



MoHud loses another great friend

Mary Cameron, our long-time MoHud registrar and race worker, passed away on Nov. 3. She will be dearly missed by all who she had helped over her many, many years serving as registrar for our MoHud race. She is seen here several years ago with Harold, and their dog Gidget, at Watkins Glen. Mary was a avid race car fan mostly for Harold and gave MoHud many years of service. She was truly a friend to both our region and other regions as well.

DECEMBER'S NEWS . . .

★ MoHud's Annual Banquet ★

Sunday, Dec. 7th, 2008

Holiday Inn, Wolf Road, Albany, NY

Cocktails 4pm — Dinner 5pm

See page 14 & 15 for details

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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.

SUBSCRIBE TO THE MO-HUD MAILING LIST:

Go to the MoHud web site (see below), click INFO, click ELECTRONIC MAILING LIST, click LWGATE, click Subscribe to Mo-Hud DIGEST, fill out form, click SUBSCRIBE.

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

ADVERTISING RATES

Type	Size	1 Issue	6 Issues
Full Pg	10x7	\$20.00	\$100.00
Half Pg	5x7	\$15.00	\$75.00
Half Pg	10x3	\$15.00	\$75.00
Qtr Pg	5x3	\$10.00	\$50.00
Bus Crd	3x2	\$5.00	\$25.00

All ads must be prepaid. Noncommercial classified ads run in three (3) consecutive issues and are FREE to MEMBERS

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RE REPORT

Jack Hanifan

November has been a busy month. MoHud hosted the NeDiv MiniCon at the Holiday Inn, Wolf Rd. It was very successful in many ways. 164 SCCA members attended and 36 of them were from MoHud. The National Office was represented by Jeff Dahnert the National Treasurer and Terry Ozment, VP for Club Racing. Jeff made a presentation on the SCCA finances and a presentation on the competition from other organizations, primarily NASA. Jeff pointed out that we are no longer the only game in town and some of the things other organizations are doing is very good and we should not just sit and watch but do some of those things ourselves.

Lunch was also the NARRC Banquet and Tony Leone and Tom Campbell were honored as were the other NARRC Champions. Dave Zaslow of NYR received the Henryk Szamota award. Divisional Solo and Rally awards were also presented. MoHud received the Grant Reynolds Trophy for our participation at the NeDiv Solo Championships.

Diner included the Club Racing awards and among others Jeremy Treadway was honored at the Divisional Champion in Formula Ford.

The MoHud Annual Banquet is scheduled for Sunday December 7th, information elsewhere in the KO.

I would like to take this opportunity to thank Roly Heacox and Geoff Stim for their service on the Board of Directors.

COMPETITION CORNER...

Jack Hanifan, Chairman

Last call for MoHud Regional Championship points. Everyone who sends in their results will receive a T-shirt courtesy of our sponsors. The point system is in last month's KO. Send your results to me at JackHanifan@hotmail.com

If you attended the Mini Convention you know that starting January 1st, the Toyo **R888 tire is required for SM in both Regional and National Races**. Please email both the Club Racing board and your Director (John Sheridan) telling them you would like to see the RA1 tire grandfathered through 2009 for Regional Racing..

Reminder read Fastrack to see any updates which might affect your class.

Will you need new belts for 2009? Stewards have been advised that they should not give Safety related waivers for any reason, so make sure your car is compliant.

Mo-Hud Region Membership Report for December 2008

New Members From: 10/07/08 to: 11/18/08.

Please welcome these new members to the region.

<u>Name</u>	<u>Joined</u>	<u>City</u>	<u>State</u>	<u>Comm.</u>
Chip Corah	29/08	Glenville	NY	(518)399-8586(H) chipcorah@yahoo.com
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
Dick Hebert	10/31/08	Schenectady	NY	(518)356-5319(H) rhebert60@nycap.rr.com
Michael Patrick Waterhouse	11/15/08	Clifton Park	NY	518)810-8831(H) waterhmp@hotmail.com

New Member Interests

Club Racing

Michael Patrick Waterhouse	Clifton Park	NY	518)810-8831(H) waterhmp@hotmail.com
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Rally

Michael Patrick Waterhouse	Clifton Park	NY	518)810-8831(H) waterhmp@hotmail.com
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Solo

Chip Corah	Glenville	NY	(518)399-8586(H) chipcorah@yahoo.com
Cliff Hebert	Schenectady	NY	(518)356-0341(H) cwhebert@princetowncable.com
Dick Hebert	Schenectady	NY	(518)356-5319(H) rhebert60@nycap.rr.com
Michael Patrick Waterhouse	Clifton Park	NY	(518)810-8831(H) waterhmp@hotmail.com

Significant Anniversaries for November 2008

<u>Name</u>	<u>Joined</u>	<u>Years</u>
	December	
David Burnham	12/15/98	10

There are 372 members in the region representing no change from last month.

Mo-Hud seems to not be quite as "grey" as it would seem. Look for a demographic analysis of the region soon.

Mo-Hud Webmaster Report for December 2008

The final solo results have been posted to the web site. Jim Garry gave a presentation at the NEDIV Minicon. Missed it, see Jim's article on the web. It seems that there were lots of broken links on the "Links" page. Unless I missed one, they all now seem to be working. Some had to be deleted as the web sites they pointed to have disappeared. Our message board is going strong with a total of 8,484 posts by 167 registered members. If you want the very latest info or wish to discuss anything related to the region, motor sports or any related topic, visit the board and register. It's informative and fun.

See you at the banquet.

Dave Wachtel

Membership Char/Webmaster

SOLO Report by Russ Burckhard

December Report

We held our last event of the year at Clifton Park Center on October 19th. First off all, I want to thank Brendan Ricci for making the initial contact and leading me to the proper people at the Center to get the event setup. Jeff Townsend from Clifton Park Center, was excited to have us hold an event at his facility. He placed an ad in the local paper and placed fliers throughout the mall. He led me to the proper people at the Town of Clifton Park to get the needed permits from the Town Board. He even showed up at the event and took pictures to post on their website. <http://www.shopcpc.com/inthenews.htm> Another big Thank You goes out to the Clifton Park Halfmoon Rescue Squad that spent the day watching the event at the request of the Center. If anything had gone wrong, they were right there to assist.

The event went very well; the only downer was that we only had 27 entrants. On the upside, we had 8 runs each then opened it up for some fun runs. The lot we used was small, but the pavement is in great shape. We were able to use other lots for Paddock and Grid allowing us to use the lot to the maximum. Bert set up a great course considering what we had to work with. Andy Furlong set the fastest time of the day with a 20.7.

Now that the season is over, the Solo Advisory Committee voted on the year end trophies. Congratulations to the winners and also to the nominees that did not win. We had a couple close battles and the winners are... to be announced at the Banquet. Hope to see you all there.

Your director, John Sheridan reports
FROM NATIONAL SCCA

For Immediate Release

FOR IMMEDIATE RELEASE

2008 SCCA Board Election Results In

TOPEKA, Kan. (Nov. 17, 2008) –Sports Car Club of America, Inc. announced the results for the four Areas holding elections this month, with three new members joining the Board of Directors and one current Director running unopposed.

Robin Langlotz, of Orlando, Fla., won the Area Three election, and will take the seat held the last three years by K.P. Jones, who chose not to seek re-election. Similarly, Marcus Merideth, of Westland, Mich., won the Area Four election to occupy the position held by Larry Dent, who also chose not to seek re-election.

Michael Lewis, of Poway, Calif., ran unopposed in Area 11 to take the seat being vacated by Andy Porterfield, who reached his two-term limit. Current Area 9 representative, and 2007-2008 Board Chairman, R.J. Gordy ran unopposed and will serve his second three-year term.

This is the first time on the Board for all three newly-elected members.

The new Board members will join the outgoing members at the Board meeting Dec. 4 - 6 before taking over their posts full time beginning in 2009.

The SCCA, Inc. Board of Directors is comprised of 13 individuals voted on by the SCCA members of their particular Area. Areas are a collection of SCCA Regions nationwide.

2009 SCCA Board of Directors Election Results:

Area 3 (Southeast/Florida)

Lee Hill - 342

Robin Langlotz - 549

Bob Ricker - 345

Area 4 (Great Lakes)

Steve Harris - 558

John LaRue - 449

Marcus Merideth - 634

Continued from last month...

2008 Solo Season and National Championships

By Jim Garry

Jim in car at test and tune.



And so after being in Topeka for what seemed like weeks, we finally were going to have our turns at the courses. Thursday was another bright, warm day. We were running in heat 4 and I would have liked to stay in bed longer but Ken had to work heat 2. I was still tired from the previous two days and made sure I paced myself. I hung out under the awning, pedaled my bike slowly to watch some runs, went back to the awning. Finally, it was time to run. We started on the West course, Roger Johnson's swoopy creation

featuring a fast, nearly 270 degree loop. Here's a URL with the course maps: http://i258.photobucket.com/albums/hh244/floyo_sts/2008_races/DSC00638.jpg

One thing to keep in mind about the grid area at HPT is that it is very remote from the course. You cannot see or hear what is going on from grid. This, along with the low grip and small size of the course area is a major reason for the need to leave HPT. For a humorous but instructive look of the long trip from grid to course and back, please go to the following URL: <http://www.youtube.com/watch?v=uJ-7GHkMgA>

After Ken's first run I was sitting in the car waiting to be sent on the long journey to the start line and did my usual visualizing of the course. But I couldn't focus on my plan of attack. I felt lost. This was troubling but the grid marshal waved me into the que. Driving along, I continued to try to plan my run but it was not happening. Pulling to the start line I realized all I could do was to drive the route and do the best I could. I briefly wondered if I was still worn out from the previous day's work.

Shockingly, the run put me just under a tenth of a second off the lead. That was the good news. The bad news was that the car was really loose in the opening slalom and it hurt my confidence in the later offsets, including the wiggle just before the finish line where the speed was highest on this course.

So we stiffened the front anti-roll bar by as little as possible. For my second run the sense of feeling lost was gone. Adrenaline was now fueling me. The run was faster by just

Rear of car at test and tune, rear bodywork off.



a little but dropped me to 5th place as everyone went much faster. Ken was two tiny ticks (0.002) ahead of me in fourth. But the car, still oversteering in transitions, now had push in the tighter stuff.

“What do to”, I wondered. “OK, put the anti-roll bar back to where it was, that wasn’t the problem. Think. There’s only a few minutes before Ken goes out again.” I realized that since the car was loose in transitions but good in the sweepers it had

to be the shock settings. “Why didn’t that come to me earlier?” The answer to calming the oversteer in the slaloms was to stiffen the rear rebound. Not a lot. But 2 clicks ought to do it. I wanted to double check and thought about asking Bill Gendron spectating in the grand stands on the west course. Given the distance between grid and the grandstands (3 minutes by bike), I had to call him. Thank goodness for cell phones. He confirmed that I had the right idea.

Ken’s third run further confirmed that the shock change was correct. He was now in second place, less than a tenth behind the leader! I strapped into the car and took the long ride to the start line. As I waited at the start, I noticed oil on the track just a few feet away and was going to say something but the starter gave me the go signal. “Ah what the heck”, I thought. “The oil is between where I’m going to put my tires anyway”. I gassed it.

The run was faster, but not by a heck of a lot. And for that last run I had decided to upshift to 3rd gear near the finish right just before that high speed wiggle. But as I approached it I just didn’t have the faith in the car to take my hands off the steering wheel. The previous runs had been a bit wild through here, I was going faster (having learned the course), and despite what Ken had told me about the car being stable on his last run, the trust wasn’t there. About 60’ from the finish line I hit the rev limiter; the car stopped accelerating. I figured that was worth 0.2 second, and later examination of the DL1 data proved it.

Thursday ended with the top four separated by 0.176 second. I was in fifth place about 0.35 behind the leader with a few people close on my heels. So I really could have used those extra two tenths.

We did the usual watching and walking on Thursday afternoon into evening. We ate another cook-out at the track for dinner to save time and money and walked some more until it got dark. The rising moon came up over “the mess” and it was a pretty sight, though still daunting. [Lisa, please put the photo of the “mess” and the moon here if you can.]

That night I decided I'd be aggressive the next day. Rather than being conservative and maybe getting a trophy but not going as fast as I could, it seemed better to try hard even at the risk of finishing out of the trophies due to pylon damage. I told Ken it was like what Worf the Klingon from Star Trek said before going into battle: “It's a good day to die!” Well, if I messed up it wouldn't be a literal death, only a figurative one thankfully.

On Friday, Karen Babb's East Course presented a new challenge. The transition-intensive course resulted in trouble for many drivers. I was the only driver to break into the 37s on first runs but I hit the second from last cone on course. At least “the mess” didn't turn out to be an issue. You had to be precise, yes. But flat out was accomplished without heroism.

As I had promised myself, I decided to stay aggressive on my next run. Ah but the unconscious has so much control over us! Despite my self promise I slowed down by four tenths to a 38.2. I knew as I crossed the finish line that the run wasn't as good. But it was clean. It put me into 3rd, back into the trophies but 0.8 behind the leader on the two day combined times.

Other drivers had turned some good times. There were some low 37s from several drivers on their 2nd and 3rd runs. That included Ken who on his 3rd run turned a nifty 37.5, just off top time of the day for C Mod. This catapulted him into first place overall where he would remain throughout the 3rd runs as I readied myself for the last C Mod run of the day.



The Citation amid wildflowers at the Divisionals

By this time, not only had Ken passed me, but so had one other driver. I now lay in 5th with a combined time of 78.4, one second behind Ken. As I made the long drive to the start line I really wasn't thinking of anything. I waved to a few friends who were working as "traffic cops", directing the grid traffic and cross traffic, and stayed alert for stray people in grid who would suddenly dart out into traffic.

I neared the start and got my helmet scanned. Pulled up to the line. Wasn't thinking anything. Unlike the day before, my mind was clear. Looking back, I realize it was a good feeling. Clean.

Getting the signal to go, I charged off the line, doing my best to stay aggressive. Later, on the drive home, the DL1 data showed that I drove the long 7 cone slalom the slowest of my 3 runs. But I was fast elsewhere. Especially at the finish where I had earlier hit the cone. Slowing after the finish lights, it felt like I had turned a good run; not great, but very good. Was it good enough?

The timing display facing the drivers at the finish was broken. The crowd at the finish was thin, being 4th heat on the last day. No one was showing any emotion. Maybe it wasn't enough. I spotted old friend Craig Carr who I have known since 1980 when I autocrossed in the western PA, eastern Ohio area. Earlier we had exchanged hand signals to confirm that I had hit that one cone on my first run. This time he was holding his fists above his shoulders, ear level. But I still wasn't sure. I got the timing slip from the post-finish-line worker. It showed a 37.0! "That's a good time", I thought and let out a long, high whoop inside my helmet. But I still wasn't quite sure.

Turning into the line to get weighed, I banged the



Walking the mess



Rear of car at test and tune, rear bodywork off.

steering wheel and let out another whoop. Pulled into the tech building, engine off, coasted onto the scales. Well over minimum weight, I restarted the engine and as I exited the building Ken came running up. “Did I win?”, I shouted over the engine noise. “YES!”, he yelled back, with a big grin and he gave me a hand slap. Another celebratory whoop

from me. And as I turned into traffic again, there was Craig Carr. Huge smile, warm handshake. Driving back to grid I was looking for others I knew to share the news with. No one. Finally, there was Alan and Denise Kugler. I pulled up and shouted, “I won!” Another round of big smiles and handshakes.

Pulling into grid (which now served as Impound) I felt bad that I had demoted my friend to 2nd place. But not THAT bad! It was a fair battle. Ken gave me a big hug and smile.

So after requiring 23 years to earn my 2nd championship in 2007, the 3rd one came right after the second one. The world is full of surprises. I’m proud of having endured and kept working hard. I’m a bit embarrassed that it took me so long to figure the car out, but what the heck!

Someone asked me what events stood out most about the week’s effort. Well, there are three things. One was making the right changes to the car setup after arriving in Topeka, something I historically had been very bad at (proving it by a decade of poor finishes in C Mod). But over the past two years I seem to have been making good decisions, finally understanding what the car wants. Having good shock valving is a big help and I continue to thank Gary Godula for that. Another highlight was coming from behind and driving fast enough on my last run to move into first. I can’t recall doing that at an important event before. In prior wins at Nationals and Tours the situation was that my third run was unnecessary. So that was really a thrill and it’ll be a great memory. And finally a highlight

that goes beyond the competition aspect was my work as one of the Chiefs of Course on Tuesday and Wednesday. The long days were tiring but rewarding. And the inside look at how the event is administered is really eye opening. A relatively small group of people really bust their butts for the week to put on a great event, even if the Heartland Park pad and grid aren't well suited to an event of this size and stature. From the event chair to chief stewards; operating stewards; chiefs of grid, safety, radio, timing & scoring, & information; course designers; and all the rest, it's pretty amazing to watch people work so hard on their vacation.

I'm already looking forward to next season and hoping to further improve my driving and having fun. How well I'll do is not an issue. All I ever wanted was to drive a good handling car and be "in the hunt". And barring a mechanical issue or cone problem, I believe that's where I'll be. The exact finishing position is a crap shoot. But I'll be competitive and having fun and that's what it's all about.



Photo of Jim from Gotgone.com

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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Mohawk-Hudson SCCA

Annual Awards Banquet



The MoHud Annual Banquet will be held



Sunday December 7th

**at the Holiday Inn Wolf Rd
Albany, NY**



Cost is \$35 per person

Cocktails — 4pm Dinner — 5pm

Meal Choices are:

Beef — Prime Rib of Beef- served au-jus with Baked Potato.

Fish — Char grilled Salmon – marinated with fresh herbs and brushed with Maitre d' hotel butter and served with wild mushroom risotto croquette.

Chicken — Chicken with Proscuitto and Fontina – Pan fried chicken breast with thin slices of proscuitto ham and melted fontina cheese served with fettuccine and a creamy garlic sauce.

Vegetarian — Chef's Choice.

LOOK AT THIS!



Send reservations to: Jack Hanifan, 39 Ramsey Place Albany, NY 12208

Indicate your choice of: Beef, Fish, Chicken or Vegetarian.

The count on meals must be given to the hotel on December 3rd

You can reply by Email to JackHanifan@hotmail.com or call Jack's cell 518.424.5597

If you desire to stay overnight, a block of rooms has been reserved at the rate of \$79.00, just call 1-800-HOLIDAY mention Sports Car Club of America.



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If you have photos (old or new)
 you'd like to show everyone
 at the banquet, please send them
 to Geoff Stim at his email address:

mohudsec@gmail.com

Geoff is preparing a video display for
 everyone to enjoy that evening.

Thanks Geoff!