

Next Membership Meeting Wed., Jan. 7, 2015 @ Orchard Tavern

Year-end Awards Presented at Annual Banquet

Many happy faces were seen around the banquet room on Saturday, December 6th. Awards were plentiful and folks enjoyed the company of all members in attendance. Another year begins!!



Flocon de Neige 2015
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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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<http://www.mohud-scca.org/>

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Bus Crd	3x2	\$5.00	\$25.00

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REGIONAL EXECUTIVE REPORT Russ Burckhard

January 2015

I hope everyone has had a safe and happy Holiday season. As we reflect on 2014 it was an event filled year. The Solo program had seven point's events, a test and tune, a school, and helped the Adirondack Corvette Club with their charity event. The Street Survival program held two events. The Rally program held a GTA Rally. Club racing had the annual Tech party at Bob Karl's Auto Sales and Service and also held the John Stim Memorial race in association with the New England Region. The Activities program had the annual golf game at the Burden Lake Country Club and the annual go-kart outing at the Fun Plex.

The Board also ran unopposed so they will stay in their positions.

Here is the list of your 2015 Board of Directors:

Russell Burckhard - Regional Executive
 Eric Smith – Assistant Regional Executive
 Ron Bass – Secretary
 Todd Boice – Treasurer
 Pete Smith – Activities Director
 Dick Stewart – Director at large
 Bruce Kosakoski – Director at Large

SOLO REPORT Russ Burckhard

January 2015

I hope everyone is enjoying their holiday season. Back at the beginning of December we had our Annual Awards Banquet. I would like to congratulate all of the Champions, Trophy winners, and Specialty Award winners. I also want to thank everyone that came to a Solo event; competitors, workers, family, or friends. Everyone is important to the program.

As is my tradition in past December editions of the Knockoff, this is the speech I gave at the banquet.

2014 SOLO Trophy Presentation

Welcome to the Solo portion of the 2014 Mohawk Hudson Awards Banquet. 2014 was just like 2013 with seven point's events, one test and tune, a Solo School and two Street Survival events. The first TRSS was sanctioned as a Patroon BMW event and the second as a Mohud event with both of these held at Fortitech. We also helped our friends from the Adirondack Corvette club with their annual charity event at the top of Prospect Mountain. Our average attendance climbed seven this year to 62 participants at each event. This is up again as we averaged only 50 in 2012. We had about 152 different people all together. This is down eight from last year. That means we are not getting as many new people, but the ones we have are going to more events. This year we had 16 that made all of the events. This is 5 more than

last year. We had another ten only missed one event. At the other end 75 only made it to one event. This is 10 less than last year. So long story short, we did improve our retention this year. Weather wise, we did a good job on the dates again. I think only one event had some rain again this year.

I would like to thank our site owners; First off, is the McCarty Ave OGS lot. We opened and closed the season there and also had an early summer event for a total of three point's events and the season opening test and tune. Our other site is Fortitech. We are up to our fifth year at their facility. We held four points events, both Street Survival and the Solo School there this year. Now for the bad news. Fortitech's parent company does not want any extracurricular activity on their site. We were able to use it this year because we had a contract in place before the ban on future events was put in place. While I will ask again for next year, it does not look like we will be there in 2015.

There are a lot of people I need to thank; Our Safety Stewards are Bruce Kosakoski, Arne Beebe, Phil Shoemaker, Tom Moeller, Phil Redington, Scot Carpenter, and Tracey Burckhard. Phil Shoemaker continued to do registration with help from Miguel Tiexeira. Bert Huiest continued to set up some great courses. Eric Smith and Tom Moeller continue to do a great job with Timing and Scoring. Carmine Russo did a great job again as Chief of Tech. Also thanks to everyone else that has helped out with the events. I would like to thank my fellow Solo Advisory Committee members. Andy Furlong, Bruce Kosakoski, Bert Huiest, Eric Smith, Lyndon Peck , Tom Moeller, Will Schambach, and Phil Shoemaker for planning the season and deciding who gets the awards.

SCCA made significant changes to the Solo classes beginning in 2014 and Mohud adapted our program to accommodate those changes. Mohud added a Street Tire and a Novice class four years ago and as of last year they were quite popular. This year the Novice class continued to be popular. The Street Tire class which was added to help to accommodate the competitors that did not wish to deal with the expenses and complexities of the R-comp tires had only two competitors this year. That is a significant drop from previous years. The Street (formerly Stock) class gained the most amount of competitors from the rule change and accounted for over half of the competitors at the events. Some of the Street drivers were also novices. The Novice class is a place to help better position new attendees with drivers of similar experience levels. We are holding steady with this class with 38 competitors. Attendance in this class is still pretty steady and fell into the 35-40 range. SCCA added a new class to accommodate the former Stock drivers that still have the R comp tires called Street R. We had three drivers and all of them attended only one event. SCCA had this class for a year to help with the transition away from R comps and will get rid of it before next season. We will be doing the same as there is not a need for it in our region.

Before we get to the trophies, I must thank my car owner, my wife Tracey. It continues to be a pleasure to co-drive with her. She pushes me to be a better driver as her times are getting closer to mine.

CLASS TROPHY WINNERS**Street**

10th Place from AS Adam Van Zandt
 9th Place from HS Carmine Russo
 8th Place from GS Sean Rogers
 7th Place from GS John Rogers
 6th Place from BS Philip Redington
 5th Place from CS Jon Kischman
 4th Place from DS Russell Gorman
 3rd Place from GS David Cowie
 2nd Place from AS Andrew Bernstein
 1st Place from GS Russell Burckhard

Street Prepared

4th Place from FSP Lyndon Peck
 3rd Place from CSP Tom Moeller
 2nd Place from FSP Bill Bennett
 1st Place from DSP Bruce Kosakoski
 Prepared Modified
 2nd Place from CP Arn Beebe
 1st Place from EP Andy Furlong

SPECIALTY TROPHIES**Novice of the year**

The Novice of the year award kept the tradition going for being one of the hardest to pick. We had three nominees that stood out this year. Our first nominee won the Novice Points battle. He placed first at an event, second once, third twice and fourth once. Ray Nelson was strong at every event he attended this season. Our second nominee finished second in the points. Joseph Cassidy had pretty solid finishes all season. He had a third, a fifth, a sixth, two seventh's and a ninth. Our final nominee finished third in points. Matthew Wilson ran pretty strong. He had a second, three third, and a sixth. To pick a winner, we take into consideration more than just where the drivers finish. How competitive we believe the car was and the driver's ability to learn. This year's winner showed consistency and performed well at each event, he also averaged the highest on the Pax list. The 2014 Novice Driver of the Year is Ray Nelson.

Most Improved Driver

The winner for this year's Most Improved Driver had shown a pretty good improvement from last year. While their average finish in class was a 6.3 last year, all of the 2013 class finishes were 8th, 5th, 4th, 7th, 9th, and a 5th. This year after a slow start he started to show some improvement in a more competitive class than where he was last year. His class finishes were 7th, 13th, 11th, 10th, 5th, and 3rd for an average of 8.1. By looking at these numbers it doesn't show an improvement. The participation in the class this year was a lot more intense with more competitors. Last year he only beat 11 other competitors in his class. This year he beat 35. What really shows the improvement in the numbers is where you wind up on the PAX list. This is the list that handicaps the classes to better equalize the vehicles. Last year's best PAX finish was 28th twice and his final average for the year was 35.1. This year after starting the season with a 32nd place, he dropped to 41st before making a climb up the list to his best

Touring

4th Place from STU Stephen Zavos
 3rd Place from STR Aashish Vemulapalli
 2nd Place from SM Eric Smith
 1st Place from STC Jon Staude

Kart

1st Place from JA Johnathon Burckhard

Novice

6th Place from NCS Matthew Wilson
 5th Place from NES Rey Waxali
 4th Place from NSM Ben Moeller
 3rd Place from NES Vincent DePaul
 2nd Place from NBSP Joseph Cassidy
 1st Place from NFS Ray Nelson

Tire

2nd Place from TEP Joe Rapp-Dimopoulos
 1st Place from TSM Dave Triffaro

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finish at the last event of 15th. This year's average only improved 5 places to a 30.4 despite having a slow start this year. He closed out the championship by finishing fourth in his class. The 2014 Most Improved Driver is Aashish Vemulapalli.

Female Driver of the Year

This year the Solo Advisory Committee decided to not award this trophy. We are hopeful that we will have some completion in this class next year.

Driver of the Year

This year's Driver of the Year had a banner year with some impressive finishes. He had finished the top of his class in five out of six events. The other event he had a solid second place. While he never had a Fastest Time of the Day, he was always at the top of the list of fastest times. His Pax finishes is where he really stood out. They were 2nd 1st 1st 2nd 1st and 1st for an average finish of 1.3. No one else was even close to him as the next highest average was a 3.1. The 2014 Driver of the Year is Jon Staude.

Worker of the Year

As always I wish I could give out many of these awards and not to just one person. Many people help out throughout the year and I would like to take a moment to thank everyone that has helped with the Solo program this year. This year's winner has been helping us out for a while now and managed to fly under the radar. This year the Solo Advisory Committee took notice to all he contributed. He is there early helping to set up. He stays late to help load the van. During the day he does his assignment and whatever else is asked of him. He helped get us going at one event even though he had a previous engagement and could not stay to compete. He also helps out with the Street Survival. The 2014 Worker of the year is Miguel Teixeira.

COMPETITION REPORT Jack Hanifan



January 2015



Greg Goss accepts Driver of the Year Award from Competition Chair Jack Hanifan

2014 Road Racing Awards - MoHud Road Racers were honored at our Annual Banquet.

Greg Goss was recognized as Driver of the Year. Greg was the ITE Champion in both the NeDiv Racing Championship and the New York State Road Racing Championship. He was also chosen as the NeDiv Racing Championship Driver of the Year.

Greg Pecorra and **Justin Noble** were our MoHud Rookies of the year. **Greg** was a graduate of the 2013 Club Racing Experience and the 2014 NYSRRC Champion in SM2. He was also chosen as the NYSRRC Rookie of the year.

Justin had an excellent season in FV and finished 2nd in the MoHud Regional Road Racing Championship.

Chip VanSlyke was the **MoHud Regional Road Racing Champion**. Chip ran all four MoHud races at Thompson Speedway and had 4 Podium finishes.

Pete Smith was honored for his NYSRRC Championship in F Production.

BK Karl received the Dave Riggi Memorial Award for all the help he gave fellow MoHud racers in 2014.

2015 Road Racing Schedule - The 2015 Schedule differs a lot from last year. The annual Mother's Day Regional at Pocono will **not** be held. This is traditionally my first race of the year, the only Pocono race next year will be the August Race. The first local race of the year will be NER Memorial Day race at NHMS.

Watkins Glen Races - The track will be closed for repaving for much of 2015, leaving only two SCCA weekends. The Majors will be July 4th on the long course. Immediately following the Majors, repaving will begin in the boot. The July sprints will be held on the short course.

Palmer Motorsports Park - NER has scheduled a race for August 22, 23. NER also plans a "Soft Opening" at a date to be determined.



Pete Smith accepts his Award as NYSRRC Champion in F Production

Thompson Motor Speedway Park - NER has decided to make all races at Thompson Friday – Saturday Races. The thought is it will do away with the dead time on Sunday morning.

2015 Annual Tech - It is not too early to think about 2015 Annual Tech. Now is the time to go to the garage and check your belts, remember the belts have two types of labels; SFI and FIA. SFI labels have the date of manufacture. SFI belts expire the last day of the year two years after manufacture. If the belt was manufactured in 2012 it expires the last day of 2014. FIA belts have the date of expiration and they are good for five years. Some belts have both labels, if the SFI date of manufacture is 2012 and the FIA date of expiration is 2017, the belt is still good until December 31, 2017.

If you do need new belts, take the time to go to Section 9.3.19 of the GCR and make sure they are installed properly. In particular check the angle of the belts over your shoulder and look at the GCR drawing to make sure they are treaded correctly to prevent them from slipping.

MoHud old friends get together!



Jack Hanifan, Roly Heacox, John Sheridan and Pete Smith enjoyed lunch in Cooperstown while visiting Roly recently.

2014 Solo Nationals at Lincoln Nebraska

AK Beebe 11/16/14

Seven days from today and I'll be running the Mustang at the 2014 Solo Nationals in Lincoln Nebraska. That means today's goal is to stuff everything I can possibly need away from the shop to keep the car running. It's load up the truck day, this evening we have luggage. It's a long trip so we have lots of luggage to put in, lots and lots of luggage. Next day hook up the trailer, load up the car and spend an inordinate amount of time finding the rest of the stuff I should never need to use. The truck



is a Ford Super Cab with an 8 ft box and cap, and the contents are several feet above the windows at this point and there will be more luggage type stuff before we hit the road in the morning.

So we started rolling at 9:45 headed west and stopped for lunch a little after noon. Picnic lunch Diane made for today and another one for tomorrow. Top off the gas tank and we're out of there in under 35 min. Traffic on I-90 isn't bad today allowing us to make good time and we're at the hotel for tonight's layover by mid-afternoon. Diane is elated at our early arrival time and is off to the Galleria to find a replacement for tonight's dinner as our intended destination has closed the doors. A worthy replacement being found I walk over later on, we leave the truck parked at the hotel here. Northern Italian and an excellent evening.

Rolling again at 6:45, the weather is good and we are making good time again today. Out of NY thru PA and into Ohio, where the truck makes its' very best mileage because the state seems to have the least elevation change of the entire trip. Picnic lunch in the truck stop again, even shorter than yesterdays' because we still have IN and IL to get thru before we stop in Davenport Iowa tonight. Somewhere in the middle of Indiana we hit what seems to be a traditional super rain storm, you see it up ahead way before you actually get there. This years' storm is not as bad as last year and we actually were able to drive on thru at significantly reduced speed and after a while it was back to sunny skies and standard cruise speed. Dinner tonight is in Davenport Iowa *ummm steak, it always seems to taste better west of the Mississippi * 11 hours today and I'm done.

8 today and Iowa is one long rollercoaster ride thru still more cornfields. Around 11 we go thru Adair which is home to the most expansive wind farm that I know of, from one edge of the horizon to the other, on both sides of I-80, it seems to have doubled in size since last year. We cross into Nebraska around noon and the interstate turns into 4 lanes after Omaha with a 75 mph limit that has now been completed all the way to Lincoln and I am able to drop Diane off at the municipal airport to get a car for the week while I go on over to the Lincoln Air Park on the other side. Nice, I'm already thinking about the steak I'm going to have for dinner tonight.

After signing the waiver at the gate my first stop is at registration and check in then off to my paddock space which is already occupied. It takes about 15 min. to find a paddock space that will supposedly be unoccupied, and then start unloading car and gear. Diane has found our new base so we can transfer the luggage over from the truck and then go and check in at the hotel. I have no interest or intention of moving the truck until we are leaving. Good time to pick up the golf cart, this place is so huge you really need transportation and it's kind of hard to haul tires and such around on a bike. At the opposite end the Pro Solo Finals are going strong and there are so many race cars to see. 1156 drivers will take runs this year at Nationals making this year the second largest entry ever. Time for dinner already. We seem to be the only people in the restaurant who are not wearing red tonight, good thing we made the reservation for the hotel at the beginning of the year before the football schedule came out.

Sunday, sunrise, beautiful start to the day, got a lot to do. Start by getting the car ready to run for 11:00 to 12:00 session on the test and tune course, oh yeah it's a redesigned and lengthened course so I have to walk a couple of times to see where it goes before the first session starts, don't want to waste any runs trying to find the course. This is the start of how I maximize the trip to Lincoln, I will run the car for 4 straight days (if it doesn't fall apart this year) and more than double my seat time. Test n tune at Nationals is one of a kind as in you register for the time block(s) you want and you pay 40.00 and you do NOT work the event! Nebraska region came up with the idea to hire a local hot-rod club to work the course and let the entrants concentrate on adjusting their combination. The guys from the hot rod club usually arrive in a neat collection of hot rods giving the parking area sort of a car show feel to it. Made friends with some of them starting several years ago when they told me they were fans of my mustang, I guess it has somewhat of a hot rod feel to it. I brought the car up to grid 5 to 10 min. before the start of my first session and the sun went away followed by the start of rain and then the arrival of lightening. The workers left for shelter and Diane appeared with a rain coat and umbrella for me. About 40 min. later the rain was stopping and we began our session, thought I was the only person there on slicks until I spotted a pair of karts, on slicks like me. The place was standing water everywhere to begin with so I waited until the karters had made several runs and the grid worker came over to tell me the mustang's fan club wanted me to make some runs in the wet. It's a test session so nothing to lose time to start having fun, first 2 runs I lose it in the slalom and slide off course, the third is a clean run and the last is a big yeehawwww as I go thru the lights doing a lovely 360 and no cones. Word comes from the course that the car looked great and my times had improved all the way to mediocre, cool.

Took some time during the afternoon to go and watch the Pro Solo for a while, as I wanted to see what came out for the newly created CAM class, they were competing in an exhibition group. Tonight is the CP party and we are bringing a pasta salad so it's time to round up ingredients and prepare the food. The afternoon is sunny and by the time we get back to the paddock about 6:00 we are in the middle of a downpour and we are watching the wind just destroy our new neighbors e-z up guess they thought we were exaggerating when we warned them of the possible winds. We drove around the paddock as the storm began to ease up and got back to our spot as it completely stopped and people came out of their various shelters. I got out of the car and was talking with a group of people when we realized there was a nice hole in the cloud cover almost directly overhead of us and when the clouds around this hole started to show some movement

around it I decided it was time to leave. Back at the hotel it was a beautiful evening unless you looked back towards LAP where the horizon was almost black. Have I mentioned the weather here is changeable?

Monday is another busy day with tech inspection, putting new tires on the car, 2 sessions on the t'n't course, and checking the weight on the scales. Catching up with people from last year is a daily activity here and we need to get our magnum p.i. shirts for tonight's surf themed welcome party aka Tacos & Talent that will conclude long after I am gently snoring. Diane got me a killer Hawaiian shirt and I will be stylin' as I admire the 55 Chevy surf wagon sitting in front of the tent where we have our tacos.

Lincoln Solo Nationals by Diane Gurdak wife of Arn Beebe

I get just as excited about the trip to the Lincoln Solo Nationals as my husband! Although he has to get the race car ready to race with the Champions, I have many responsibilities as well, which I start the year before! As soon as the dates for the next year's national events are available, I make all of the hotel reservations to get the best rates, or to be able to use points for free stays at the hotels and for car reservations!

We also rent a golf cart car with Drewels EZ Go 402-466-7322 as early as possible because they only have so many carts, and we have found that sometimes those that wait to reserve right before the event are disappointed because they can't get a cart. I make sure I print the rental agreement to show there on site when we go to rent the cart.

At my age, I can no longer do the 24 hour straight streak from Schenectady, NY to Lincoln,! So, to make the trip a pleasurable vacation for me, we stop in Buffalo, NY (Cheektowaga) Exit 52 on the Thruway I-90, and then Davenport Iowa, and arrive happy and rested in Lincoln Nebraska on the third day of the trip!

We stay for free at the Hampton Inn in Cheektowaga, which has a great free breakfast and more importantly for me, is only a 15 minute walk to the wonderful and fantastic Walden Galleria Mall! This Mall has Lord and Taylor, Macys, 50 other stores, and one of our favorite restaurants there called BRAVO! Cucina Italiano, 716-684-4595 which has affordable, great tasting Italian food in an inviting upscale atmosphere! They also have take out. The food is fantastic, the service is exceptional, there is an excellent list of wines by the glass, and we can easily walk to and from the restaurant to the hotel and back. We fill up the gas tank in PA as soon as we cross over from NY to PA, where the prices are much better than NY.

The next stop is Davenport Iowa, where we enjoy a free night at the Davenport Residence Inn which has fantastic corner rooms overlooking the parking lot, and has plenty of parking space for our truck and trailer! We get gas on the way in from I-490 to the hotel, so we are all set very early the next morning to hit the road. The Residence Inn is within a mile from the rustic Thunder Bay Grille, where they also have plenty of space for parking the truck and trailer, a huge bar, the best steaks and chops, a super crab appetizer, excellent wait staff and a great view of a wooded area out the back picture windows. All Residence Inns have a great free breakfast every morning .

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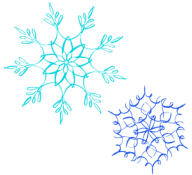
From there it is a straight stretch over many hills through all of the cities with gigantic windmills to Lincoln Nebraska where they have cheap gas and a fantastic venue for SCCA racing at the Lincoln Air Park. When we arrive in Lincoln Nebraska, husband Arnie drops wife Diane at the Lincoln Airport so that she can pick up a rental car! Once again, we stay for free at the Lincoln Residence Inn, which, although is several miles from the SCCA racing Air Park it is close to shopping Malls, grocery stores and great restaurants!

I pack a tasty and nutritious lunch for us each day of the trip. I used to make sandwiches for the trip, but we have found that eating any kind of carbohydrates on the trip causes us to become tired or less acutely aware of dangers (such as one year when we had deer running across the highway). So I pack the cooler with nutritious proteins like diced meats, tuna or turkey salad, deviled eggs, and nuts. We drink only cold water in the truck during the trip.

In Lincoln, we recommend the following restaurants: the old Original Misty's Steakhouse in Havelock near Lincoln Airpark, 6235 Havelock Ave., 402-466-8424, where they have great steaks and lobsters, and good value for your money - great leftovers too. A new restaurant, Dish, in downtown Lincoln, 1100 O Street, 402-475-9475 has excellent seafood, steaks and crispy duck. They have many selections of wine that are reasonably priced and very good. The Wilderness Lodge is great for fine dining, but is expensive. If you're on a budget, and want to eat outside, Lazlo's Brewery & Grill - South, 5900 Old Cheney Rd, Lincoln 402- 323-8500 serves from 11:00 am – 11:00 pm most nights. Please make sure you call ahead because the restaurants are closed on exactly the days you want to go to them!

It's best to pack a wide variety of clothing for this week of racing! We have encountered everything from blazing hot 100F temperatures to freezing cold! In general, however, the Lincoln Air Park has a constant strong wind going across it so anything that isn't strapped down in your truck or car will fly away with the wind! Last year, several race cars were damaged overnight when a very strong thunderstorm blew tents and umbrellas onto their cars. So be sure to pack plenty of tie-downs and secure your tents for strong winds (we don't have a tent, just folding chairs).

We pack plenty of sunscreen, sanitary wipes and buy a case of water as soon as we get there! You'll definitely need to stay properly hydrated.



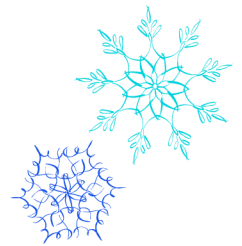
FLOCON DE NEIGE 2015



That's French for snowflake, if you must know. MoHud has had numerous snowflake rallies over the past 50+ years, but unfortunately they have become something of a rare event...rarer still without Jim Bishop. Perhaps 2015 will be the start of a new history.

When

Saturday, January 31, 2015
 Registration opens at 4 pm
 Entrants meeting at 5:30 pm
 First car off [FCO] at 6:01 pm



Where

Advance Auto Parts
 700 Loudon Rd
 Latham, NY

This will be a straightforward time-speed-distance (TSD) rally covering over 100 miles, lasting over 3 hours. Speeds will be moderate to brisk. All paved roads, but when they are snow-covered, who can tell? No car-breakers at least! All vehicles must be street legal, and should be capable of handling wintry, rural roads.

Classes and trophies:

1. Equipped (computers, GPS, etc.) and/or Experienced
2. Seat-of-the-pants, Novices



Entry fees: \$25 per car

This event is sanctioned by the Mohawk Hudson Region of the Sports car Club of America. All participants must be SCCA members. **There is an additional fee of \$15/person for weekend membership.** The weekend membership fee is creditable toward full membership.

Information: Trish Bucci 518-728-8943 or trimar71@gmail.com (preferred)

2014 Awards Banquet Photos



MoHud SCCA Driver of the Year, Greg Goss





WINTER ISN'T THE OFF SEASON

HONE YOUR SKILLS WHILE THE OTHERS ARE SITTING AT HOME



Nine classes of cars from no-contact street legal cars to winged super modifieds!

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3-20 MINUTE RACES PLUS WARM UP FOR ONLY \$50

Street Legal Class Info: Michael Waterhouse • (518) 810 8831 • waterhmp@hotmail.com
Modified Studded/Screw Class Info: Dave Burnham • (518) 875 6956 • racing48@nycap.rr.com



20-20 Track Day Events

\$20 buys 20 minutes on the race course during the lunch time break
Helmet and snow tires required
Track day rules apply

Locations include: Lake George, Lake Algonquin, Tupper Lake, Warners Lake, Ballston Lake, Round Lake

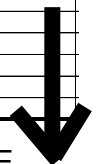
Get sideways with us January through March for the most fun in motorsport!

www.icerace.com



2015 NE Division Dates

DATES	NORTHEAST CONFERENCE MAJORS	Southeast & Northern Majors	REGIONALS and DIVISIONAL SERIES (Runoffs Qualifier	SCHOOLS
January 3-4				
January 10-11		Homestead Miami Speedway-SE		
January 17-18 / ML King Holiday 19		Sebring Int'l Raceway-SE		
January 24-25				
January 31-February 1				
February 7-8				
February 14-15 / Presidents Holiday 16				
February 20-22	National SCCA Convention - Charlotte Convention Center - Charlotte, NC			
February 28-March 1				
March 7-8 / Daylight Savings		NOLA Motorsports Park-SE		
March 14-15				
March 21-22		Road Atlanta-SE		SJR/NJMP - L
March 28-29				WDC/Summit
April 4-5 / Easter & Passover				
April 11-12			WDC/Summit (M) - DCS	
April 18-19	VIR 17-19 / with Southeast T			
April 25-26			SJR/NJMP-T 12 hr Enduro 24-25/Test 24	
May 2-3	WDC/Summit 1-3 / with Southeast	BVR-MILK/Blackhawk Farms-N		
May 9-10 / Mother's Day				
May 16-17				
May 23-24 / Memorial Day 25			NER/NHMS (Ne) - DCS	NER/NHMS-22
May 30-31	OVR/Mid-Ohio 29-31 / with Northeast			
June 6-7			SJR/NJMP-Light Test 5 (Nj) - DCS	
June 13-14 / Ramadan 17		CHI/Road America-N	SJR/NJMP-Thund- R - PRO IT ONLY	
June 19-20			NER/Lime Rock (Ne)	
June 20-21 / Father's Day			WDC/Summit (M)	
June 20-21 / Father's Day			FLR-MVR/Nelson-D+E - DCS	
June 27-28				
July 4-5 / Independence Day	FLR/Glen 3-5			
July 10-11			NER/Thompson Speedway Motorsports Park (Ne)	
July 11-12		SBR-DET/GingerMan Raceway-N	WDC/Summit (M)	
July 18-19			GLN/Glen - DCS	
July 25-26	SJR/NJMP-Thund 24-26 -Test 23	MILK/Road America-N		
August 1-2			WDC/Summit (M)	
August 1-2			NER/NHMS (Ne) - DCS	
August 8-9			TRI-NNJ/Pocono - DCS	
August 15-16	STC/PIRC 15-16 - 2 Day Major		SJR/NJMP-Thund-Test 14 (Nj)	
August 22-23		WMR/Michigan Int'l Speedway-N	NER/Palmer Motorsports Park -T (Ne)	
August 29-30				
September 5-6 / Labor Day 7			WDC/Summit-D (5-7) (M)	
September 12-13 /Rosh Hashanah 13			NER/Palmer Motorsports Park -T (Ne)	
September 19-20 / Yom Kipper 22			STC/PIRC-D -DCS	
September 21-27	52nd SCCA Runoffs - Daytona International Speedway, Daytona, FL			
September 26-27				
October 2-3			NYR/Lime Rock Tentative	
October 3-4			WDC/Summit (M)	
October 9-10			NER/Thompson Speedway Motorsports Park (Ne)- DCS	
October 10-11 / Columbus Day 12				
October 17-18			SJR/NJMP-Thund (Nj) or 24-25 ? TBD	
October 24-25			SJR/NJMP-Thund (Nj) or 17-18 ? TBD	
October 31-November 1 / Daylight Savings				
November 7-8 / Veterans Day 11				
November 13-14-15	NeDivision Mini-Convention, Holiday Inn, Saratoga Springs, NY - MoHud Region			
November 21-22 / Thanksgiving 26				
November 28-29				
December 5-6 / Hanukkah 6				
December 12-13				
December 19-20 / Christmas 25				
December 26-27				
12-11-14 NeDiv Scheduling Donna McDonough				
Series Designations & Event Types				
NARRC=Na; NERRC=Ne; NYSRRC=Ny; NJRRS=Nj; MARRS=M; Kryder=K				
8 Event NeDivision Championship Series= DCS Double=D; Enduro=E; Restricted (Class)=R; Tentative=T				



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Columns which contained no entries have been deleted.



SCCA Club Racing Announces Contingency Partners for 2015

TOPEKA, Kan. (Dec. 23, 2014) – Christmas came early for competitors in the Sports Car Club of America's SafeRacer Club Racing program with the announcement of 18 motorsports leaders offering contingency awards during the 2015 season.

Eight auto makers will offer cash prizes for top finishing positions in Majors Tour competition – including Mazda North American Operations, Chevrolet, Ford Racing, Honda Performance Development, MINI USA, Nissan Motorsports, Scion Racing and Toyota/TRD. Many of these manufacturers will also offer payouts to racers at the Regional level.

Mazda, the Official Vehicle of SCCA, has pledged their support of the U.S. Majors Tour. Race winners in Spec Miata will earn \$600, with second place receiving \$350, followed by \$175 for third. In the remaining eligible classes, winners will get an \$800 check with \$500 awarded to second and \$250 to third. In addition, a \$1,750 bonus will be awarded to the Conference Champion driving a Mazda. For SCCA's Regional program, Mazda will award \$800, \$500 and \$250, respectively, to the top three positions in the Divisional Points Championships in eligible classes. Spec Miata and Formula Mazda drivers on the Divisional podium will earn \$600, \$350 and \$175, in that order, with SM5 top three drivers to receive \$500, \$300 and \$150.



Brian Laughlin, right, leads Cliff Ira, left, at the 2014 SCCA Runoffs at Mazda Raceway Laguna Seca. Credit: Jay Bonvouloir

Chevrolet will support its Sonic competitors in the U.S. Majors Tour B-Spec class, offering eligible drivers a bonus of \$750 for a win, \$500 for second and \$250 for third in each race. Ford will award payouts of \$700, \$500 and \$250 to top three race finishers of eligible classes at all Majors races. Each Formula Enterprises and Formula F Majors Conference Champion powered by a Ford engine will also receive a \$1,000 check.

Honda Performance Development (HPD) will award select vehicles with a prize of \$500, \$300 and \$150 for the top three spots in any Majors races in eligible classes. All other Honda/Acura vehicles in those same classes will be eligible for bonuses of \$200,

\$100 and \$50 for podium finishes. Honda will also award payouts for drivers in eligible Improved Touring classes at the American Road Race of Champions at Road Atlanta. A podium finish will be worth \$500, \$300 and \$150, in that order.

Nissan Motorsports supports podium finishers in select Majors Tour classes. Winners in current models will be able to cash in on bonuses for \$500, \$250 and \$100 in the respective top-three positions, while drivers of non-current models will be eligible for paydays of \$250, \$150 and \$100. In both cases, a Majors Conference title is worth \$1,000.

MINI USA will offer payouts to its drivers in the top three of eligible Majors classes at the rate of \$500, \$250 and \$100, while a Conference Championship prize of \$1,250 is available. The manufacturer will also pay out to eligible drivers at all Regional races on the same schedule, with a Division title being substituted for a Conference Championship.

Scion Racing is prepared to award eligible drivers of the FR-S cash in the amount of \$500 for a Majors race win, \$300 for second place and \$150 for third. All other Scion drivers in eligible Majors classes will be able to capture a \$400 bonus for any podium position. In support of the Regional Club Racing program, Scion will give cash prizes of \$200, \$100 and \$50 for eligible top-three finishers, in that order.

Toyota/TRD will support its customers taking part in the U.S. Majors Tour by awarding \$800 to eligible drivers in GT-2 and GT-3. All other eligible drivers taking a win in an eligible class will receive \$400. TRD will also be offering bonuses for podium finishers in Runoffs-qualifying Regional races in select classes. Those drivers who are eligible will receive \$200 for a win, \$100 for second and \$50 for third.

BFGoodrich Tires, Goodyear Tire, Hankook Tires, Hoosier Racing Tire and Kumho Tires have all pledged contingency support for the upcoming season.

BFGoodrich Tires will award eligible drivers two tires for a first-place finish and one tire for a second-place finish at all Majors Tour races. Goodyear will offer \$300 and \$100, in cash, to eligible top-two finishers at each Majors race, with the Conference Champion earning a \$500 bonus.

Hoosier Racing Tire will also be giving out contingency awards at all Majors and Regional races this year. Spec Miata drivers who win a Majors Tour race will earn four tires, with second place earning two free tires. Places third through eight will earn one free tire. In all other eligible Majors classes, a win is worth two tires while a runner-up finish is worth one. Hoosier's Regional program will award two tires to a Spec Miata class winner, with one tire going to second place.

Kumho Tires will be supporting the all classes in the Regional Club Racing program with product credits in exchange for a podium finish. Hankook Tires will release the details of its contingency program in the coming weeks.

Hawk Performance, the Official Brake Products of SCCA, will also be on board with a contingency program of their own in 2015. Eligible winners of a Majors race can collect \$100 worth of product, while a second-place finish is worth \$50 and third place will earn \$25.

Carbotech Brakes will return as a Club Racing contingency sponsor with \$100 product certificates for a Majors win, a \$75 product certificate for second and third receiving a \$50 certificate. NEO Motorsport, a big brake manufacturer, has also pledged their support for the Majors by offering winners using their brake kits cash prizes for a podium finish. Payouts will be \$150, \$100 and \$75 for the top-three positions, respectively.

SafeRacer, the Official Safety Provider of SCCA, has returned to support the Nationwide points program. The Champion in each class at the end of the year will earn a \$500 product certificate. Summit Racing Equipment also re-upped this year. Eligible winners in each class of a Majors Tour race will be able to get their hands on a \$100 product certificate, while second place can earn a \$50 certificate.

Details on all contingency programs and how to register can be found at <http://www.scca.com/clubracing/content.cfm?cid=44474>

Drivers should read all program requirements carefully and be sure to have the necessary paperwork submitted before their first event.

As new Club Racing contingency programs become available, they will be posted to SCCA.com.