheel the front tires are scrubbing more than otherwise and the car is going slower than it would otherwise go. And it's tough to make apexes. And slaloms. Push is the devil. Push hates America.

By 4 pm that day, the sun had finally come out. So we pulled it onto the asphalt roadway in front of the trailer, measured ride height and then re-installed the stiffer springs. Then we set ride height back to the original measurement. We wouldn't be able to test it prior to Nationals competition but I was confident I'd made the right move.

Monday, as usual, was course walking day. It was sunny and warm and would remain that way for the rest of the week. The courses at HPT are shorter than all previous Nationals sites because the competition surface is relatively small. The one good thing about this is that it makes course walking easier. Instead of 3/4 mile courses, these are more like 1/2 mile. You get more walk throughs for the buck! I had to take 2 hours out of the day for a chiefs meeting. This year I volunteered to be a chief of course on my off days (Tuesday & Wednesday). The meeting focused on what was expected of each of us, anticipation of problem issues and, for us course chiefs, setting up the audit sheets for each corner station. But I was still able to get my share of walk throughs that day. Pretty much.

Since there were less course chiefs than usual this year, we all had to pull extra duty. On Tuesday I worked 4 out of the 5 heats on my course. That included a lot of running because sometimes the course worker to timing radio chatter was so hot I couldn't get messages through to the course stations. So I'd run out to the stations to swap radio batteries, bring extra audit sheets to the stations, inform stations they were filling the sheets out improperly, etc. By the end of the day I was beat. I got into bed at

8:30 pm and fell asleep instantly.

Wednesday was a bit better because I only worked 3 of the 5 heats. Big thanks go to Ken for the freshly grilled burgers and corn on the cob he had ready when I'd stagger in for lunch. Joe Gonzalez (BM LeGrand from Finger Lakes Region) was our paddock neighbor and we sat with him under his awning and chatted with passers-by and friends on a nice, sunny day. It was sweet.

On Wednesday, my work was completed in time for me to watch heat 5 over on the East course. Ken and I were particularly interested in an area near station 4 and so we hiked out to watch cars negotiate "the mess", as Ken had named it. I've included photos of this area. It's a very fast, very tight, very pylon-intensive section. You HAVE to go fast through here to record a fast time on course. I kept insisting there was no way to get through flat out. And to make matters worse, I wondered if there'd be enough room even if I lifted. We watched for an hour or more and during that time the most consecutive cars to make it through with no cones was 8! Of course, one of the classes we were watching was C Prepared. Huge. Powerful. Wide. Not exactly surgical driving. Nevertheless, the "mess" was daunting.

Look for the conclusion to Jim's article in next month's newsletter.



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Monthly Membership Report 10/22/2008

Please welcome these new members to the region.

<u>Name</u>	<u>Joined</u>	<u>City</u>	<u>State</u>	<u>Comm.</u>
Jonathan Gerksen	10/07/08	Northville	NY	(518) 577-3413 (H)
Cliff Hebert	10/13/08	Schenectady	NY	(518) 356-0341 (H) cwhebert@princetowncable.com

There were 2 records printed.

Interests report

Solo

Cliff Hebert	Schenectady NY	(518) 356-0341 (H)
		cwhebert@princetowncable.com

There was 1 record printed.

Anniversary Report

<u>Name</u>	<u>Joined on</u>	<u>Year</u>
	November	
Dominic Karl	11/10/03	5.
Robert Karl	11/10/03	5.
Robert Karl Jr	11/10/03	5.

There were 3 records printed.

There are 372 members in the region.

NOTICE!!

*Look for information on the
MoHud Christmas Party on our website at:*

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

**Date, time and the whereabouts
will be posted there shortly.**

**If you are on the email list you will be sent an
invitation as soon as it is finalized.**

CLASSIFIEDS (members' stuff)

For Sale: 2 complete sets of 5 point competition safety belts.

Excellent condition - just outdated. \$40/set Call Tom Campbell 587-2522.

1987 Taurus Wagon - Free

My beloved 1987 Taurus station wagon/yard shed is going to the recycler.

Hasn't been on the road for about 6 years.

3.0 V-6 push rod engine runs well, leaky exhaust manifold.

Automatic transaxle works fine.

Heater core leaks, was the final straw.

Car body rough, interior smelly.

Electric driver split bench front seat.

Small parts may be removed at my house.

If you want the engine and/or transaxle you need to take the whole car.

Fixable 1995 Mercury Sable wagon LS

Dark green, tan leather interior.

3.8L V-6 has blown head gasket.

Off the road parked in driveway for almost 3 years.

Makes great mail drop-off.

Many new suspension/brake parts prior to demise.

Engine intake removed, exhaust detached from manifolds.

Will need new muffler.

Make an offer.

Clark

Clark W. Nicholls

cwnicholls@aol.com

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