

Solo Nat'l Championships, held in Lincoln, NB

Stories inside...



Pro Solo Finale

Don't forget...Annual Awards Banquet

December 3, 2011

Make your reservation now! See page 3

MOHAWK - HUDSON REGION SCCA OFFICERS & ADMINISTRATORS

REGIONAL EXECUTIVE

Russ Burckhard
19 Carpenter Drive
Schenectady, NY 12309
russtduck@nycap.rr.com

ASST. REGIONAL EXEC.

Jim Bucci
6 Hunter Avenue
Latham, NY 12110-5510
518-944-4371
jjbucci@hotmail.com

TREASURER

Chip VanSlyke
1095 Delaware Turnpike
Delmar, NY 12054
(518) 439-7267 home
chipperv@earthlink.net

SECRETARY

Ron Bass
308 W Highland Drive
Schenectady, NY 12303-5753
(518)355-1068
m3apx@aol.com

COMPETITION CHAIR

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

RALLY CHAIR

Jim Bishop
Jim Bishop is unavailable.
Please contact one of the
other officers for info
on rallies.

SOLO CHAIR

Russ Burckhard
19 Carpenter Drive
Schenectady, NY 12309
russtduck@nycap.rr.com

MEMBERSHIP CHAIR

Will Schambach
76 Esopus Drive
Clifton Park, NY 12065-40505
518-495-1796
wschambach1@yahoo.com

KNOCKOFF EDITOR

Lisa Hanifan
39 Ramsey Place
Albany, NY 12208
518-438-3754 home
lhhanifa1@nycap.rr.com

CHIEF OF PITS

Clark Nicholls
65 Hartwood Road
Lee, MA 01238
(413) 243-3433 home
cwnicholls@aol.com

SCRUTINEERING (TECH)

Richard Welty
269 Rabie Road
Averill Park, NY 12018
(518) 674-0436
rwelty@krusty-motorsports.com

CHIEF, Flagging & Commun.

Richard Alexander
7 Heritage Hills Drive
Wyanskill, NY 12198-8617
(518) 283-7376
DWEEBDAD@MSN.COM

MERCHANDISE

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

DIRECTOR

Bruce Kosakoski
59 Hoffay Road
Averill Park, NY 12018
(518) 674-8816 home

DIRECTOR

Dick Stewart
13 Fletcher Place
West Sand Lake, NY 12196
(518) 674-5683 home
(518) 674-1010 voice & fax
stewartco@aol.com

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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NeDiv LICENSE CHAIR

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

Chairman PRO Race Board

Tom Campbell
500 Grand Avenue
Saratoga Springs, NY 12866-6100
(518)587-2522
scca10director@juno.com

ANNUAL YEAR-END MEETING & AWARDS BANQUET



Saturday, December 3rd

Troy Elks Club

134 North Greenbush Rd. (Rt. 4), Troy, NY
(Just south of HVCC)

6:30pm cocktails – cash bar
7:30pm dinner

\$20 adults, choice of:

Stuffed Chicken or Prime Rib

Vegetarian meal (chef's choice) available upon request

No charge for children's meal (age 8 & under)

Dessert and coffee

Kindly RSVP by Friday, November 18th

Mail your check (payable to: **MoHud SCCA**) and a note including number of attendees and meal choice(s) to:

Jim Bucci

6 Hunter Ave, Latham, NY 12110

Questions? Email Jim at mohudscca65@gmail.com or call 518-944-4371

RE REPORT

Russ Burckhard

December 2011 RE Report

Last month I went to the Northeast Divisional Mini-Con along with a bunch of other Mohudders mixed in with the 120+ attendees. The meetings were pretty much what you would expect to see at one of these events. The highlight was the Awards Banquet that was held at the Saratoga Auto Museum. Everyone that I had talked to had a good time and liked all that the museum had to offer. It is always nice to have a good conversation while surrounded by some rare automobiles. The Mini Con did not go without incident. The NeDiv Council Meeting was one for the record books. Due to a power outage in the area, the meeting was completed in less than 15 minutes. That was a hit with many of the attendees as they were able to get on the road a lot earlier than they had expected.

We have a tentative National Race date for 2012. It is on June 22nd and 23rd at Lime Rock. I will have more details as they become available.

There are plans to have a Go karts series at Checkers Out in Johnstown. Details are still being worked out. I believe that there will be 3 monthly events and points will be awarded for each event. You do not need to attend all of the events, but think of how much fun you will have if you do. Contact me or look in next month's KO for more details.

I am hoping to see you all at the Awards Banquet.

Russ

Upcoming events

December 3 Annual Awards Banquet at the Troy Elks Club



SOLO Report

Russ Burckhard

December 2011 Solo Report

The Awards banquet will be at the Troy Elks Club on the 3rd of December. I hope that you have made plans to come out to see who will be winning the trophies for 2011. I am in the process of writing my speech for the winners and as usual, there were some pretty tight battles for some of the trophies. Only a few people know who actually won as the voting was hidden to protect the identity of the winners. I think that adds to the thrill of my presentation when the winner is not known.

The Mini-Con was held in Saratoga last month and there were a couple of seminars aimed at Solo. Bruce held a Solo Safety Steward training course and I held a Solo Town Hall to go over questions that people may have had.

There is a tentative plan to hold a Solo Advisory Committee meeting in January. We plan on going over the schedule and the budget. If you are interested in attending, please let me know.

Thanks again to everyone that helped to make this another great season.

Russ

russtduck@nycap.rr.com



Mini Con Saturday at the SAM

COMPETITION REPORT Jack Hanifan

December 2011 Competition Report

Regional Club Racing Championship- I have only received about a dozen entries, so I am extending the time limit to November 30th. **Remember all entries receive a 2011 Mohawk Hudson Club Racing Driver T-shirt.** The rules are: you can count any 5 SCCA races: they can be Nationals, Regional's, Pro or enduros. Mohawk Hudson Races count double. Points are awarded 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 receive one point for every car in your class that you beat. Your best 5 races should be totaled. If you worked the MoHud race you may pick another race for your double points. Remember you could conceivably finish 2nd in a race and receive more points for that race than a 1st if the field was larger. The races have to have been run in 2011 and you have until November 30th to submit your points to me at JackHanifan@hotmail.com don't forget to include your shirt/jacket size.

NARRC Champions- Congratulations to: Tom Hansen ITE, Jack Hanifan FP

NYSRRC Champions- Congratulations to: David Lendrum SM, Alan Lendrum SM2, TJ Hanifan SSM, Jack Hanifan FP

MoHud race 2012- It was confirmed at the Mini Convention that the MoHud Race in 2012 will be a **National Race at Lime Rock Park** on June 22 & 23.

2012 Miata Spec Tire- the Spec Tire for SM for Nationals will be the Hoosier SM6 tire, the Hoosier H20 may be used for a rain tire. In Regional Racing both NYSRRC and NARRC will also allow the use of Toyo RA1 and Toyo 888. The use of Toyo's is only guaranteed through 2012.

Club Racing Awards- Just a reminder, if you would like to nominate any MoHud driver for an award please email the nomination to JackHanifan@hotmail.com

NYSRRC Award Banquet- The NYSRRC awards banquet will be held the Saturday after Thanksgiving in the Media Center at WGI, for more information contact Jack Hanifan.

MiniCon meeting





Camp MoHud

Unicorns and Glitter – C Street Prepared Miata Experience from Lincoln

by Eric Smith

“We’re towing that car 19 hours to Arkansas in order to each drive it for about 6 minutes, then load it back up and tow it 19 hours back home.” My sister-in-law gave me a puzzled look, waiting for the punch line, but of course there wasn’t any. It was late on a Friday night in October, 2010, and Will Schambach and I were standing in my sister-in-law’s kitchen outside of Erie, PA, the first way point on our journey to the 2010 Blytheville Solo National Tour in Arkansas. Such is the dilemma for any Solo driver, who spends considerable time, money, and effort to compete at events outside their own region. You can attempt to explain the thrill and joy of competition, the enjoyment of camaraderie and fellowship that comes out of gathering with like-minded autocrossing souls, but ultimately all that most people see is the simplistic, boiled down summary I delivered in the opening sentence.

My first-ever trip to this year’s Solo National Championships got its genesis at the Blytheville Tour, when Will Schambach extended an invitation to co-drive with him. You’d have to ask Will why he decided to make the 19 hour one-way tow to Arkansas for a Solo event, but my guess is he was looking to meet up with some of the other C Street Prepared Miata drivers of national prominence he chatted with regularly online, and was also looking to take measure of his skills and his car’s level of preparation against some of those drivers who are competitive at Nationals. Or maybe he was looking to get out of fall yard cleanup duties (my main motivation) – who knows? Either way, I’m a sucker for a good road trip, so we made the trek to Blytheville, had a thoroughly enjoyable time, and Will did fairly well against the other drivers in CSP, so the seeds were planted for considering another long-distance trip. The fact that I, a Street Modified Mitsubishi Evo owner, could endure hours of on-the-road conversation centered on the nuances of a Miata’s NA/NB/NC chassis lineage and the optimum interchange of sundry lightweight parts between them for serious Street Prepared competition, was just icing on the cake.

Will and I had talked about attending this year’s fall National Tour at Nashville, but when Will placed 2nd at this spring’s Delaware National Tour, the focus started to turn towards making the leap up the ladder and see how this show played at the National Championships. I did a



Will at Practice

quick mental check of my qualifications: Limited seat time in the Miata? Check. Normally a turbo, AWD driver, but now tasked with piloting a momentum car on a National stage? Check. Excuses galore to cover any embarrassing competition result I might produce? Check. Alright, I'm good to go...

We left Friday afternoon, August 26th. The plan was to drive that first day to somewhere just over the PA border and stay in Ohio, then drive all day Saturday and hopefully reach Davenport, Iowa, Saturday night, and finally complete the drive into Lincoln, Nebraska early Sunday. Will had other plans. We

pushed right on through Friday night, and made it to Toledo before deciding we'd had enough. Leaving Saturday we saw caravan after caravan of utility crews making their way to the East Coast in anticipation of Hurricane Irene. The storm was expected to hit the Capital District the following morning, and here Will and I were leaving our families behind to deal with the aftermath. We talked about this, but figured since we both married strong, independent women, we shouldn't feel too guilty, or so we rationalized. We saw those utility crew caravans every 10-15 minutes or so until we hit Iowa. At some point during the Saturday drive along I-80 in Iowa, we started to experience déjà vu as we came across signs indicating Utica, Geneseo, Oswego, and Albany. Is there some tie between NY and Iowa, or did they just start recycling town names at that point in taming the West? We started to lose our minds at this point in the drive, as Will started reading to me the history of each town along the way from Wikipedia. As we kept up the pace, we decided to try to hit Lincoln that night, which we did around 7pm local time, and in time to drop the trailer off at the paddock at the Lincoln Air Force base. The ladies staffing the waiver station seemed a bit surprised when we said we'd left our families at home to deal with the hurricane, but hey, this is the National Championships we're talking about. The entire Air Force base venue is amazing, with acres and acres of concrete. It's not as flat as I had envisioned, with the paddock area and the portion of the site they used for the East course on an east-to-west slant, and the West course on a level section. Driving down the main drag of the venue, looking for the "street" (marked by numbered cones – what else?) our paddock space was located on what reminded me of some retirement communities I've seen in Arizona, with a lot of trailers packed together and golf carts buzzing about. Take note – if you ever plan to attend, a pit bike is essential for getting anywhere in a timely fashion without a lot of effort. Another tip – check out your pit bike earlier than the night before you leave. I borrowed my son's old BMX bike and discovered it had a remarkable amount of play in the rear axle bearings, requiring some unplanned maintenance in order to make it ride like it didn't have a flat rear tire.

We met up with fellow MoHud-ers Jim Garry, Ken Hurd, and Arn Beebe onsite, and were fortunate enough to get paddock spaces together so we could form what our local traveling Solo community refers to as "Camp MoHud". Ken and Jim had rented an RV and were camping

Arn Day 1



onsite, and Arn and Diane were staying at a newly built Marriott that was so new it was not on the GPS that Arn and Diane used to try to find their hotel, but I'll let them tell that story.

Sunday was a day of acclimation and relaxation. Our CSP class competition was scheduled for Tuesday and Wednesday mornings as part of Heat 1 on each day. This was both a blessing and a curse as it is probably the least hectic time to get your car to grid, but it means you don't get any benefit

of working the course and learning from the competitors who are running during your work session. Will and I just hung out at the site and toured around, gaining familiarity with where all the necessities were. We got to watch some of the Pro Solo finale, which was fascinating to anyone that hasn't seen a Pro Solo before. The pace of a Pro Solo is break-neck, and with 267 entries at this one, you really need to keep things moving. For those who aren't familiar with a Pro Solo, two cars run simultaneously on mirror image courses, with a drag light start. As the cars finish, they simply swap over and run again on the opposite course. There is no time to get out of the car and make adjustments – you simply get back in line and stage for your next run. Fun to watch, it must be a hoot from the driver's seat.

On Monday we started to get a bit more serious, with our car going through tech, our participation in sessions on the practice course, located at the opposite end of the site from the competition courses, and discussions about day one's upcoming weather situation. The weather forecast for Tuesday was looking iffy, and there were some forecasts calling for rain and thunderstorms early Tuesday morning. We had some borrowed Hoosier wets from Andy Furlong, but having never driven on them and their age approximately in double digits, we were hoping we wouldn't need them.

Tuesday morning was stormy and... well, it was crap. Thunderstorms rolled through the area and woke me up at 4am. As we drove in the dark to the venue, the heavy rain and lightning continued. We got to our paddock spot and quickly discussed our game plan. They hadn't posted grid spots yet, so we decided to load up Will's truck with everything we'd need and park it up behind our grid at the flat West course. We found a prime spot, but with the rain continuing to come down hard and large standing puddles and rivers of rain covering much of the site, it's hard to call anything "prime". We decided we needed to put on the Hoosier wets, and we went to work. Both of us had rain jackets, but were at the mercy of the weather in our shorts and driving shoes. We did our best to keep the impact wrench dry so it wouldn't short out before we were finished changing wheels. As we completed the 2nd wheel, I started to look at the tread pattern and questioned whether it was directional or not. Will wasn't sure,

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so he was making his best guess. I walked around to other competitors who were running the same tires, and after finding 3 cars all having the tire facing the opposite direction ours were, I gave Will the bad news. Because we weren't sure when our heat would begin, we argued over whether we should try to change them or not. Eventually it was announced that our course's timing equipment was suffering from water logging, so there would be a delay – 45 minutes it would turn out. At that point we decided to switch at least the rear tires around so the tread would be correct. Because of the rain, we'd need to run with the hard top on. I got in the car and found the view out was much different with the top on. My sight lines were compromised (my head usually is above the top edge of the windshield), and to make matters worse, the windshield was fogging badly, which combined with Will's non-functioning AC was turning out to be a real challenge. As I sat there imagining the horror of having to lean out the driver's door just to see where I was going, the rain then started to change to a light drizzle, and eventually it stopped. The timing equipment was still being fixed, so we decided to take the top off and I was able to wipe down the inside of the windshield. About that time our friend Chris Travis from Poughkeepsie SCC showed up, and began trying to convince us we should change back to our dry tires, since the course would likely dry out. Having never driven on these wets before, and knowing the fronts were on wrong, I was easily convinced and joined the chorus. Will was finally convinced and we swapped tires yet again – a big thank you to Arn Beebe for also helping us out with our tire changes! Others in grid took note and at least some other competitors did likewise, but we noticed that several big names stayed on their wets. This would prove to be the correct choice, as the course never fully dried out, and attempts to put power down coming out of key corners resulted in some lurid tail-out action. We never got on pace with the leaders in our 3 runs, and we ended up a good 5-6 seconds off the top times – an eternity in Solo. Now our only hope of catching up with them tomorrow would be if, like in the Kia Optima commercials, aliens took a fancy to the class leaders and eventually chased them into some Aztec (or is it Mayan?) time portal. To add insult to injury, after our heat was



Pro Solo Ffnale

done the sun then came out and scorched the site, helping to dry out the course except for some puddles, and making working our afternoon assignment a bit uncomfortable.

Wednesday dawned much drier than Tuesday did. It also was pretty foggy, and not being able to see from one side of the course to the other wasn't much of a concern for me, having survived the Adirondack Corvette Club event held in the remnants of a hurricane up at Prospect Mountain a few years ago. The sun came through and burned it off by the start of our heat. Our simple goal was to just try to match the top guns in the class for times, knowing it was impossible to make up enough ground to be in the trophy hunt. Again we couldn't keep the pace, but we had to be satisfied with only being 2-3 seconds off this time around. Our real excitement, at least for me, came in my work assignment on course later in the day. It was brutally hot (low 90's), and there was no shade. I was stationed separately from Will while we worked the C Prepared Ladies class runs, among others. I had a CPL car lose a left front wheel when a hub failed, and the car ground to a halt right in front of me. Some of my corner worker training came into play as I responded, and I dealt with a driver who went from stunned denial, to emotional train wreck in about 30 seconds. My toughest task, after convincing her the wheel did indeed come off, was trying to convince her that no, her husband wasn't going to kill her, and despite not knowing her husband, but using the overall membership profile of SCCA as a guide, I figured I was on pretty solid ground with that conclusion. Eventually other workers made it over to the scene, and acquaintances of the driver took over the shoulder hugging and reassurance duties and I was able to help with the brake fluid clean up. Someone rolled up the lost wheel and tossed it into the back of a pickup truck, which also was able to tow the stricken Mustang off the course.

Our drive home was similar to our drive out, except it was peppered with discussions of what, if anything, we should have done differently that would have resulted in a different outcome. There were many take-aways both of us had, and the importance of having multiple sets of tires was one of those that stood out for us. I had noticed the handling of the Miata fall away on my final run on Wednesday, and afterwards we found that an incredible amount of what is referred to as "OPR", or "Other People's Rubber", had accumulated on the front tires, effectively causing noticeable understeer and killing any chances of improving times on those last runs. Ask Jim Garry or Will to show you a picture of what collected on their tires – you'll be amazed. We later heard the local Harbor Freight store sold out of their new oscillating multi-function power tool, which people were using to remove OPR in between runs. Some top competitors – not in our class – had 3 sets of tires and would change to a new set of tires between EACH RUN. Call it dedication or lunacy, but that's a level of dedication I'm not prepared to take on.

On a closing note, friends and club members are a great resource to have at an event like this. From helping with tire changes and observing your runs to giving you pointers on great places to eat, they make the event so much more entertaining and enjoyable. Much thanks to Chris Travis, Arn and Diane Beebe, Jim Garry, and Ken Hurd for all the camaraderie and help they provided to us, and of course to Will for letting me come along for the adventure.

Solo Nationals, 2011. It just isn't Kansas.

by Ken Hurd

Indeed. You'd think after doing this for.....oh man, do I really want to admit how long? OK, My first Nationals was in '82 in Chicago. For the next umpteen years the "Kansas" thing works: Salina runway, the Salina airport, and Forbes Field, then Heartland Park, all in Kansas. Maybe I've missed 5 Nationals over the years. I've trophied a bunch of times, I've probably placed every trophy position 1 through 12.....(and repeats like 3rd, 3 times)....the noteworthy "1's" are '88 and '89, with a near miss of another win in 2007(?). I digress....so, Oh yeah, after doing this for, forever, you'd think it would be a piece of cake. Trip time heading out, no mystery....3 hours from Vermont, meet Jim in Albany, hop in the van and drive an easy 20 hours in a day and a half to Lincoln. Actually the trip is not much different from driving to Kansas, actually. Piece of cake. what day to get there?, easy, and hey, they even have a practice course, so arrive Friday, get multiple practices in. Walk your feet silly on Monday, walk some more on the breaks on Tues and Wed. Run another practice or two or four. Then the big event for us is: best run of 3 on Thursday, added to the best run of 3 on Friday. Drive home Sat/Sunday. Yup, that's the drill. What's not "Kansas", at least in the old days in Topeka at Forbes, was the warmup event that was run on last year's North course, on Saturday, and Sunday. Man that was the real deal. If you got your car working right there, you had it working....and the course was a full 60+ seconds! But Lincoln, has enough room, so the practice course is always available from Friday well into Nationals week...like even when the Nationals was being run, I'm not sure....I know we practiced on Wednesday. The caveat here is the 29 second morsel of driving, then the ultimate disappointment, the surface isn't the same. You can't set the car up for the



Misc Photos from AMod National competition....and Grid shots



warmup, and not change it for the Nationals. I guess if your car is not very sensitive to surface variations, it is not that different. The Citation formula ford Jim and I raced would not be the same. On Saturday, the goal is to get the setup on the car where it belongs, then run some more practice runs on Sunday, which gives us time to think about anything there is to think about

that you didn't think about on the previous days warmup. Think about that. It seems, often the "real how it was handling" often takes a day or two to sink in. If it's only a day or two, we have it covered for 2011. 'Cuz 1 warmup really goes too fast....4 runs, time to make some small adjustments, 29 seconds a run. It goes by in a blur. Have a morning and afternoon session, on like Sat, Sun Tues, and Wed. That oughta do it. We both were able to arrange our work details to be done before race day. I got my 6 hours in on Saturday, late, and Sunday early.

OK, so how it went. We practiced, we tweaked, we scuffed in the new rubber, and we tweaked some more. On such a short course, with little time between runs, the runs become hard to evaluate. Was it driver error? Or is the car oversteering? Add some bar...maybe ride height in the rear?? But we'll be loose on the real course. Tweak it anyway. Times blur together. After 6 or 8 runs the times aren't dropping anymore. Mistakes add some time, but dropping an elusive second is not happening. We have a consult with the Mark Daddio behind the wheel. Mark is battered and bruised after shoe horning himself into the Citation, but he takes 4 runs, he was really determined to give us his best effort. So, we adjusted bars and shocks after each run, and after he has no more runs, and is bleeding in a couple spots, he says, the shocks are masking bar balance. That's a new one on us, and it makes sense. Next practice on the next day, we tweak, and he is spot on. The car is good, although not great, but it was as good as it would get. For me, paying attention to how the car is working detracts from driving. Jim is done "beating the proverbial horse", and I elect to take yet another group of 4 practice runs just to drive. I wanna waltz the rear just a little, and pay attention to nothing but the dance.

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This was really nice. Times were maybe a tick better, but I was a lot better. Next day is race day. We are as ready as we will be. Word off the Nationals course is that tires are picking up crap off the course. The crap is the ooze buried into the expansion joint sealer, combined with the rubber that is erased from racing tires. Those carefully broken in tires are going to grow after each run, and bury our wonderful, fresh rubber. This says to me, it really doesn't matter what tires we use. We'll probably need all we brought, as they get ugly picking up crap, and we are gonna want to change to clean tires before our last run. Jim was a bit more optimistic in thinking we'd start with our best tires....it's almost a ritual, and perhaps they wouldn't pick up that much crud, and perhaps we'd be able to clean the crap off between runs with some able assistants. So, we changed tires. Somehow in the blur of the practices, and too little time, too much heat, we forget to tighten the rear lugnuts beyond the delivery power of a drill.

Race day, Thursday around noon. The car felt loose, and we attempted to compensate, but were still 1.5 seconds out of the hunt. Not a good showing. Jim recalls watching me make my first run, and thinking "I hope the wheels don't fall off"! I return to grid, the thought vanishes, and we compensate for a loose car. Almost clairvoyance.

By the 6th time around the course, after we were driving the car back to our paddock spot, we heard this clicking noise, kinda like a bad CV joint. We put a jack under the car to discover loose lug nuts on the driver's side rear. The fronts were tight, and right rear was snug, but LRear was losing camber. Ouch.

Next day all was tight, but we started a day behind everybody on handling setup. We make a couple tweaks, then Jim tells after his 2nd run that he picked up a second shifting to 3rd. I'm a second out from the lead, so this seems like a wonderful concept. We change to fresh, unslimed rubber, and I go out with a late notice from a grid worker. A spectator comes from



C Mod Grid.



Jim Garry

behind a wall of onlookers, and I stall the car stopping. Just a bit of a distraction, but now I'm later than a bit late. I haven't made my usual shift to neutral waiting in line to go. The worker logs the bar code on my helmet



immediately, (unlike the previous 10 scans he did previous 2 go 'rounds) and the starting line is already empty, my cue to line right up, which I do, and I get the go ahead. I go, and the car does not launch well. My momentum carries me past the start timer, and I realize we had put the car into "any gear", namely 3rd while changing the tires. My Nationals is over before I make the first turn. Disappointing. I end up in 7th, 2 out of the 5 trophies positions. Shoulda been easier, but I guess this isn't Kansas. More lessons learned. It'll be better next time. It was nice to see old friends, spend some quality time with Jim, and the RV experience staying on site was pretty good too.

This ends a 6 year "kick-ass" co-drive with one of the hottest formula fords in Solo. My thanks to Jim Garry for allowing me to share a great ride, and at times his inhuman effort to get and keep the race car ready. We both learned a lot, and had a lot of fun doing it. It would of been nice for both of us to go out with a better finish at the 2011 Nationals in Lincoln, but it was not to be, but like they say, "that's racing", and this ain't Kansas.



Ken Hurd

My 2011 Solo Nationals

Will Schambach

After all the runs were in the books after my second day at the 2011 Solo Nationals, I found myself leaning against the fender of my car just soaking up the moment. The time sheets were done being presented and approved, impound was clearing up, and most of my CSP competitors were doing the usual impound/post impound procedure: tire kicking, story swapping, making pronouncements of how next year's parts acquisitions will give them the time on course they need to be in the trophies/podium/first place in 2012. I had participated in the tire kicking last year, but something changed for me during the 2011 season.

The change probably can be attributed to getting beat at the 2011 NJ Pro Solo. Beat probably isn't a good word. Killed. Schooled. Spanked. And not beat by a great car, but beat by my car, by a dude I had just met and who had never before driven nor even seen my car. It became obvious to me that a great driver, or at least a great drive, can carry a car. The talking about the parts on the car, or the setup, or the power it makes, or whatever, is just to take up the time and space when you are waiting to perform, and nothing else. It's the way we can burn off the nervous energy while we wait. I'd prefer to pace the grid or consult with my co-driver.

How did it feel to get schooled by a stranger? "It's complicated," is the popular answer. It's somewhat liberating. Knowing your car is good enough to compete on a National stage means that it doesn't need those big buck shocks, motor work, and expensive wheels. But it also meant that I was the part of the equation that was lacking. There were certain aspects of the car that could have been made better, most of which revolved around making it a little more adjustable, but ultimately the driver needs to do his/her part in making the car fast, and I was far from the mark. The good news was that I learned what the car can do, I got some help in making some adjustments to the car, and I also got a little driver coaching from a great driver.

As the season progressed, I feel that I learned some of what it takes to be fast. At very least, I now know what a fast run looks like from outside the car, and I know what fast feels like from behind the wheel. It's hard to capitalize on that knowledge, and I feel good if I can be fast at least a few times per weekend.

I was able to capitalize on some of that knowledge at the 2011 Dover National Tour, where I grabbed a second place in class in the face of some stellar competition. To a large degree, the Dover courses suited me and my car very well, and I was lucky to have had an uncharacteristically good weekend. I was on but not over the edge during most runs, and I worked hard on memorizing the courses as completely as possible.

Next on the big event schedule was the Northeast Divisional Championships, where on day one I had one of my worst drives ever. The strange part of that was that I went to the Evo Challenge school the day before, and we drilled on tight course elements that ended up being featured on the day one Divs course. The things I learned at the Challenge are lessons that I think about all the time and have helped me a lot since then, they are the sort of things that sneak up on you way after you've learned them. Day two of the Div, the course suited me and my car a lot more than day one, and I was able to pull out enough time to win the class. I had a good, honest

drive, not a great one, while my nearest competitor had a middling drive, which is sometimes all you need to win.

Where did all this leave me at the 2011 Solo Nationals? Well, I learned more lessons that I can take with me to future events. I had a real back marker style batch of runs on day one in the rain, during which I learned that rain tires need to be part of the arsenal of every serious autocross competitor, and that they need to be used when any standing water is present on course. On day two, I just had a crummy drive that was punctuated by overdriving the first run and then attempting to control the damage on the two subsequent runs. On the positive side of my Nationals experience, I was able to watch some very very good driving, and some very poor driving, and I was able to differentiate between the two. I was able to see some awesome drivers have great drives and not win a National Championship, and I saw some lackluster drives win out in a big way.

I could probably go on and on about individual runs within days, or corners within runs, but it would be even less interesting to write about than it would be to read. And frankly, from the view of hindsight these aren't the things that matter very much over the course of a season. The number one most important takeaway from my season was that it has been a safe and fun journey taken with some very good friends. Thanks to all the people who have taken time out to drive with me. Each and every run taken with a co-driver is a better, more honest, and more thoughtful run. It is very easy to convince yourself you are doing the best you can. You are not doing the best you can unless you have a foil against which to measure yourself, and you both become better for it.

The other takeaway from this season has been a reshaping of goals for me. Instead of merely shooting for being in some mythical top spot on a result sheet, my goal is now to come home from every event knowing that I've put in as good a drive as I could have on every run. By no means is this a strive for perfection, it's simply a strive for putting together runs that are honest to the ability of both the car and the driver. This is something that I definitely didn't do at the 2011 Solo Nationals.

Now as I start to work out what events will be on my 2012 calendar, I can say for sure that I'll be back at the Solo Nationals in 2012, and I'm hoping to at least put in a decent drive this time. Between now and then I aim to refine my definition of what constitutes a decent drive, and a lot of what I saw this year will help meet that goal.

In closing, I'd like to remind our newer members that you do not need to be an experienced autocrosser with a top car to compete in a Tour, Pro, or at Nationals. There are no prerequisites to compete in a Tour or Pro. The Nationals entry fee is less if you've attended another Tour, Pro or Div within the last year, but other than that anyone can enter the Solo Nationals. I'd like to encourage everyone to give some serious thought to coming out to a big event or two. You will learn something about yourself along the way.

MONTHLY MEMBERSHIP REPORT 11/15/2011

Will Schambach

New member report 11/15/11 from: 10/18/11 to: 11/15/11.

Please welcome these new members to the region.

Name	Joined	City	State	Comm.
William Jandrisits	10/26/11	Greenwich	CT	bjandrisits@hotmail.com
Lindsey Burckhard	10/24/11	Schenectady	NY	Mom & Dad

Interests report as of 11/15/11.

Rally

William Jandrisits

Solo

William Jandrisits

Anniversary Report as of 11/15/11

Name	Joined on	Years
	October	

None to report in period

There are 317 members in the region.

WANTED!

Young men and women who are interested in the building of a 1929 Model A Speedster. You have to be between the ages of 13 and 16, enrolled in a local school, and are willing to give up two Saturdays a month. Work on the project for 8 hours per day, 6 ½ hours work with a lunch hour and cleanup time. You will learn how to apply your math and science skills to a practical situation. You will get dirty, form a team, learn how to work with your hands, learn the history of the automobile, work with metal and wood, set valid goals, and learn from a wide variety of mentors, both young and old.



You need to have your parent's permission to apply. Parents are a part of this build because we need them to help make sure you are committed to the build, transportation to and from the build site, and positive reinforcement for our mission, to keep your minds clean and your hands dirty.

The Adirondack Model A Club, located in Clifton Park, has joined forces with Jack Byrne Ford of Mechanicville, to continue with our mission statement to teach young people about history of Model A Fords, use of hand tools, goal setting, timetables, cost analysis, how mechanical systems work, how we change mechanical energy into electrical energy, basic mechanics, painting, simple welding, and forming a team with others that are unknown to you.

Mentors will be almost one on one and everyone gets a chance to work on every aspect of the car. We expect this build to take approximately six months to build. The car will be built on the Jack Byrne property, located at 1003 Hudson River Road, (Route 4 & 32), Mechanicville, N.Y.

If you wish to join our team, please send a composition of why you want to be a part of our team and a few words on who you are, what you would like to accomplish in the future, and what your career goals are.

Send your composition and the following information: (Name, Address, Age, Phone Number, Email address (if you have one) and Name of the school that you attend) to: Adirondack A's, Model A Ford Club, PO Box 1246, Clifton Park, NY, 12065 by December 1st 2011.

Be cool; stay in school.