



A Keene Idea

by Greg Rickes
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LATEST SOLO NEWS

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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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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
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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**

August report from Jack Hanifan

Racing

Northern New Jersey Region was very happy with the way we ran the race and has proposed next year we have the same arrangement with them for both a race at Lime Rock and a double regional at Pocono. This will be discussed at our next board meeting and the September membership meeting. If you have an opinion, please attend.

August Activities

Pete Smith and Dick Stewart have set up Go-Kart night at the East Greenbush Funplex and the Golf outing at Burden lake Country Club on the 4th and 12th of August respectively. The Region will supply free Pizza at the Funplex and everyone is invited to the Golf outing. Even if you have never played before, let Pete know and we will find you clubs. This is a fun event golf talent is not needed.

SCCA Family

Yes, SCCA is a family. This past weekend at the Glen Region, July Sprints this was demonstrated in two very different ways. BK Karl was involved in a 1st lap crash and was transported to the hospital, for observations and a cat scan. Adam Figarsky "stole" a car and made sure Mary and Colleen got to the hospital. The rest of the Figarsky clan helped Bob Jr. load up the cars. BK was visited by at least six other members of the region. Happy to report that BK is fine and was at work on Monday. In another situation which happens more frequently at the track, a race car (mine) was involved in an incident causing it to be towed back to our garage. Within a few minutes, Charlie and Tom Campbell, Pete Smith, Wayne Yetto and the Sheridan's were hard at work repairing it. We were soon joined by Mike and Marc Cefalo from Planet Miata. In two hours the car was ready to race again. Thanks again to all, especially Mike Cefalo who I managed to pass on the last lap of our race.

COMPETITION REPORT

August Competition Report

July was a busy month for racers with a Double Regional at NHMS and a Double National at the Glen on the same weekend. This was followed by the July Sprints at the Glen two weeks later.

NHMS-Double Regional 7/10-11/2010

FV – Saturday- Dick Stewart finished 5th and Ron Bass was 13th.
Sunday – Dick Stewart 2nd, Ron Bass 2nd. Ron Bass 8th, Dick Stewart 16th

ITA – Saturday-Brian Blizzard –3rd
Sunday- **Brian Blizzard** 1st and 12th. Demetrius Mossaidis 10th and 13th.

FC – Saturday- Hilton Tallman 2nd – Sunday – two 2nd places

Glen Double National 7/10-11/2010

SM – Saturday –Charlie Campbell 5th, Alan Lendrum 11th, Jared Lendrum 14th,
Walt Ryan 40th. David Lendrum dnf.

Sunday- Charlie Campbell 5th, Alan Lendrum 11th, Jared Lendrum 18th, Walt Ryan 39th.

CONTINUED ON NEXT PAGE

COMPETITION REPORT

continued

STU – Saturday – Ken Lendrum 17th, John Sheridan 18th
 Sunday – Ken Lendrum 5th, John Sheridan 13th.

FP – Sunday- Tom Campbell- 3rd.

FF – Saturday- **Jeremy Treadway- 1st**
 Sunday - **Jeremy Treadway – 1st**

SRF – Saturday- Jeff Lehner 3rd, Pat Stringer 9th, Doug Garrison 15th
 Sunday- **Jeff Lehner 1st**, Pat Stringer 11th, Doug Garrison 17th.

July Sprints at the Glen

SSM –Saturday- Jim Sheridan 6th, TJ Hanifan 10th, Pete Smith dnf.
 Sunday- **Jim Sheridan 1st**, Pete Smith 2nd, TJ Hanifan dnf

HRG –Saturday- Scott Stickle- 2nd, Mitch Mare 2nd,
 Sunday- **Mitch Mare 1st**, **Scott Stickle 1st**, Kim Graff-4th

STU – Saturday- **Ken Lendrum- 1st**
 Sunday- **Ken Lendrum 1st**

ITR – Saturday- Fred Fox 6th
 Sunday – Fred Fox 3rd

ITA – Saturday- Gene Tricozzi 6th, Wayne Yetto 16th
 Sunday- Gene Tricozzi 6th, Wayne Yetto 17th

FC – Saturday- Hilton Tallman 3rd, Steven Dweck 4th.
 Sunday- Hilton Tallman 2nd, Steven Dweck 4th

FP – Saturday- **Tom Campbell 1st**, Jack Hanifan 2nd.
 Sunday- **Tom Campbell 1st**, Jack Hanifan 2nd

SM – Saturday-Charlie Campbell 2nd, David Lendrum 5th, Bob Karl Jr. 6th, Jared Lendrum 7th,
 Alan Lendrum 8th,Walt Ryan dnf.
 Sunday - Charlie Campbell 2nd, David Lendrum 3rd, Adam Figarsky 9th, (listed as NER)
 Walt Ryan 21st, Alan Lendrum 23rd.

Pro IT Race

David Lendrum 2nd SM, Fred Fox 5th ITR, Anthony Kalkandis 7th ITR, Charlie Campbell 12th SM, Jared Lendrum 15th SM, Alan Lendrum 16th SM.

Pocono

Tri-Region has a full schedule with the National Race, an Enduro and a race for Miatas and friends. Check it out on the NESCCA website, they are offering discounts for multiple entries.



REMINDER!!

Wed. Aug. 4th Go-karts!

6 PM

\$2.50 per ride

F U N P L E X F U N P A R K

589 Columbia Turnpike, East Greenbush

518-477-2651

<http://www.funplexfunpark.com/>



MoHud's 7th Annual

GOLF OUTING

Burden Lake Golf Course

Thursday, August 12th, 2009

Tee Time: 2 PM

Cost is \$33 per person

includes golf cart, food and the traditional awards ceremony which is no more than a nice pat on the back from Activities Director Pete Smith.

You do not have to be a good golfer to play.

Come and enjoy a day with friends and get a few swings in besides.

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dsmith3@nycap.rr.com

Dick Stewart
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518-209-6968 C
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Racing Recovery – SCCA’s Increased Participation Shows Positive Trend

TOPEKA, Kan. (July 22, 2010) – Just two days after opening on July 20, the SCCA National Championship Runoffs entry list shows exactly 401 entries. That, coupled with an increase of 13 cars over 2009 regular season event averages, signifies that the pendulum may have shifted for the Club that felt the negative effects of the economy over the last two years.

“We have not completely rebounded, but we’re making progress back toward the levels of five years ago,” SCCA President and CEO Jeff Dahnert said.

Dahnert knows that registration procedural changes may have produced more of a land rush in Runoffs entries than previous years, providing the highest two-day entry total in the event’s history, but said the Club expects an overall increase in attendance for its crown jewel road racing event, held September 20-26 at Road America.

“Runoffs attendance hit an all-time high point in 2004, eclipsing 700,” Dahnert said. “It held steady for 2005 and 2006, but dropped off in 2007 and 2008. Last year, we saw nearly a 20 percent jump with the move to Road America and expect the number of racers to approach 650 this year.”

While more participants generally translates into more competition for racers and fans alike at the Runoffs, Dahnert is most pleased about the increase in entries during the 70-odd SafeRacer SCCA National Racing Series events during the regular season.

“We’ve gone from averaging 125 cars to 138 cars from 2009 to 2010, which is a great increase and a sign that both the economy and participant satisfaction is on the rebound,” Dahnert added. “We’re an organization based on participation weekend-to-weekend, not just at the year-end Championship events.

“Additionally, we’ve seen an increase in our Tire Rack National Solo program event attendance and our overall number of members. The increase in members is not substantial, but since the beginning of the year it is consistently headed in the right direction after 18-24 months of decline due to the economy.”

Dahnert said that while the improving economy is a factor in the rebound, the organization continues to look at its programs and to promote more opportunities for motorsports participation.

“Whether they are racing toward a Championship or just for fun, flagging, organizing or overseeing an event, SCCA exists to provide our members with the vehicle to create lasting experiences.”



RallyCross National Championship Still Accepting Entries

TOPEKA, Kan. (July 21, 2010) – Registration continues for the 2010 RallyCross National Championship, to be held August 20-22 in Fountain, Colo. The fourth-year event will be held just 25 minutes south of Colorado Springs for the second consecutive year, promising an improved layout and bigger challenges for drivers.

As in 2009, the U.S. Truck Driving School is the host site to the event, nearly in the shadow of Pikes Peak alongside the Front Range of the Rocky Mountains. The site is a popular location for RallyCross within the Colorado Region.

New for the 2010 event, the course will include one longer, faster circuit than a year ago, when the course was broken into two segments. Participants will also run in three different groups, instead of four, divided into Stock, Modified and Prepared categories.

“We’ve learned from last year’s event, and feel like our changes this year will make the RallyCross National Championships bigger, better and more fun,” event chairman Ken Cashion said. “We built the faster course because of our ability to be more efficient in keeping the event on schedule, which is something our competitors have asked for.

“Being able to divide the sessions into three run groups also allows a break throughout the day, as competitors will drive during their group, work during the following group’s runs, and then have a run group for a break. It’s win-win for all participants.”

While the Fountain layout has been a staple of the Colorado Region’s programs for years, this year’s event will include influence from outside of the region. Matt Dahn, from the Detroit Region, will design the August layout.

The third weekend in August has been a traditional date on the Colorado Region’s RallyCross calendar, including for the past five years.



“We moved the event from October because we know this weekend, historically, should give us more predictable weather,” Cashion said. “But we do expect it to be hotter than it was a year ago. The sun can be intense during the day, and we ask competitors to be prepared for it.”

Online registration for the 2010 RallyCross National Championship is available at www.scca.com by clicking on the green “Rally” tab at the top of the page and then selecting “RallyCross National Championship” from the left-hand menu. A link to online registration is available from the the event page, as well as a PDF entry form to download should entrants prefer to mail or fax their form.



Contingency Programs for 2010 Solo Nationals Released

TOPEKA, Kan. (July 23, 2010) – With the Tire Rack® SCCA Solo National Championships at the Lincoln (Neb.) Airpark, just around the corner, Sports Car Club of America has released a full line-up of contingency sponsors to support participants.

More than \$780,360 in cash and prizes is up for grabs at the Championship event, held Sept. 7-10.—

Four automobile manufacturers have put together programs that reward top finishers in the National Championship event. All offer cash prizes for competitors who run their cars, led by Volkswagen, who pays \$1,000 for each National Champion in a VW, and \$500 and \$250, respectively, for the other podium positions. Mazda (\$800/\$400/\$200) and Honda (\$500/\$300/\$100) each pay out prizes for podium finishers, while Toyota matches Volkswagen's payout to a National Champion.

Six tire manufacturers are participating in the Nationals program. Bridgestone, Toyo and Yokohama are each supporting the Street Touring® Category with cash prizes for the top three finishers in class. The Bridgestone program offers \$2,000 for a National Championship, with a \$1,000 prize to runner-up and \$500 for third place. Toyo and Yokohama offer identical \$1,000 prizes to winners, with \$750 going to second place and \$500 to third place finishers.

Hoosier, Kumho and Hankook each offer product prizes for the classes they support. Hoosier and Kuhmo offer four tires to those who win on their products, two for a second-place finish, and one free tire to third place. Hankook offers a similar program to A Stock competitors, offering \$450 in product credit for a win, progressing to \$300 and \$225 for the other podium positions.

Competitors can also earn cash and merchandise based on the mechanical workings of their cars at the Solo National Championship. AST Suspension offers a \$1000 product credit to qualifying cars who win, with \$250 for a runner-up and \$100 credit for fifth-place finishers. Quaife USA offers product certificates toward a limited slip differential for first, third and fifth-place finishers and two raffles during the Championship for additional certificates. Competition Clutch is presenting cash awards of \$200 and \$150 to the top two places in each of their eligible classes.

Race-Keeper and Race Technology USA each support competitors with their video and data acquisition packages. Race-Keeper offers cash and product certificates for podium finishers (\$250 for the winner, \$150 product credit for a podium) who participate in the program with their video/data logger systems. Race Technology USA offers significant discounts on the DL1, DL2 or AX22 system and accessories for top three finishers in all classes who choose to participate.

Grassroots Motorsports Magazine and iRacing.com also support the Solo community with contingency programs. Grassroots Motorsports Magazine offers a \$100 prize to current subscribers who win and compete with the magazine's decals on the car. SCCA's Official Racing Simulation, iRacing.com offers a free year's subscription for a win, and either a credit or a free one-month subscription for a podium finish.

For more information on these contingency programs and how to register to participate, visit <http://www.scca.com/contingencies.aspx?hub=3&cid=13>. Drivers must register for contingency programs prior to competing. Program descriptions should be read carefully to ensure all requirements are met. Failure to meet any listed requirements will result in forfeiting of awards.

Monthly Board Meeting Minutes

July 7, 2010

Secretary June's monthly meeting minutes, published in the last Knock Off, were approved by the Executive Committee.

Treasurer Chip gave a report on monthly expenses and income, including the intent to send a partial payment to the NNJ Region for their portion of income for the recent MoHud race at Lime Rock Park. Russ put a motion to set aside \$600 from the race for worker recognition awards. 2nd Pete Smith. Pass unanimously.

Knock Off Jack Reports that Lisa will report at the general meeting.

Solo/Rally Russ reported that the Wilton Mall event held in June was a successful event, with 49 entries. Adirondack Community College has told the region that they are no longer welcome to use the facilities for their Solo events citing noise as the reason.

Fortitech Inc. in Glenville has agreed to allow the Solo program to use their facility for an event that will replace the September 19th ACC event. Ron Hedger wrote an article for the Gazette based on observations from the Wilton Mall event.

PDX Motorsports.reg is online and payments have started to come in for the September event.

Membership Nothing new that had to be reported at the Executive meeting.

Activities MoHud will be at the Funplex in East Greenbush on August 4th. August 12th is the date for the annual golf outing. Cost is \$33 for 9 holes, a cart, and dinner.

Old Business None reported.

New Business A concept was proposed of putting on an invitational Spec Miata event at the Albany Saratoga Speedway. Greg and Jack will get more information.

The meeting was adjourned at 7:05 pm.



Bob Karl's Sales & Service
Bob Karl - Owner
www.bobkarl.com

Phone (518) 272-7560
Fax # (518) 272-0153

2791 6th Ave.
Troy, NY 12180

The advertisement features a vibrant purple sports car, likely a Porsche Carrera GT, positioned on a colorful, abstract landscape. The car is shown from a front-three-quarter view, highlighting its sleek design and distinctive headlights. The background consists of a gradient of colors, transitioning from blue and purple at the top to green and yellow at the bottom, suggesting a sunset or sunrise over a field of flowers or a similar natural setting.

Monthly Meeting Minutes

July 7, 2010

Secretary June's monthly meeting minutes, published in the last Knock Off, were approved by the attending members.

Treasurer Chip gave a report on monthly expenses and income. Race expenses were down this year most notably due to food costs thanks to Pete Smith and Russ Burckhard.

Solo/Rally Russ reported that the Wilton Mall event held in June was a successful event, with 49 entries. Adirondack Community College has told the region that they are no longer welcome to use the facilities for their Solo events citing noise as the reason.

Fortitech Inc. in Glenville has agreed to allow the Solo program to use their facility for an event that will replace the September 19th ACC event. Ron Hedger wrote an article for the Gazette based on observations from the Wilton Mall event. 14 Mohud drivers are scheduled to go to the National Tour In Seneca NY.

PDX Revised contract needs to be signed. Sanction has been submitted. The course has been described as having 3.8 miles and 18 turns. We will need workers for grid and pits.

Race Jack went over the results that were posted in last months Knockoff.

Membership Dave explained his hardware and software problems. 7 new members Overall #'s are about the same. Clark Nichols has 35 years, Jim Garry has 30 years, Pete Smith has 25 years, and Chip VanSlyke has 15 years.

Activities Mo Hud will be at the Funplex in East Greenbush on August 4th for Go Karts. Golf date is scheduled for August 12th The cost is \$33 and includes 9 holes, cart, and dinner. If interested contact Dick Stewart or Pete Smith.

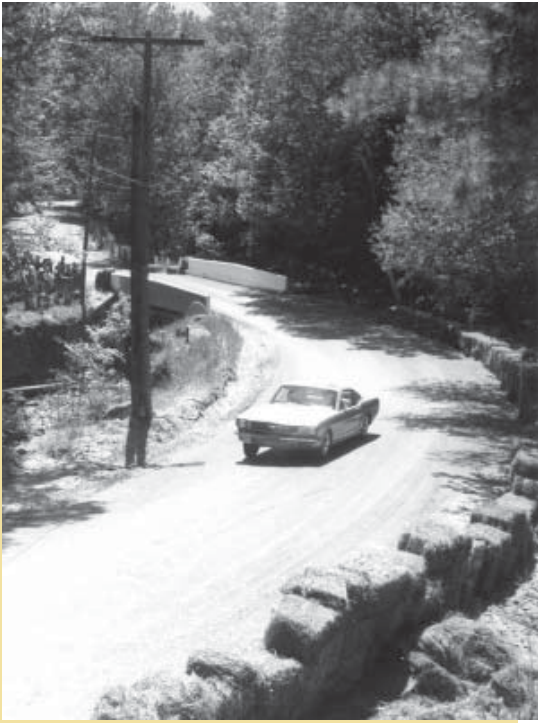
Old Business A partial payment to the NNJ Region for their portion of income for the recent MoHud race at Lime Rock Park will be sent.

New Business Russ put a motion to set aside \$600 from the race for worker recognition awards. A concept was proposed of putting on an invitational Spec Miata event at the Albany Saratoga Speedway with a \$50-60 entry. Anew Merchandise Chair is needed. Pete Smith agreed to take the position but will give it up if anyone else is interested.

The meeting was adjourned at 8:05 pm.

A Keene Idea

by Greg Rickes



Motorsports of the 21st century is a highly organized activity, whether professional or amateur. There are sanctioning bodies, codified and detailed rules covering cars and drivers, procedure manuals. But it was not always so formal, so structured. Once upon a time it was just for fun, improvised by the seat of the pants.

Sports car racing became popular in the United States in the late 1940s, and before there were formal race tracks the big events of the day took place right in the streets, at places like Watkins Glen, Elkhart Lake, and Bridgehampton. For hamlets that couldn't put on a full scale event there were other diversions, like hillclimbs. One of New York's pioneer, and most popular events was the annual 'climb along the back roads of Keene, in the Adirondacks' Essex County.

The Keene hillclimb started in the early 1950s, sanctioned by Motor Sports Club of America, a short-lived rival to the SCCA.

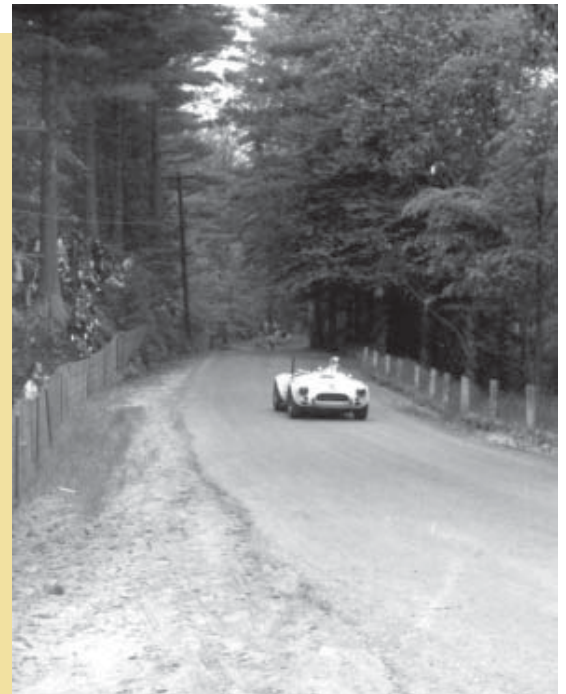
While the MSCA's faded from the scene, enthusiasm for the annual event didn't, so the local volunteer fire department stepped in to take the helm, guiding for the next dozen or so years.

The course at Keene was demanding: the crowned roads were bordered by trees, there was enough room to get to speeds sufficient to pucker up even the fearless pilots of the day, and to top it off there was a vicious left/right flick over a narrow bridge with stout concrete parapets. This was not an endeavor for the faint-hearted.

Car classification was simple, loose, and varied from year to year. While a few participants trailered their purpose-built cars to the circuit, most were in stock form and were driven to the event. Most, but not always all, were also driven home. By today's standards the sports cars of the era, even the best of them had pliable suspensions, narrow, hard, uncompromising tires, and little or nothing in the way of today we call "safety equipment". In spite of, or maybe because of, these shortcomings there was a devoted and long enduring following for the Keene Hillclimb.

Keene's history includes a smattering of exotica, Ferraris and Maseratis, tiny Coopers with single-lung motorcycle engines, along with a few "specials". Far more numerous were the signature marques of the era – Corvette and Cobras with bellowing v8 engines, MGs, Alfas, bathtub Porsches and their distant cousin the VW Bug, frog-eye Sprites, and the bumble-bee buzz of two-stroke SAABs.

Several MoHud members were Keene regulars. Over the years Roly Heacox drove it in a XK120 Jaguar and a Daimler SP250, Carlton Foster favored SAAB's front-wheel drive 93, and Bill Morris gave it a try with his Lotus Elan in the event's final year, 1966.



Here's Bill's recollection of the challenges packed into 1.7 miles "The one and only time I ran in the Keene Hill Climb was 1966. I had my new red 1965 Lotus Elan, and had just joined Mo-Hud where I met lots of other enthusiasts. One of the main topics in the Spring of 1966 was the Keene Hill Climb, elevated in local interest because Mo-Hud had run the quite successful Whiteface Hill Climb the year before. I met Stan Bubar who had a white Lotus Elan, identical to mine except for the color. So, Stan and I thought we should try Keene. For safety equipment, the only requirement was a helmet. It was my first competition event of any type!



We arrived in Lake Placid on Friday evening, made a touring run up the hill in the dark, and retired back to the bar where bench racing was running at full throttle. The tales from the old timers were to watch out for the bridge, where the road crossed over to the other side of the stream. "It's a sharp left hand turn, steering gets a little light as the uphill flattens out for the bridge, so be ready for it." Saturday morning is bright and sunny. I've got the contact paper numbers on the doors, and ready to go. The flag drops, I dump the clutch, and I'm on my way charging up the mountain. See the bridge coming up, back off a little, experience the light handling, then through the sharp right turn. Now my enthusiasm completely overtakes my lack of experience. I enter a sweeping right hand turn, and discover it is more of a 120 degree turn than the 90 degree turn I had anticipated. Disastrous understeer, and I'm nose first into the ditch. The left front fiberglass broke in several places, but the engine, cooling system, and steering still worked fine. So my first competition event came up DNF. Stan completed his runs without any similar incident. I believe that Roly Heacox, Karl Scharl, Phil Raeder, and Chuck Shoengar also ran that year. As I recall, Phil had just finished building his "ultimate" hill climb car - a MG Midget with an Alfa 1600 twin cam engine.

But my love for hill climbs endured. I subsequently participated in the hill climbs at Ellenville (Mount Cathalia), Mt. Ascutney, and Mt. Equinox. I even scoured the territory covered by Mo-Hud Region looking for a suitable hill for our own event. The best site was Prospect Mountain near Lake George, but we could not reach an agreement with New York State. The road was also designated as a Veteran's Memorial Highway, and the VFW wasn't very enthusiastic about us using it."



If Keene was such a noted fixture, why its demise? Like the movie title, "it's complicated". There were probably a host of reasons, not the least of which were a growing awareness of risk,

safety, liability and insurance, plus the sheer audacity of shutting down municipal roads, even in an off-the-beaten path place like Keene.

As with many elements from bygone days, there's still some longing for simpler times and pleasures. That nostalgia may not bring back the Keene Hillclimb, but it does form the focal point for a reunion, and a party.

Mike Hartson, whose dad was one of the original organizers, has been brewing the idea for several years. The idea started off small, but now in its third year the Keene Hillclimb Reunion is ready to expand. Here are more details:

The third annual Keene Hill Climb Reunion will take place Saturday September 25th at 9 A.M. On Marcy field, a grass air strip, in Keene. There are no fees, but pre registration is suggested. It is opened to any pre 1967 car, however any past participants of the original Keene Hill Climbs, can bring any car they wish.

The cars will be staged on Marcy Field and about mid-morning those with licensed cars who want to participate in the exhibition trips up of the old hill climb course will leave in a group for East Hill. There will be cameras along the course to video the exhibition runs and the DVD's will be available at a later date.

After the exhibition runs up the hill we will return to Marcy Field for the remainder of the day. Along with the cars on display there will be memorabilia and photos and movies of the original Keene Hill Climbs.

Contact: Michael Hartson
 P.O. Box 458
 Keene Valley, NY 12943
 or e-mail hartson@kvvi.net (that's kay vee vee eye)
 Telephone 518-576-4464

Note: there will be another car show on Marcy Field on the same day. They will be charging an admission fee. The Keene Hill Climb Reunion will not be charging an admission fee and will be located at the white house, located near Route 73. The house is the only house on the field.

If you weren't there the first time around why not take a scenic drive north and relive some of this great local motorsports history.



Roly Heacox's Jag

Mohawk Hudson Region SCCA PDX 9.24.10

Monticello Motor Club, Monticello NY

Held under the SCCA Time Trial Rules Sanction # 10-PDX-1245-S

Cost:-SCCA Members \$250 Temporary SCCA Membership \$15.00+ All prices are Per Driver.

FULL COURSE TRACK being used. This will be the last opportunity to drive the full course. Next year there will be no rentals to clubs.

Mail completed application with **copy of SCCA card and check made out to "Mohud SCCA"** to:

Mohud SCCA PDX c/o Ron Bass 308 West Highland Drive Schenectady, NY 12303

INCOMPLETE APPLICATIONS OR APPLICATIONS POSTMARKED PRIOR TO ENTRY DATES WILL BE DISCARDED

Name: _____ Address: _____

City: _____ State: _____ Zip Code: _____

Evening Phone: _____ Daytime Phone: _____

Print Clearly or Type EMAIL Address Below – Acceptance Notification and Registration Instructions will be sent by EMAIL Only. If the info below is not readable, the application will be discarded.

SCCA Membership # _____ Exp. Date: _____ Region: _____

Lifetime # of track days: _____ total # of days @ Monticello : _____ # of track days last 24 months _____

Classify Yourself (Circle One): Novice Intermediate Experienced Advanced

Make: _____ Model: _____ Year: _____ Modifications: _____

Date of Birth: _____ Allergies: _____ Medications: _____

Medical Conditions/Limitations: _____ Emergency Contact: _____

Emergency Contact Home Phone: _____ Work Phone: _____

Terms/Conditions: This is not a racing school but rather a high performance driving school on a race circuit under close supervision by instructors. You will be taught the fine art of car control and fundamentals of vehicle dynamics. You will be able to learn the capabilities of your car and improve your driving skills at speeds that are not permitted on public roads. All drivers will be instructed on safety regulations, and general etiquette on the track. In addition to the "Pre-Event Safety Inspection" which the driver is required to have performed, an "On-Site Safety Inspection" will be performed prior to the event. A confirmation notice that explains the Safety Inspection requirements will be sent to you approximately 3 – 4 weeks before the event and after registration and payment are received and accepted.

PLEASE READ THE FOLLOWING INFORMATION CAREFULLY:

- To participate, each driver must be 18 years of age or older and possess a valid driver's license that is not suspended or revoked. **DRIVER'S LICENSE WILL BE CHECKED DURING TRACK REGISTRATION.**
- All drivers must have a helmet which is SNELL rated 1995, 2000, 2005, SA or M.
- Convertibles subject to instructor availability, and must have an SCCA approved Roll bar or roll cage
- All vehicles must meet SCCA PDX rules. Production based vehicles outside of the rules, allowed in Advanced and instructor group only. No Tube frame or Open wheel cars allowed..
- Seatbelts: Equivalent restraints must be provided for driver and passenger. Factory seatbelts and 5 or 6 point harnesses with anti-submarine belts are permitted. 4 point harnesses are permitted on the driver and passenger sides, if factory seatbelts are also available for use on the driver and passenger sides, at the Instructor's discretion. All types must use metal to metal buckles, be in sound condition and must be mounted using the factory mounting points and/or be mounted per the SCCA General Competition Rules.
- No SUVs/SAVs, vans, trucks, limos, open wheeled cars or any inappropriate vehicles permitted.
- All cancellations will be assessed a \$25 fee. **NO REFUND** for cancellations **14 days or less** before the event.
- The Mohud Region SCCA reserves the right to reject any applicant on event day, due to failing safety inspection, inappropriate vehicle (e.g., van, limo, truck, etc.), or for any reason pertinent to the safety of the school and participants of the school..
- The Mohud SCCA PDX School staff makes all final run group decisions.

~~Any incident involving your vehicle, where damage occurs or injury occurs, the SCCA, Mohud Region SCCA, event organizers, event instructors, and/or Monticello Motor club shall not be held liable. If in doubt request clarification before applying.~~

SUBMISSION OF THIS APPLICATION IS YOUR ACCEPTANCE OF THESE TERMS.

Signature: _____

Date: _____

??????Questions??????

- Student Registrar: Ron Bass (518) 357-9656 (6P – 9P) or M3apx@aol.com
- PDX Steward: DJ McArdle (518) 248 2264 or d510@nycap.rr.com
- Chief Instructor / Instructor Registrar: Kevin Belden (518) 674-5391 or kbelden@nycap.rr.com
- Chief Tech: Joe Sell - (518) 588 0956 or joeridesbikes@gmail.com

Honor Our Vets Car Show

At The Veterans Administration Hospital

Presented by: Vietnam Veterans of America

Adirondack Chapter 79 and Capital District Chapter 8

Saturday, August 7, 2010

From 10:00am to 3:00pm

113 Holland Ave., Albany, NY

SOUTH OF SARATOGA | NORTH OF SARATOGA

518-366-4520 | 518-791-0208

Rain Date: Saturday, August 14



Presented By
CAPITAL CAR SHOWS

AND

PROFESSIONAL ADJUSTMENT SERVICES

ENTERTAINMENT

DJ ANDY NARZYNSKI

TROPHIES

- ★ TOP 25 FAVORITES
- ★ PEOPLE'S CHOICE
- ★ KID'S CHOICE
- ★ DJ CHOICE
- ★ 1 FOUR FOOT BEST OF SHOW
- ★ BEST PAINT
- ★ BEST INTERIOR
- ★ BEST UNDER THE HOOD
- ★ TROPHY & CASH
- ★ LADY'S PICK
- ★ 5 VETERAN'S CHOICE PICKS

VA Reps will be available to help Veterans with information for VA Health Care Benefits

All Makes & Models of Classics, Imports, Exotics, Antiques, Rat Rods, Muscle Cars, Tuners, WELCOME! (no cut off year)

REGISTRATION:

By Donation. Cash Encouraged Or See
www.HonorOurVetsCarShow.com

For A "Suggested Items" List And To Get Much More Information About Location - Parking - Menu, Etc.

- ★ Trivia Contest Throughout The Day
- ★ Presentation Of Colors
- ★ Spectator Donations Encouraged
- ★ All Trophies Sponsored By Citizens That Support Our Troops
- ★ All Proceeds To Go To Veterans Administration Voluntary Services To Benefit Hospitalized Veterans.

Food By

**Sandie's
Smokehouse Café**

A Texas Style Bar-B-Que

- 50/50 Raffle
- Silent Auction
- Door Prizes
- Dash Plaques

For The First 200 Cars

FOR ALL
THE CAR SHOWS
GO TO
**CAPITALCAR
SHOWS.COM**

Gerald Linen
GeraldLinen@aol.com

Bill Schroeder
oldcorvettes@gmail.com

*In case of inclement weather - and to inquire if the show has been cancelled call 518-237-1884 or 518-664-7466 at 9:00 am on the day of the show and also posted on the homepage of www.CapitalCarShows.com

SOLO SOLO SOLO

SOLO Report

by Russ Burckhard

August Report

We have good news in the world of Solo. Fortitech Inc. has agreed to allow us to hold an event at their facility at the Schenectady County Airport in Glenville. For those that have been auto-crossing for a long time may remember running at this site with the Trans Am/ Z-28 club a while back. The site was also the home of the New York State Police EVOG training. Bert and I have visited the site and I am sure that he will be able to design a real nice course, one like we have not seen locally in a real long time. I am excited thinking of the possibilities that the site has to offer. We have scheduled our first of, hopefully, many events there for September 19th. This is replacing the first date that was lost from Adirondack Community College.

As of the writing of this article, I have made contact with one of our current sites and have requested the use of their site to replace the second date that was lost from ACC that was scheduled for October 3rd. The prospect looks good for getting the date and I am still waiting for confirmation.

Our last event was held on June 27th at Wilton Mall. 49 drivers came out and ran another great course design from Bert. With the limited space, he is able to come up with new ideas to keep the events exciting. Unlike the monsoons of our second event at McCarty Ave, it was a beautiful sunny day. Because of the way the course was set up, we were able to break the heats into 3 run groups. This allowed for a rest in between working and running. This was a big hit with the competitors and hopefully we will be able to do this more often as the courses and number of competitors allow. We all got 6 runs in before opening it up for some fun runs. I was able to get another FTD despite some tough competition.



Seneca Army Depot was the home to the 2010 Northeast National Tour. 247 drivers showed up for two days of tough competition. Thirteen of those drivers were from Mohud. Three drivers come home as Tour Champions. Jim Garry won the honors in C Mod followed closely by his co-driver Ken Hurd. Alex Shchipkov took the top spot on his first run and never gave it back on his way to winning D



Street Prepared. Just missing the trophies was his co-driver Olga Bogdanova in 4th. I went on to win C Prepared despite having to overcome a penalty of 3 cones placed on my best run for being underweight on the first day. After doing what was called a "MacGyver" repair, we made weight the next day. The wheels and tires that allow the car to fit on the trailer were strapped to the roll bar and weighed enough to make up the 100 pounds that we were lacking. There is a lesson to be learned here. Just because you pay someone to do a job, it doesn't mean it will be done right. The calibration on the scales during setting up the car must have been off and without being able to get the car

weighed at the event prior to running at the Tour; we had no reason to suspect that it was light. My co-driver and car owner, Arne Beebe finished in 3rd place. Will Schambach missed the trophies by a couple spots by finishing 6th in D Street Prepared. Street Modified had 2 Mohud drivers in it. Just missing the trophies in 4th place was Bert Huiest who also beat his co-driver and car owner Eric Smith with his 5th place finish. Street Touring saw new comer Ron Carl at his first Tour event. Ron made improvements to the car and his driving on Saturday by dropping 3.5 seconds over the 3 runs. The next day he did about the same during his first 2 runs, but missed a gate on his last run preventing a further drop in time. C Stock had 2 Mohudders. Greg Cuda and John Gebert finished 8th and 9th respectively while Greg's wife, Sue, finished 3rd in the ladies class of C Stock.



Jim Garry designed what many thought was a couple great courses. Some of the high profile drivers had a bunch of negative comments about the designs. I am thinking that some of these former National Champions were off a little on their driving or their car's set up weren't quite right and are using the course designs as their excuse. I personally thought they had a good mix of speed and technical portions while maintaining flow. My excuse to not being faster is that I don't have enough experience on the bigger courses and didn't learn quickly enough with only 3 runs per course. The car was capable of more than I gave it and I have no one but myself to blame for not getting the most out of it.

Over the past couple of months I have forgotten to give credit where credit was due. The Mohud van was due for its annual oil change and inspection. The front tires were getting worn out and over the winter the windshield developed a crack in it. Jack and Tom picked the van up from my house and dropped it off at Bob Karl's Sales and Service in Troy to have the work done. After removing the windshield they found that the frame around it had a substantial amount of rust around it and new metal needed to be put in to make it right again. The work was all completed in a short amount of time allowing us to bring the van down to Limerock for the Mohud race. Thanks need to go out to Bob Karl and his staff for their continued support of the Mohawk Hudson Region.

BOB KARL'S
AUTO SALES & SERVICE

2791 6th Avenue, Troy, NY 12180
1-866-718-0491

Upcoming events;

July 24-25 McCarty Ave OGS Lot

August 22 Wilton Mall

September 11 Adirondack Corvette club at Prospect

September 19 Fortitech (at the Schenectady Airport)

October 3 ACC Working on a replacement site.

July Sprints at the Glen, July 24-25, 2010



Above: Pete Smith, David Lendrum, Wayne Yetto, Bob Karl Sr. & Jr. Ken Lendrum and Tom Campbell pose for photo.
Below: Diane Smith talks with TJ Hanifan.



Tom Campbell works on his car in the garage.



Earl Hurlbut chats with Tom Campbell and Pete Smith.



Above: Jared Lendrum smiles while to the right, Ken (his Dad) gives a satisfied look for the camera.





Above: Jim Sheridan, Pete Smith and TJ Hanifan wait on the grid.
 Right: Ken Lendrum's car in impound.
 Below: Adam Figarsky, Dick Patullo and Wanye Yetto discuss racing.



TJ Hanifan, Lester & Max Figarsky and Dad Jim Sheridan enjoy some downtime after race day on Saturday.



Charlie Campbell, Pete Smith, Ken Lendrum and Diane Smith relax a bit Saturday night.



Andrew and Ian Sheridan are starting very young learning to love the sport.



Families are abundant at this July race. The Smiths, Sheridans, & Lendrums were counted among the many folks with more than one generation in attendance. Patrick Lendrum keeps things working in the garage for his Dad, David at left.