

Our Workers... Unsung heroes!



These are but a very few of the many workers who help make our MoHud events great. We don't say it often enough so once more, *thanks to all of you folks who regularly volunteer. We can't do it without you!*

**If you have a story and/or photo of one of our workers who has helped you, send an email to your editor:
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RE REPORT

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Russ Burckhard

I had an error in the last report for the day of the Banquet. It will be on Saturday December 8th not the first. I guess it is better to find out you were a week early instead of missing it. I hope that did not mess up your plans and I hope to see you all there. My Co-Host will be out of town that day so I am currently looking for a replacement for the Solo portion of the presentation.

Coming November 9th is the 2012 Mini-Con. CNY is hosting this year with the event being held at the [Ramada Inn Ithaca, NY](http://www.glen-scca.org/events/minicon2012.asp) 2310 N Triphammer Rd, Hwy 13 and Triphammer Rd Ithaca, NY. Follow the link or go to <http://www.glen-scca.org/events/minicon2012.asp> for more info. Room rate is \$99.95 a night including breakfast. For group rate please use "SCCA".

Upcoming events:

PDX	Oct 20	Lime Rock Park
Mini-Con	Nov 9	Ramada Inn Ithaca, NY
Banquet	Dec 8	Troy Elks Club

SOLO Report

Russ Burckhard

The Adirondack Corvette Club held their annual charity autocross on the top of Prospect Mountain. The day did not start out well as a gust of wind took out our canopy. Fortunately that was all the bad luck we had. A threat of rain kept a lot of people away, but the rain held off until the ride home. Those who attended were rewarded with 6 runs and an early ride home. Andy Furlong set the fastest time in his Acura.

We were trying to put on an event that was about the same as a Street Survival which we could gear towards parents. We tried to get it sanctioned so twe would not need to wear helmets. After failing to be able to do so and running close to the event date, we decided to make the event a Solo school. About 20 students attended and were rewarded with a range of knowledge from the instructors who had devoted their day in an effort to make their students faster. Times were given at the beginning and end of the day. Everyone shown some improvement, amounts of improvements varied by student. There were a lot of smiles at the end of the day from both the students and the instructors.

Our 5th event was held at Fortitech. Jeff Grossbard set up a challenging course. About 60 came out to compete. It was another beautiful day and we were all able to get in 6 runs. Will Schambach set both the fastest raw time and the fastest Pax adjusted time.

Eric has told me he has a conflict for the banquet and will not be able to attend. I will be looking for a replacement assistant to help hand out trophies. Please contact me if interested.

Upcoming events;

Sept 23	Event 6	OGS McCarty Ave lot
Oct 14	Event 7	OGS McCarty Ave lot
Oct 20	PDX	Lime Rock Park
Dec 8	Banquet	Troy Elks Club

COMPETITION REPORT Jack Hanifan

October 2012

Cheap Date at NHMS

MoHud was not well represented but Cheap Date but those that attended did well
Bob Smart 1st FP both days, Tyler Reynolds a 4th and 3rd in FV and Jon VanDerCar had a 3rd., also in FV.'

The Fun One at Watkins Glen International

More MoHud drivers were at the Glen but not the usual high number.

In SM2 Bob Karl Jr. had two wins and BK Karl had a 2nd and a 3rd.

In SSM TJ Hanifan had two wins and set a **Lap Record on the Short Course**

In SRF Rob Reed had a 3rd on Saturday and a 1st on Sunday when he set a **Lap Record on the Short Course**. Jeff Lehner had a 6th on Saturday. Pat Stringer had a 9th. Doug Garrison was 13th on Saturday and 7th on Sunday.

In FP Charlie Campbell could have won easily but used the race as a test day for the Runoffs. Pete Smith finished 2nd both days and Jack Hanifan had a 4th and a 3rd. Tom Campbell had a DNF on Sunday.

Race Monitor

If you have a smart phone, you have to have Race Monitor. It is a free app available for me and Android, for \$4.99 you can upgrade to the Pro edition. It is well worth it. All of the races I have been to this year have been broadcasting via Race Monitor, this means you can get live lap times anywhere you have phone service. At WGI, I was watching TJ race and could tell how much faster a lap he was over the 2nd place car. At the end of the session I could click on his name and show him each of his lap times. In addition races are stored in the directory, this enables you to look back to previous races and check out not only your lap times but your competitors.

MoHud Road Racing Championship- Now is the time to send in your best 5 races in 2012. All MoHud drivers are eligible and the winner will receive a nice award, and everyone who submits their results will receive a t-shirt.

The rules are:

You can count any 5 SCCA races; they can be Nationals, Regional's, Pro or enduros. If you are in an Enduro you must have actually driven in the race. Mohawk Hudson Region Races count double.

Points are awarded for races 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. Remember you could conceivably win one race and finish 2nd in another but the 2nd place finish could be worth more points if the field was larger. The races had to be run in 2012 and you have until November 15th to submit your points to me at JackHanifan@hotmail.com

2012 Solo National Championships

By Jim Garry

Ever get that feeling you need a road trip. A long road trip is cathartic. All you focus on is the mile after mile of asphalt, scenery, when to get fuel, and what kind of fast food you want to poison your body with.

One of the best ways to satisfy the road trip jones is to attend the SCCA Solo National Championships. The long journey from Albany covers over 1,300 miles and takes between 19 and 22 hours depending on whether you're towing and whether you have a technologically advanced radar detector or are just an out and out risk taker.



Albany to Lincoln

This year's van crew consisted of my current and former co-drivers. Will Shambach has been driving with me in the new-to-me B Mod Cheetah since last September. Ken Hurd drove with me for many years in my C Mod Citation and would be driving another C Mod car at this Nationals. They can both be nuts at times so the trip promised to be entertaining.

We left on Friday morning amid a chorus of friendly swearing, our favorite form of communication. This kept up for about 1,300 miles. It seemed the van was never quiet and this made the trip fly by. At one point the van filled with the pungent odor of garlic. Will and I looked to the back seat and there was Ken eating a clove of the stuff. He said it was for medicinal purposes. We opened the windows and threatened to expel him if he did it again.

We stopped at a hotel in Illinois for about 6 hours, and continued our trip on Saturday morning arriving in very hot Lincoln around 2 pm. The online paddock registration we used earlier in the month meant we could drive straight to our pre-designated spot. Very nice. The Cheetah was unloaded and Will and I shared 4 runs on the test and tune course, a permanent set up from year to year which makes course walking unnecessary if you've been there before. Oh, and the course workers are all local volunteers. Sweet!

Sunday saw us take four more runs each. The car, as has been its failing all year long, understeered significantly. But this year I decided to make no changes based on what was happening on the T&T course. Last year I chased my tail with too many T&T runs. We knew this car understeered and there weren't too many changes left to make. During the season we installed a stiffer rear anti-roll bar, softened the front springs, and stiffened the rear springs.

In addition, Small Fortune Racing lowered the front roll center after the last event prior to the trip. Still the car had mechanical understeer in addition to some higher speed aero understeer caused by the huge honking wing hanging well rearward of the axle line.

Will spent the rest of the day checking out other cars and watching the Pro Solo event. Still recovering from a bout of summer pneumonia I went back to the room and took a nap.

Monday is a laid back day with no competition. It's the traditional walk-the-courses day. Courses are set up after the Pro event is finished on Sunday and are finalized on Monday morning. Show up early for walking and you'll see course designers tweaking and lining the courses but you're rewarded with some walk-throughs before the heat sets in. Don't worry though, the heat will be there for you when you walk again in the afternoon.

Nationals courses are the best you'll see all year. They are long because of the size of this site which is something like a zillion square feet of concrete, more or less. And they are more challenging than a typical regional course. The designers are usually geniuses with IQs of about 192. Well, that's an exaggeration but they're smart anyway. So although you can memorize the course in a couple or three walks, it's best to take a few more in order to truly understand what the course wants you to do in order to go as fast as you can. Given most driver's limited skills (let's see those hands go up ... Will you can put yours down) the extra walks are a good idea. Try to pace yourself and take a long break for lunch. Talk to friends from back home and also to those you see only once a year at Nationals. Walk, rest, hang out, walk some more. Go back to the hotel and take another nap. By the time Will and I were done walking it was getting dark and we were hungry and tired from miles of hiking both courses.



A zillion square feet of concrete

On Tuesday I would have preferred to sleep in but another course walk was a good idea. Since the mid-day break for walks is too crowded and hot for me we arrived bright and early for a cool walk before 1st heat. Will also did the mid-day walk.

We watched cars run from the air conditioned comfort of the van. In addition to watching the action on course, we also got to watch the action at the "intersection" where we were parked. It was between the two grids, near tech, the info tent, food vendors, parking for support vehicles and the vendor for clothing and miscellaneous stuff. It was an amazing sight as pedestrians mixed it up with race cars, stock and ST cars, rental vehicles, bicycles, motorcycles, golf carts, RVs, a small dune buggy, and a unicycle. What a madhouse! It was like the parking lot of a large mall on the Friday after Thanksgiving. I kept waiting for a collision that never came. It occurred to me that all this crazy traffic would never result in an accident because all the nuts traversing that intersection were autocrossers. It was chaotic logic.

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Later we performed our worker chores, got the car out of the trailer, prepped the car, and moved it to grid. Finally the 5th heat came around and it was time to drive. Although this is a fun car to drive, it's been a bit of a pain in the butt due to all the understeer that we hadn't been able to dial out. Will has been able to manage the push well and has finished ahead of me at every event except for a BMW event at Devens when he was off course 7 out of 8 runs (dyslexia?). It was for this reason that I switched our driver running order for the Nationals. He had earned it. Why should he heat up tires for me when he'd beaten me all year long.

In keeping with this season's history he finished ahead of me again. Both of us could have gone faster but for a combination of mistakes and push. I prefer to think that most of my mistakes were caused by the push rather than just plain old mistakes. But maybe that's optimistic thinking.

We were disappointed that understeer remained despite the recent changes. I told Bill Gendron at Small Fortune Racing that I was almost ready to sell the car. But Will was near the back of the trophies and I was only one or two spots out of the trophies. So we were actually doing OK in the overall scheme of things. Yet the car was still a step or two away from awful.

So we put the car away and walked the East course after the end of the day. We were lucky and got to see a beautiful sunset.



Walking the East course on Tuesday at sunset

The next morning we walked some more and again I wish I could have just slept in. The heat of the day descended and after our work assignments were complete we let the Cheetah out of its cage and prepped the car once more. But this time I had decided that more changes were in order. We changed the rear toe to about zero and stiffened the rear bar that last 1/2" of travel. There wasn't much more we could do.

While waiting in grid for the 4th heat to end someone approached me and asked how the car was handling. "It's pushed like a pig all year long" was my reply. He responded by pointing out that the rear tires were especially sensitive to air pressure and I should add a psi. This was something I had resisted all year because a very knowledgeable engineer had told me that these rear tires worked best at a one particular pressure. So I told the friendly advisor that I'd go up 2 psi, not one. When he responded that he'd only do that in a dire situation, I said I had dire push. Combined with lowering the front tires by 1 psi to get an improved wear pattern we now had a "radical" tire pressure spread.

In the first corner of my first run the rear end of the car moved a good bit for the first time since I've owned it. This was a pleasant surprise. It took a few corners before the car proved that it was now closer to neutral than it had ever been. When I pulled back into grid I told Will that the car was good and to go hard.



<http://www.zenfolio.com/PJShaver>

The Cheetah in action at the Nationals

Two time B Mod national champion Clemens Berger took his run just ahead of Will. Clemens came across the line with a low 61 second run and the announcer was very excited. Will came in next with a 60.7 second run and this time the announcer was flabbergasted, expressing mild shock. I smiled both for Will and for the car. By the 3rd run I had matched Will's best time and felt great. The time moved me up into the back of the trophies which was much better than I had expected.

One thing we do for each other when one of us gets into the car in grid is hold a sun umbrella over the driver. Before his last run I was holding the umbrella for Will when Mohudder Olga Bogdanova walked into our grid spot. In addition to being extremely smart, Olga is very attractive and so Will slyly asked if she'd be his "umbrella girl". She good naturedly agreed and played up the role. Will was smiling pretty broadly and I think this helped keep him loose.



"Umbrella girl"

He pulled to the start line while Clemens was running. Coming through the finish, the announcer gushed over Clemens's new fast time in class, a very low 59. But 20 seconds later Will came across the line with a high 58! Wow! Ohhhh but he hit a cone near the end of his run. Ouch!

When he parked back in our grid spot I was so excited that I leaned into the cockpit and kissed him on the mouth ... well, it would have been his mouth but for his full face helmet. And actually I never would have done it if he didn't have his helmet in place. Yuck. I like the guy but I'm a manly man.

We were all very pleased with having a car that now handled pretty damn well. Olga, Alex Shchipkov, Arn Beebe, Bill Gendron from Small Fortune Racing and other friends were gathered around and offered many congratulations. Later, as impound was coming to an end, Will sidled up to me and asked, "who WAS that guy with the tire pressure advice". My response: "I have no idea". Will looked at me in amazement. "You mean he could have been some local guy who wandered into grid?" "Yup". We still don't know who the friendly advisor was but if you are reading this, thanks a lot man!



Will's cone

plans in place for a few more events before the Cheetah goes into hibernation for further improvement. We are optimistic for 2013 and expect to have even more fun than this year. I hope to finally get up to speed in this car now that its handling has moved ahead that of a John Deere. It might take some time to ramp up my aggression again but I'm sure I can manage it. Will is going to go faster too and hopefully we'll push each other to go even faster yet.

But the star of the week was the National Championships. Once again this event was extremely well run. And without much instruction everyone seems to know when and where to go. New folks are helped via the supplemental regs and tips prior to the event, and by fellow competitors during the event.

One of the most often heard reasons for not attending this event, even more than the time and money issue, is "I'm not ready" or "the car isn't ready". If you are considering attending don't get caught up in that mode

Since this was the last heat it was quite late when we were released from impound. We hurriedly loaded the Cheetah into the trailer and hooked up to the van. Wanting to get to the trophy banquet before the food ran out, we forwent our showers and drove straight there. A lot of folks dress nicely for the banquet but we didn't care about our dirty, sweaty attire. We ate with friends and collected our trophies.

Next morning the three of us headed east. During the ride we once again were subjected to Ken's garlic. We almost stopped to toss him out but instead we insulted him and opened the windows once more. A few minutes later I smelled it again. I looked over my shoulder to glare at Ken and he sheepishly said, "I burped ... sorry".

On the final leg home we stopped for lunch. The fellow at the cash register was a bit slow and he didn't seem able to focus past about 11 seconds. Back on the road Will made a joke about this and then apparently felt guilty about it. So he followed up with "I shouldn't talk bad about the guy because my period of focus is only about 50 seconds". Thinking for another few seconds he commented on his cone penalty. "I guess my 50 seconds were up." That's the kind of thing that I love about that guy.

We made it home in one piece and have

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of thinking. The event is such a stunning experience that no one can be embarrassed by where they finish. Disappointed perhaps. But not embarrassed. Most classes have a range of 15 seconds or more between first and last place. There's always someone to race with.

For folks that love autocrossing, the Nationals is an event that must be experienced at least once.



The Crew. Will, Jim & Ken. (And the new dent)

Final Champs Crowned at 40th Tire Rack SCCA Solo Nationals

LINCOLN, Neb. (September 7, 2012) – The 40th running of the Tire Rack SCCA® Solo® National Championships concluded Friday at the Lincoln (Neb.) Airpark with the crowning of an additional 35 National Champions and eight more winners in Supplemental Classes. The four-day competition hosted 1,135 drivers at the largest motorsports competition in the world.

The temperatures on Friday were considerably cooler than at any point during the week, and rain threatened during the midday groups. The collective hopes of those competing seemed to drive the storms just north of the site, and while the cloudy skies stayed, it remained dry.



The B Stock class had plenty of drama. Overnight leader Jeff Janzen saw Jadrice Toussaint, of Charlotte, N.C., jump to the top of the class in his Crown Honda Charlotte/Team CMM Honda S2000 CR. As the final runs came in, Janzen's co-driver Ricky Crow moved into second and then James Yom, who started the day in second place, laid down a time that would have moved him from fifth to first, but a late cone call solidified the second-consecutive B Stock title for Toussaint by 0.310-second over Crow.

Like the open class, the B Stock Ladies went down to the wire. After leading by 0.104-second following Thursday's runs, Roberta Wetzel found herself out of the trophies as she began her third, and final, run on the east course. That third run vaulted her Honda S2000 into the lead by nearly three tenths over Emily Bashford, who had yet to complete her third run. The Canadian took to the course for the final run of the heat in her Styckyd.com - The Marketplace for Gearheads Honda S2000 CR and ripped off the fastest time of the day by nearly two tenths, giving her a 0.031-second win for her first Championship. It is Wetzel's third-straight runner-up finish.

The third heat on the west course saw a pair of come-from-behind National Champions. D Prepared defending National Champion Drew VanderPloeg, of Pflugerville, Texas, was 0.385-second behind Ron Bauer, of Issaquah, Wash., and Bauer's Bauerspeed Racing/Tight and Tidy Mazda MX-5. VanderPloeg showed why he's the National Champion by turning the fastest time of the day in class on Friday in his JC Automotive Specialist Mazda Miata to win by 0.612 second. Bauer finished second for the runner-up trophy.

Henry Bjoin's comeback in F Prepared, run during the same heat as D Prepared, was even more dramatic. Starting the day in fourth-place in the OS Giken/bjoinfilms.com/ARE BMW 328is, Bjoin capitalized by ripping the fastest time on his first run of the day, jumping to the head of the field and then watching as no other driver could match his pace. Not only is the win the first for the Burbank, Calif. resident, but bests his previous top finish by a full seven positions.

Andrew McKee, of San Jose, Calif., won the Super Street Modified title a year ago and moved his Mazda RX-7 to the X Prepared class to take on Fred Zust's four consecutive class National Championships. McKee held the overnight lead and ripped off a fast time on the opening run on Friday, only to find a broken oil fitting after the opener. Needing a car to finish the day, McKee and his co-driver, wife Teresa Neidel-McKee, put in a frantic

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call to first time Super Street Modified National Champion Carter Thompson to borrow his High Pressure Performance Mazda RX-7. Thompson pulled the car back out of the trailer while the McKee's frantically worked on it to hold Andy's lead. Zust's Blackwatch Racing Lotus Elise fell just short of McKee's time in the opening round, leaving McKee the title. Teresa used Thompson's car to finish third.

The 40th Tire Rack SCCA Solo National Championships were the Nationals debut of the Road Tire Category. New at the National Level for 2012, the Road Tire classes get the full treatment as every class, but serve as a Supplemental class in their infancy. Mark Allen (Road Tire FWD), Lance Keeley (Road Tire RWD), Andy Smedegard (Road Tire AWD), Liz Foreman (Road Tire FWD Ladies) and Brooke Bierman (Road Tire RWD Ladies) all enter the record books as inaugural winners in the category.

Friday afternoon saw the second of two Gumout Use Your Motorhead All-Star Challenges of the week. Top PAX Index drivers from each heat from the final two days of competition went head-to-head in the Gumout/Black Magic/BFGoodrich Tires/Hawk Volkswagen Golf. G.J. Dixon, the Super Stock National Champion, posted the fastest time and claimed the \$500 grand prize. Alex Shchipkov (D Street Prepared) and Michael Maier (C Prepared) joined Dixon in the top three.

Three drivers completed the prestigious Solo Triad Award, the top honor that any Soloist can earn. To earn the award, a driver must win a Tire Rack SCCA Solo National Tour event, a States Championship, and a National Championship in the same class. Andy Hollis, a four-time Champion from Austin, Texas, snagged the award in the Street Touring FWD GRM/AST/PowerCurveDyno/FTW MAZDA2, Joe Tharpe, of State Center, Iowa, did the same in the Super Street Prepared R and S Racing/Loctite Chevrolet Corvette, while Thompson's Super Street Modified High Pressure Performance/Ludwig Mazda RX-7 gave the award to the Murfreesboro, Tenn. driver.

The attendees at the 40th Tire Rack SCCA Solo National Championships was the fifth-largest participation total in the history of the event, just 22 shy of the record 1,157 competitors at Heartland Park Topeka in 2007.

More information on the Tire Rack SCCA National Championship, including results from all four days of competition, is available at <http://www.scca.com/events/index.cfm?eid=3611>.

Follow SCCA on Twitter @SCCAOfficial.

LINCOLN, Neb. – The National Champion in each of the 35 classes (plus eight supplemental classes) competing Thursday and Friday in the 40th Tire Rack® SCCA Solo National Championships at Lincoln Airpark with class, leading driver, hometown, car, and total number of National Championships. Bold and *asterisk denotes change in lead from Thursday.

B Stock*: Jadrice Toussaint, Charlotte, N.C., second consecutive BS Championship, second overall.

B Stock Ladies*: Emily Bashford, Winnipeg, MB, first National Championship.

E Stock*: Bartek Borowski, Elmwood Park, Ill., third consecutive ES Championship, fifth overall.

F Stock: Brian Peters, Litchfield Park, Ariz., third National Championship.

F Stock Ladies: Mary Lou Holmes, Los Alamos, N.M., rookie National Champion.

H Stock: Greg Reno, Lawrence, Kan., first National Championship.

H Stock Ladies: Gwen Baake, Bahama, N.C., first National Championship.

Super Stock: G.J. Dixon, Scarsdale, N.Y., first SS Championship, second overall.

Super Stock Ladies*: Shelley Monfort, Saratoga, Calif., fourth consecutive SSL Championship, fourth overall.

C Prepared: Michael Maier, Livermore, Calif., fifth National Championship.

C Prepared Ladies: Donna Bartling, Katy, Texas, second consecutive CPL Championship, second overall.

D Prepared*: Drew VanderPloeg, Pflugerville, Texas, second consecutive DP Championship, second overall.

D Prepared Ladies: Tami Daniels, Gladstone, Ore., second National Championship.

F Prepared*: Henry Bjoin, Burbank, Calif., first National Championship.

F Prepared Ladies: Christy Carlson, Papillion, Neb., second National Championship.

X Prepared: Andrew McKee, San Jose, Calif., sixth National Championship.

A Street Prepared: Aaron Miller, Auburn Hills, Mich., first Championship.

A Street Prepared Ladies: Christine Grice, Los Angeles, Calif., fifth National Championship.

B Street Prepared*: Jason Uyeda, Canoga Park, Calif., first National Championship.

C Street Prepared: Scott Fraser, San Jose, Calif., second National Championship.

C Street Prepared Ladies*: Jodi Fordahl, Bremerton, Wash., 12th National Championship.

D Street Prepared*: Alex Shchipkov, Clifton Park, N.Y., first National Championship.

D Street Prepared Ladies: Olga Bogdanova, Clifton Park, N.Y., second consecutive DSPL Championship, second overall.

Super Street Prepared: Joe Tharpe, State Center, Iowa, first National Championship.

A Modified: Dan Wasdahl, Massillon, Ohio, fourth National Championship.

F Modified: Jeff Colegrove, Rochester, N.Y., second consecutive FM Championship, second overall.

F Modified Ladies: Michelle Quinn, Dublin, Ohio, third consecutive FML Championship, third overall.

Street Touring Compact*: Jeff Wong, Moorpark, Calif., third National Championship.

Street Touring Compact Ladies: Nicole Nagler, Moorpark, Calif., second National Championship.

Street Touring F: Andy Hollis, Austin, Texas, fourth National Championship.

Street Touring F Ladies: Jan Rowe, Houston, Texas, first National Championship.

Street Modified: Mike Simanyi, Santa Ana, Calif., second National Championship.

Street Modified Ladies: Lana Tsurikova, Farmingham, Mass., rookie National Champion.

Super Street Modified: Carter Thompson, Murfreesboro, Tenn., first National Championship.

Super Street Modified Ladies: Tara Johns, Murfreesboro, Tenn., third National Championship.

Street Modified F* (Supplemental Class): Bryan Mancuso, Enfield, Conn., rookie National Champion.

Street Modified F Ladies (Supplemental Class): Ginette Jordan, Terrell, N.C., supplemental class, 10 previous Championships.

Road Tire AWD* (Supplemental): Andy Smedegard, Stevens Point, Wis., supplemental class, first Nationals appearance.

Road Tire FWD (Supplemental Class): Mark Allen, Petaluma, Calif., supplemental class, two previous National Championships.

Road Tire FWD Ladies (Supplemental Class): Liz Foreman, Lewis Center, Ohio, supplemental class, first Nationals win.

Road Tire RWD* (Supplemental Class): Lance Keeley, Brookfield, Wis., supplemental Class, first Nationals win.

Road Tire RWD Ladies (Supplemental Class): Brooke Bierman, Ankeny, Iowa, supplemental Class, rookie National driver.

Formula SAE (Supplemental Class): Nick Roberts, Olathe, Kan., supplemental class, first Nationals win.

Image on pg 11: Jadrice Toussaint came from behind to win B Stock.

Credit: Rupert Berrington

Monthly Membership Report 9/21/2012

Will Schambach

New member report 9/21/12 from: 7/16/12 to: 9/21/12.

Please welcome these new members to the region.

Name	Joined	City	State	
Nicole Pecora	9/18/12		Stillwater	NY
Gregory Pecora	9/16/12		Stillwater	NY
Teresa Abbate	9/4/12		Sunnyside	NY
George Robitaille	8/23/12		Stillwater	NY
Scot Carpenter	8/9/12		Glens Falls	NY
Anthony Bucci	8/6/12		Latham	NY
Kevin Palmer	8/1/12		Greenville	NY
Steven Veldman	7/29/12		North Creek	NY

Interests report as of 9/21/12.

Solo

Gregory Pecora
George Robitaille
Scot Carpenter
Kevin Palmer
Steven Veldman

Club Racing

Nicole Pecora
Kevin Palmer
Steven Veldman

Rally

Steven Veldman

Anniversary Report as of 9/21/12

Name	Joined on	Years
	August	
Rick Pocock	8/5/87	25
Walter Ryan	8/8/07	5
Andrew Sheridan	8/29/07	5
Ian Sheridan	8/29/07	5
John V. Sheridan	8/29/07	5
	September	
David Wachtel	9/1/67	45
James Bucci	9/8/87	25
James Quaile	9/10/87	25
Anthony Leone	9/30/92	20

There are 349 members in the region, -4 from last report.

Membership Meeting Minutes – September 5th, 2012

Meeting called to order at 7:40 pm.

SECRETARY REPORT – Minutes accepted from previous meeting.

MEMBERSHIP CHAIR – no report (Will is attending the Solo Nationals). Note: Jim Bucci has been a member for 25 years.

KNOCK OFF – will be published later this month, unless articles are submitted to the editor earlier than usual (Lisa will be out of town for a few weeks).

TREASURER – Russ gave a brief report of the last month's income/expenditures based on a discussion he had with Chip earlier in the day.

STREET SURVIVAL – was held August 11. There were 21 students. The event was very successful. Thanks was offered to all who helped. The event received tv coverage on both Channel 10 WTEN and Channel 23 Fox. Thanks was also offered to Dunkin Donuts (Glenville/Rexford), Stratton Air National Guard for providing water for the skid pad, Fortitech for the use of their facilities, and Auto and Storage Solutions who provided the 18 wheeler semi.

SOLO – three more events are scheduled this year. September 15th a Solo school at Fortitech, September 16th a Solo race at Fortitech, September 23rd and October 14th, both at the OGS lot.

RALLY – Trish Bucci is planning an event on October 28th. Details to follow.

PDX – October 20th at Lime Rock Park – registration is open on Motorsportreg.com.

ACTIVITIES – dinner cruise was cancelled due to the weather. Go Kart night had a good turnout. Golf outing had two foursomes. Upcoming activities - 1st Saturday in December is the Region's banquet at the Troy Elks Club, 6:30 pm cocktails, 7:30 pm dinner. Details to follow-up.

COMPETITION – a number of MoHud members ran at a number of regional events – the Glen, and NJ Motorsports. Charlie Campbell is the Divisional Champion in Spec Miata. Synaps (in Scotia/Glenville) has a dyno. Jack will speak to the owner to see if they will provide a demo. Cheap Date is at NHIS the weekend of the September 8th/9th, and the Glen Fun One is the following weekend on the 15th/16th. NY Safety Track in Davenport, NY (near Oneonta) may be opening sometime next year.

OLD BUSINESS – the Mini Con is in Ithaca, November the 8th.

NEW BUSINESS – a number of old/archived racing articles that belonged to Dave McClumpha were distributed to various region members. ALMS and Grand Am may be looking at some type of joint venture – targeted for 2014. MoHud polo shirts – both Jack and Dick are looking into cost (prices range from \$13 to \$18, depending on quality). We will order shirts and offer them for sale to the membership. This year's elections are coming up shortly. An election committee will be starting to meet shortly. Dick Stewart will be chairing. Next Board meeting will be September 24th, Orchard Tavern, 7:30 pm. Replacement of the MoHud van will be discussed at the next board meeting.

Meeting adjourned at 8:50 pm.

Submitted by Ron Bass

MoHud Board Meeting – August 27th, 2012

Meeting was called to order at 7:45 pm.

RACE REPORT – there was a general discussion about the cost of using the online Motorsportreg.com for race registration. When using this site, there are additional costs to the Region associated with participants who pay by credit card. A number of options were discussed to help lessen the costs, including encouraging racers to pay by check, either online or at the track.

STREET SURVIVAL – the recently held Street Survival School was a very successful event. There were 19 participants (one no show). The Region thanks Miguel Texeira, owner of the Dunkin Donuts in Scotia and Rexford, for donating coffee and donuts for the School. The Region also thanks Fortitech, who permitted the Region to use their site for the School.

POLO SHIRTS – the Region is proposing to purchase polo shirts that will be available to the Region's members. Dick Stewart will research costs and report to the membership at the next meeting.

PDX – Registration for the Lime Rock Park event is now open on Motorsportreg.com. It will be held on October 20th.

SOLO – next scheduled events are September 15th and 16th at Fortitech, September 23rd at the OGS site, and October 14th also at the OGS site. Note: the September 15th solo event will be a school.

UPCOMING EVENTS - Mini Con will be held November 8 – 10 in Ithaca. The Holiday Banquet will be the second Saturday in December (8th) at the Troy Elks Club in East Greenbush.

COMPETITION – Grand opening is scheduled for May 13th for the NY Safety Track, a new track located in Davenport, NY (outside of Oneonta). This is a two mile road track.

Meeting was adjourned at 9:15 pm.