



WHAT HAPPENS IN VEGAS... **News from 2012 SCCA National Conference**

South Point Hotel & Casino, location of
2012 SCCA National Convention

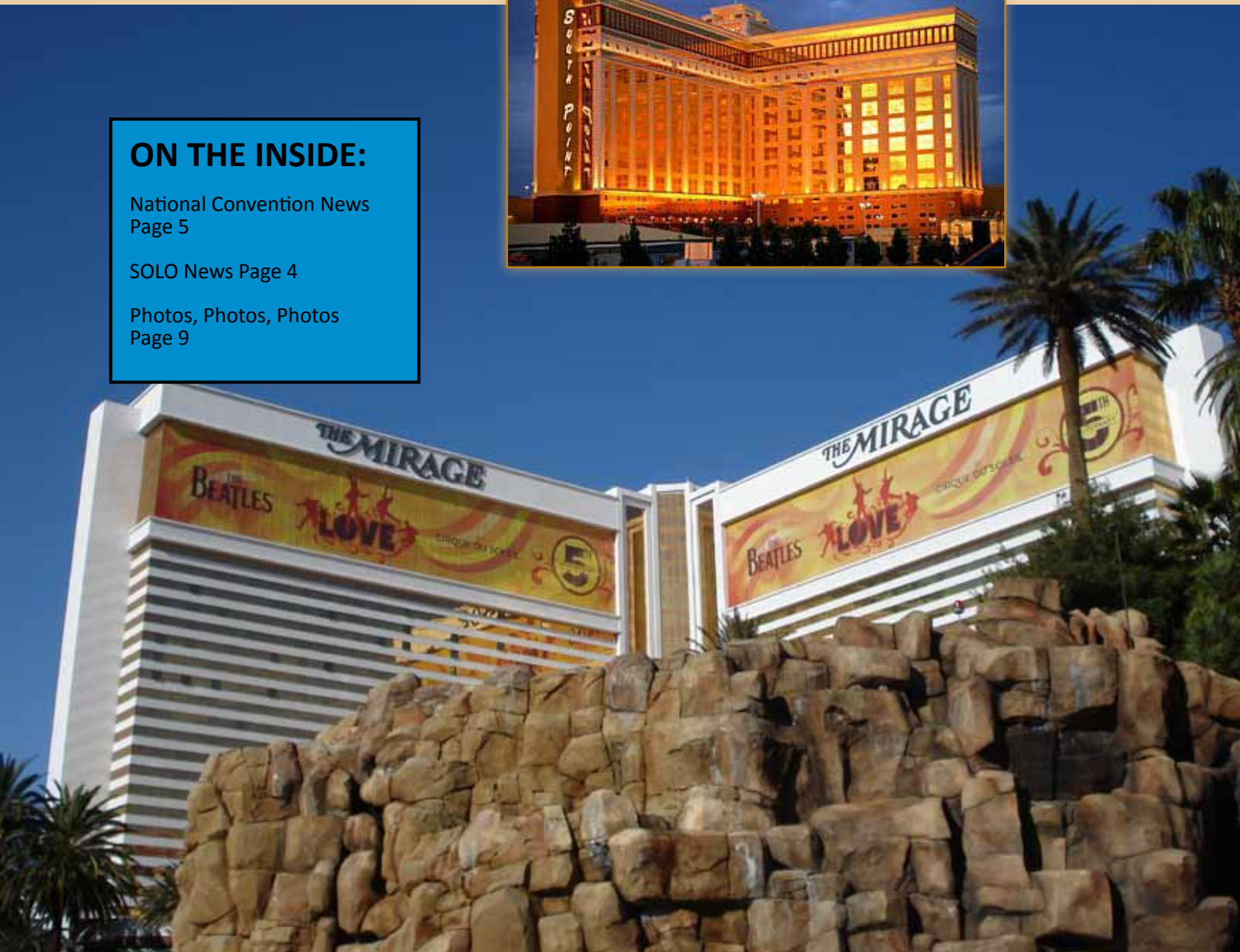


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MOHAWK - HUDSON REGION SCCA OFFICERS & ADMINISTRATORS

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 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
lhani1@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

April 2012 RE Report

I am proud to announce that Mohud will be putting on 2 Street Survivals this year. As we did last year, we will be working with the Patroon BMW club for these events. Fortitech has allowed us access to their great site again this year for the 2 SS events and a car control clinic that we will use to teach very similar skills to the parents of the Street Survival students. This event will also be opened up to anyone else that would like to participate. As with last year, we are going to need help putting on these events. Please contact Will Schambach or myself to volunteer.

The National convention was last month. I was not able to attend this year but have talked to some of those who attended. The round table was also held last month. I was disappointed with the lack of content other than club racing. There was 1 session for Solo Safety Steward training. I had attended this seminar in the last 5 or 6 seminars so I did not go to this one and do not know if it was well attended or not. Rally cross had a good slate of seminars and I had attended a couple of them. There was a decent amount of interest in these. (We had an offer to use a site locally a while back and nothing came of it. If there is interest in holding a Rally cross, please let me know and I will check to see if the site is still available. I will also help with putting on the event in whatever way I can.) Nediv held a seminar to go over their website and membership had a seminar hosted by SCCA's VP of membership, Colan Arnold. PDX had no seminars. Club racing had a full slate with about 15 different seminars aimed towards workers. They also had a Drivers Panel to help the drivers. There is a way to get more variety of seminars and I need your help. Let me know what you would like to see at the next Mini Con and I will do my best to try to get it on the schedule. The Glen region will be hosting the November Mini Con on November 9-11 at the Ramada in Ithaca, NY (go to www.nediv.com for more info). New England Region will be hosting in 2013, Steel Cities in 2014, and Mohud will have it again in 2015.

Some highlights from the Round Table:

Membership

- Full time active military get discounted memberships.
- SCCA will waive dues if serving in a hazardous area.
- Street Survival students receive a free year's membership.
- Crew license is going away. GCR will change to reflect this.
- Membership is required in hot areas. You do not need a license in hot areas.

Drivers Training (taken from the meeting with Ed Zebrowski, Charlie Campbell, Elivan Goulart, Reed Kryder, and Russell Strate)

- To learn to brake later. roll off of the throttle early and then brake later. After you are comfortable with that, stop rolling off of the throttle early and make it closer to the brake point. Work on 1 corner at a time to avoid being mentally overloaded.
- Be smooth. Slow in, fast out.
- Do a session without brakes to get by psychological blocks.
- Track out is the most important part of a corner.
- Look at your turn in point to determine brake point. Look for apex later.
- Try to get the brake point and the apex as close together as possible and still be able to

track out.

- As speed goes up, you need to steer more.
- You should be able to hold the wheel still as you go around the corner (small adjustments are okay).
- The fast way around a corner is with the least amount of side movement (front end or back end).
- Helmet blocks view of brake markers. You may want to brake at 100', but are actually braking at 125' because of obstructed view.
- If you overdrive, work on controlling the middle of the corner first. Adjust til you have control (car, driver).
- Start with visual cues. Move to your other 4 senses. Perfecting you feel will make you faster.
- Look up.
- Don't drive beyond your abilities.
- Sometimes you need to trick your mind.
- Record data. Start with a pen and paper. Electronic data recorders cannot tell what you feel, what the weather was, what tires are on the car, etc...

UPCOMING EVENTS;

| | | |
|----------------|------------|----------------------------|
| Tech Party | April 14 | Bob Karl Sales and Service |
| Mohud National | June 22-23 | Lime Rock Park |
| PDX | Oct 20 | Lime Rock Park |

SOLO Report

Russ Burckhard

April 2012 Solo Report

I have a few more dates to confirm as we now have the approval to use Fortitech. We will have 2 Street Survivals at Fortitech as well. The car control clinic at Fortitech will be a similar event as the Street Survival that will be geared towards the parents of the students that have attended one of our Street Survivals. We will try to accommodate those parents and siblings first and then open registration to anyone else that may want to attend. We are still working out details as to how many and how much the event will be. More details will follow.

| | | |
|-------------------|------------------------------------|--------------------------|
| <i>May 5-6</i> | <i>T&T, Event 1</i> | |
| June 2-3 | Street Survival, Event 2 | Fortitech |
| <i>July 15</i> | <i>Event 3</i> | |
| Aug 11-12 | Street Survival, Event 4 | Fortitech |
| Sept 8 | Adirondack Corvette Event | Prospect Mountain |
| Sept 15,16 | Car control clinic, Event 5 | Fortitech |
| <i>Sept 23</i> | <i>Event 6</i> | |
| <i>Oct 14</i> | <i>Event 7</i> | |

Dates in italics are tentative. Bold blue dates are confirmed.

COMPETITION REPORT Jack Hanifan

2012 April Competition Report

2012 GCR-This year SCCA did not mail every driver a GCR unless they ordered and paid for one. The GCR can be found online at SCCA.com. Click on Club Racing then click on Cars and Rules. You will see that the GCR is updated every month. **The new changes are in red.**

Notable change for 2012 Spec Miata- The size of the restrictor plates has changed- check your GCR.

April 14-Tech Party- Noon – Bob Karl Sales and Service 6th Ave. Troy NY- Soda and Dogs will be provided. Bring your Driver's Suit and HANS Device. Remember most classes need Minimum weight on car. Check your belts. Snell 2000SA helmets are not acceptable- you need a Snell 2005SA or 2010SA Helmet.

Hoosier tires are mandatory for Spec Miata in National Races. In Regional Races for 2012 you may use either Toyo or Hoosier tires.

Race Car Available- I stopped by Sam's Garage to see Mike's ITB car which is advertised in the KnockOff, it is a good deal for a good price, check it out.

SAVE THE DATE!
PDX
Oct 20th, 2012 at Lime Rock

Race Car for Sale: 1985 VW Jetta ITB. Very reliable race car with no DNF's. Consistent top 5 at NHMS and Watkins Glen. Log book available. Race ready with shine racing Quaiffe transmission, Bilstein coil overs with Eibach springs, spherical bearings in front control arms and rear axle, Ground Control camber/caster plates, Accusump System, Revolution 13" wheels, Shine rear sway bar, steel braided front and rear brake hoses, new paint (White). Engine just freshened up with new head gasket, timing belt, plugs....bearings. Many spare parts including doors, hood, engines, transmissions, rear axle.....too many to list. Asking \$3,500. Call Mike at 518-209-8352.

Our sincere condolences go to Nancy Boice and her family
on the recent death of her father.

National Convention 2012 - Jack Hanifan

My time spent at the National Convention was quite informative; it was the first time in several years that I could spend all of my time attending seminars. In the past five or so years I have had to attend meetings concerning my positions as either Executive Steward or 1st Judge on the Court of Appeals. This year I could devote my time to Region duties.

We arrived late Wednesday night and took Thursday morning to make a quick visit to the "Strip". Thursday afternoon began with the SCCA Annual Meeting. CEO and President Jeff Dahnert gave us a State of the Club Address, to summarize his address - the club is in good financial shape; we finished 2011 with a small surplus and were within twenty thousand dollars of our budget. Our own Tom Campbell, President and Chairman of the Pro Racing Board, reported on Pro Racing, we are in acceptable financial state and were within a few thousand dollars of breaking even in 2011. Erik Skirmantz reported on Enterprises and noted that they made a slight profit and made payments to SCCA on their loan. Bev Helfricher reported on the foundation and they are making strides with the Tire Rack Street Survival program.

The Annual Meeting was followed by the Convention Kickoff featuring a Magic Act and Showgirls. President Dahnert appeared on stage compliments of the magician and gave us more information on the Changes for 2012.

New types of Memberships will be entertained ranging from a low cost Social Membership to a fully fledged Competition membership.

A new marketing company has been hired and they will concentrate on the clubs "branding"

The National Runoffs will have a new schedule which will only require competitors to be there for 4 days.

Thursday ended with a Happy Hour and Welcome Reception. Friday and Saturday consisted primarily of one hour workshops on several topics. There were tracks for Club Racing, Administration, Rally, Region/Membership, and Solo. Jim, Trish, Will, Lisa and I divided the sessions up among us so we could cover almost everything. Tom, obviously, had to spend the majority of his time with Pro-Racing. In this article, I will cover the sessions I attended.

Friday - I was invited to a Closed Session for **Track Reviews**- this was a meeting of SCCA Staff and those Executive Stewards, Deputy Exec Stewards and former Executive Stewards who have had the training in Track Reviews. What we do is at least every two years we "review" tracks to make sure that the safety is up to date, we walk the track, look at the guardrails, concrete walls, runoff etc and approve it for racing for the following year. I have been asked to help review a street circuit in Rhode Island for a Vintage event in 2013.

My next meeting was on the **2012 Stewards Manual**. David Nokes who is the Chairman of the Stewards chaired the



CEO and SCCA President Jeff Dahnert speaks.

meeting. The new Manual is posted in the filing cabinet and concerns a wide range of steward items including duties, licensing, and procedures for the different duties of a Steward at a race.

The third meeting of the morning was on the new Majors Program- this is a series of National Races in the Midwest designed to increase the number of competitors and increase the interest in National Racing. The Majors program is an experimental program this year; if it is successful it can go nationwide in 2013.

The Awards Luncheon followed- Awards were presented to individuals and Regions that had contributed to the Club in 2011, MoHud did not receive any awards, I may be prejudiced but I think we deserved an award for the progress we make in both PDX and the Tire Rack Street Survival. I did receive a nice clock in appreciation for my two years on the Court of Appeals.

The first session after lunch was a very informative session entitled **Technology 101 for Stewards**, it was presented by Paul Gauzens a SeDiv steward. It dealt with a problem stewards have faced for the past few years. More and more drivers are using video in their cars and these videos are often used as evidence in SOM hearings. The videos can be in a variety of formats, making it difficult to watch the videos. The session provided a list of tools that Stewards should have to be prepared to view these videos in an SOM hearing.

I scream, you scream, we all scream for success- This was an Ice Cream Social where Region's were presented awards for their membership retention and increases.

SCCA, Inc.-Town Hall the SCCA Board of Directors and Staff answered questions from the members regarding club policies and future. The most significant topic was the proposal for Tiered membership; most in attendance were opposed to the idea.

Chairman's Reception- Lisa and I were invited to a cocktail reception hosted by Chairman of the BOD, Jerry Wanarka and his wife Bonnie. It was an opportunity to spend time with some of our SCCA friends from across the country.

Friday night – The Hanifan's and the Bucci's hitched a ride with Exec Steward Earl Hurlbut to Downtown Las Vegas and enjoyed the street performers, Zip Line riders and the overhead light show. After the excursion we returned to SouthPoint for a delicious dinner at the Steak and Shake.

Saturday - Club Racing Town Hall Part 1 & Part 2- Saturday started with a double session dealing with Club Racing, The Club Racing Board, Executive Stewards and Time Trials Board each made

presentations and were available to answer questions. Time Trials falls under Club Racing but there was little if any interest from the rest of the Club Racers in their activities. This created a poor use of our time but the Club Racing portion was very informative.

Conducting SOM Hearings for Stewards

– This session hosted by Dennis Dean, WDCR Steward reminded Stewards of the procedures for conducting SOM hearings and the tools available to make

Exec Chief Steward, Earl Hurlbut, and Jerry Rigoli, NER Competition Chair, listen to luncheon speaker.



sure they are proper. Dennis has constructed a variety of checklists for different types of hearings, which I use at every event that I attend.

Introduction to Crew Resource Management and how we can apply CRM. – This two hour workshop explained CRM and detailed how we can apply it to Club Racing. The moderator was Jim Averett, the previous Chief Steward at the Runoffs and a retired Commercial Airline Pilot. CRM was started in the airline industry and is now also used in hospitals and emergency services. The concept is to follow practices which reduce human error in both operations and communication. The basic premise is to allow all members of the team, no matter how small their role might be, to have input to the operation and follow practices which improve communication.

The Conference ended with a **Cocktail Reception and the Awards and Hall of Fame Induction Banquet**

The President's Award for Club Racing was awarded to NER Driver Elivan Goulart in recognition of his Spec Miata Championship at the Runoffs and his previous two Runoff wins in F-500

The Hall of Fame Inductees were:

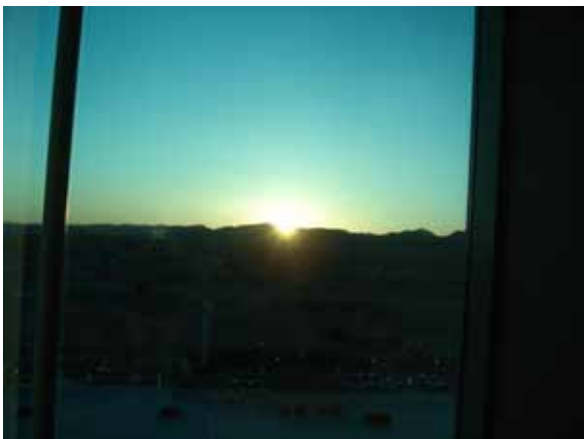
Bryan Webb and SCCA member for over 30 years, serving in multiple capacities including a member of the BOD, RE, National Administrator of Stewards. He passed away in 2004.

Dr. Peter Talbot an active Club Racer for many years, but is primarily remembered for being the inventor and innovator of the Tire Wall. He passed away in 1999.

Gene Henderson was active for many years as a Club Racer and spent the winter months participating in Road Rally events. He won the 1963 POR, the 1968 TransCanada Road Rally and the 1972 FIA World Championship POR, in a Jeep Wagoneer, the first American Car to win an FIA event. He passed away in 2005

Charlie Erwood a member since 1960, Charlie started racing in Production with Porches before he entered the Stewards Program and was Chief Steward for many years at the Runoffs at Road Atlanta. Charlie was also an official at the 12 Hours of Sebring, 24 Hours of Daytona, the Trans-Am Series, Playboy Endurance Series, and Spec Racer Ford. He is also a former General Manager at Sebring International Raceway. As General Manager he designed the course which is currently in use. Charlie was unable to attend the banquet; his award was accepted by his son, Terry Erwood, a fantastic speaker.

Jim Hall is best known as a leading innovator in race car design and will always be remembered for his Can Am "Sucker" car. Jim drove in Formula One, Can-Am and Trans-Am. He won the Indianapolis 500 as a team owner in 1978 and 1980. He was the 1965 President's Cup winner and is still available to his Region for support and recruitment.



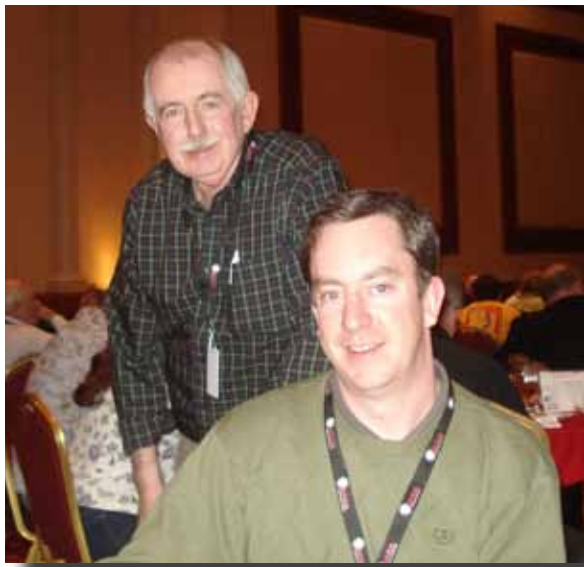
More information about the Hall of Fame Inductees can be found on the SCCA website.

Las Vegas sunrise from the window in our hotel room.

SCCA National Convention Worth the Trip!



Tom Campbell, SCCA Pro Board President, Jim Bucci, MoHud Asst. RE and Trish Bucci listen to presenters at a lunch on Friday.



Competition Chair Jack Hanifan and Membership Chair, Will Schambach compare notes on their meetings during lunch.



Photos courtesy of Jack & Lisa Hanifan



MoHud members enjoying a Mexican meal at Miguel's in South Point Hotel & Casino, Las Vegas.

Jack Hanifan, Mike Toombs, Finger Lakes Region RE, and Will Schambach relax after their day's meetings.



Photos courtesy of Jim & Trish Bucci



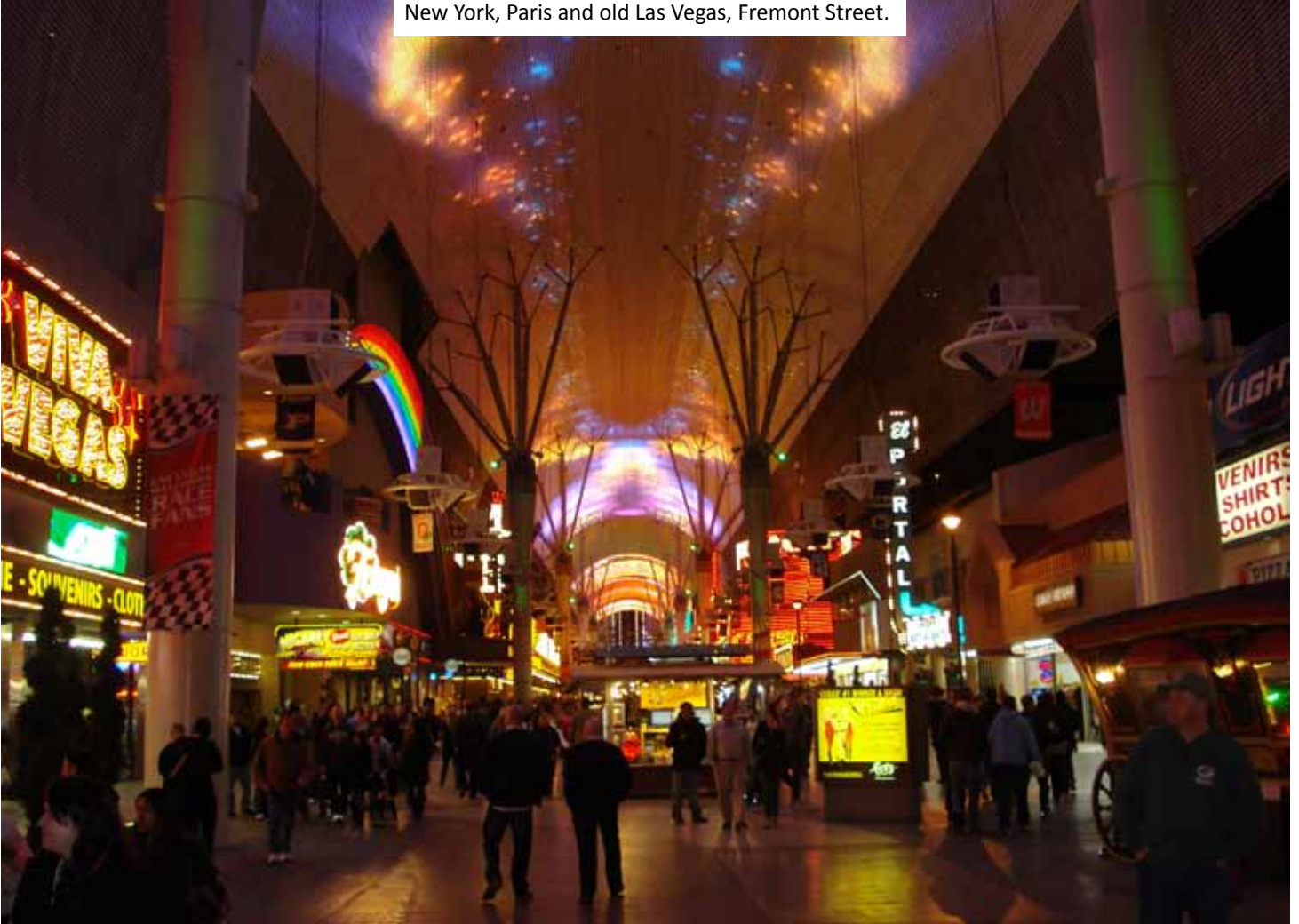
Lisa & Jack Hanifan along with Earl Hurlbut, Exec Steward of the Glen Region, and Trish Bucci (Jim is taking the photo) caught a late night dinner at a Steak n' Shake in the hotel after a stroll on the "old strip" on Fremont Street in downtown Las Vegas on Friday night.

Not in Kansas anymore!

Photos courtesy of Jim & Trish Bucci



New York, Paris and old Las Vegas, Fremont Street.



A visit to the Venetian Hotel & Casino was worth the walk. Weather was terrific, high 60s & sunny. Below: a beautiful view of the gondola ride "inside" the Venetian.



Photos courtesy of Jack & Lisa Hanifan

Driving to Red Rock Canyon was well worth the price of the car rental. It was only a half hour's ride outside Las Vegas and really amazing to see!





Photos courtesy of Jack & Lisa Hanifan



Red Rock Canyon was surprising even though the name describes it well. Flora & fauna are very different than in the northeast.



The SCCA National Experience

By Lisa Hanifan

Thanks for the privilege to attend the national convention. It was well worth the trip.

We flew out of Albany after a delay on the runway due to snow. We arrived at the South Point Hotel in Las Vegas after a ride in a rather frighteningly “out of whack” minivan driven by a young man of very questionable age, five of us proceeded to check in. The five consisted of Jim & Trish Bucci, Will Schambach and Jack and myself. A bit of jet fatigue did not deter us from settling into our rooms and meeting for a relaxing dinner at the hotel’s Mexican fare, Miguel’s. We were joined by Tom Campbell, Pro Race Board Chairman.

On Thursday morning, Jack and I spent time walking the strip through the monstrously huge number of casinos and hotels, one grander than the next. We took time to enjoy a wonderful lunch at “Spago” in Caesar’s Hotel & Casino. Sitting at the “outside” cafe we did a lot of people-watching. And there are a lot of “people” to watch!! The amount of “bling” in Vegas outdoes anyplace else I’ve visited. Prices were high on almost everything including food. A bottle of water in the hotel vending machine was \$2.

Back at the hotel, we registered. Our convention registration went very quickly with the local SCCA chapter providing a smooth experience. The Annual Club meeting later on was presided over by Jeff Dahnert, CEO and President. The welcome party on Thursday evening proved very enjoyable. A lot of re-connecting with out-of-region members and acquaintances.

Friday morning began the “in earnest” meetings and presentations. I sat in on the social media presentation given by Brian Ghidinelli, Founder of Pukka Software and MotorsportsReg.com. His credentials did not over sell his presentation. He had a vast amount of vital information for us. Will Schambach and I both attended and agreed it was well worth it. I am in awe of the power and leverage the club now has by becoming involved in the social media sites such as Facebook, Twitter, etc. A primary piece of information Brian gave us all was how a positive, cohesive image projected on these sites can benefit membership interest and growth. We have a huge opportunity to reach out to many more folks than ever before. We should use these sites wisely and prudently of course. All members should be conscious of what we put up on these sites. It travels much farther and wider than we imagine.

While that meeting experience proved extremely informative, the membership meeting did not fare as well. Tasked with discussing development of possible membership levels to increase and hold members, the speakers were knocked off topic utilizing discussion item cards laid out on all the tables. It slowly ran off course as anyone with an opinion spoke up. Many people had valid points but the sense of any real progress was lost to off-topic comments. There did not seem to be a valid conclusion other than there will be new levels of membership at some point in the near future.

Saturday, was another round of all-day meetings, culminating that evening with the final dinner and Hall of Fame Inductions. I’ll let Jack inform on all those actual proceedings.



My entire experience was great! There are so many dedicated folks who are our truly great assets to our club, regionally and nationally. They work very hard to keep the club vibrant and current. Make sure you acknowledge their efforts. I thank them all for their time, hard work, and dedication!!

Attendees listen to one of the many speakers at luncheon.



SCCA National Convention and Tire Rack Street Survival Summit

by Will Schambach

First, let me extend a huge thanks to the Board and the membership of the Region for giving me the opportunity to attend the 2012 SCCA National Convention and the Tire Rack Street Survival Summit in Las Vegas. I went to the Convention with very few preconceived notions, other than being glad to have the opportunity to spend some time networking with other members of the club. At the end of my time there, I found this goal to be surpassed.

Upon getting on the plane in Albany and sitting next to Jim and Trish Bucci, I was pleased I had the opportunity to talk one-on-one with members within Region in a more relaxed atmosphere than the usual membership or board meeting. Although we alternated conversation among club and social topics, I think having the opportunity to speak with such active members as Jim and Trish, and subsequently Jack and Lisa Hannifan was a very valuable aspect of my time at the Convention. There were ideas swirling among our regional representatives that will have a direct impact on future events within our region.

Throughout the five days total I spent at the Convention and Summit I was extremely pleased to reacquaint and meet with quite a few members from within the NEDiv regions and solidify those friendships. I feel having friendships among the neighboring regions will strengthen our region's stature within the division, and attending leadership events such as the Convention solidifies those friendships further.

From the statement from SCCA CEO Jeff Dahnert, who opened the Convention, it was clear the will to change exists within the leadership of the Club. New initiatives such as B-Spec, the importance of the Regional Solo programs, rallycross, PDX, the new Club Racing STL class targeting the "tuner crowd" were all mentioned as items which are in the focus of National as areas which will propel the club into the future. Further forward-looking items were also covered such as an increase in the marketing expenditure by the club, additional focus on web toolkits for regional event organizers, and a request for insurance proposal which will occur during 2012 to potentially lower sanction insurance costs club-wide. The last item of National impact, mentioned early in the Convention, was the Austin Grand Prix F1 race which will hopefully be held in 2012 and will have SCCA workers present. This will be an exciting opportunity for some workers in the club; perhaps we will have MoHud workers on hand for this event?

Most of the seminars I attended were Solo seminars. However, I did attend a Membership seminar whose main topic was a proposal by National to introduce a tiered membership plan to the club. The proposal would allow different price levels for different levels of participation, from the cheapest option of a membership to just include a Sports Car subscription, through worker, rally, solo, and the top end membership to include Club or Pro Racing participation. I would like to encourage the region's members to submit comments to me to pass along to National at my email address: weschambach1@yahoo.com.

During Solo seminars throughout the Convention, I found there to be many actionable items that I have and will discuss with other region members. One of the key topics was social media and it's use within the region to market the region's "brand." The social media topics were covered by Brian Ghidinelli from Motorsportreg.com, who presented many excellent ideas about how to integrate and automate a region's web and social media presence and how to very effectively spread the web workload among key players within the region.

Other Convention seminars on the Solo track included course design, solo program best practices, customer satisfaction and member retention, and site acquisition. Two other interesting seminars were those dealing with special solo event opportunities and solo storytelling. Special event opportunities illuminated regions that have run ProSolo and challenge style formats during regional events: this may be an area of opportunity for

our region in the future. Solo storytelling involved additional web strategies which expanded upon the social media topics presented the prior day by Brian Ghidinelli, particularly email strategies, some of which I'd like to implement in my membership outreach.

Spirits were high during the Solo Events Board (SEB) Town Hall meeting on Saturday morning. Points of contention were the proliferation of Solo classes and the perception of some in attendance that not enough SEB members were present. Just in the last few years there have been at least five additional Solo Classes introduced with none eliminated. Two of the more established members present argued separate viewpoints on whether the number of classes should be curtailed or whether the additional classes promote more participation. This argument won't be resolved during one Convention, but bears further discussion amongst the membership.

Shortly after this discussion, an RE in our Division enlightened us that there were only two SEB members present at the Convention. The reason given was the SEB had a meeting the week prior at the National headquarters in order to give them more time to focus on the issues they had on their agenda. The counterpoint was that since they weren't at the Convention, they weren't able to hear the voice of the membership they are tasked to represent.

I was pleased there were arguments on both sides of issues which I feel to be important. Ultimately it showed me the leadership of the club at large and in the National office cares as much about the club's health and future as our regional leadership does.

The Tire Rack Street Survival Summit was held the day after the SCCA Convention concluded. This was the first Summit, and it brought together over 100 members of both the SCCA and the BMWCCA. There were also a few members from the Porsche Club of America and the Audi Club.

There were approximately 20 presenters covering topics ranging from program funding, marketing and media, instructors, event planning, classroom, driving exercises, and event site logistics. I was very impressed by both the detailed coverage of the topics by the presenters, and by the experience the presenters had within the program. Some presenters as well as attendees have done a dozen or more TRSS schools in their region. Despite their experience, there were a lot of great opportunities for these people as well as the rest of the crowd to learn from each other; the networking opportunities were almost as valuable to me as were their presentations.

During an after-lunch presentation, Ronn Langford from a driving education company called MasterDrive presented a very heartfelt personal story. In 1986 Ronn's 19 year old daughter Dorri was killed in a crash involving another car, driven by a teen who tested at twice the legal alcohol limit. After this life-altering event, Ronn decided to dedicate his life to training teen drivers "road driving skills" from an experiential standpoint, and thus MasterDrive was born.

Between the eye-opening statistics of the many teen driving deaths occurring every year, and Ronn's personal story of loss and tragedy, the impetus behind holding Tire Rack Street Survival schools became very clearly defined among all in attendance. Very simply, we are saving lives by holding these schools. I'm glad our region will be holding two schools in 2012 and I'm looking forward to seeing those eureka moments for students and instructors alike!

Thanks again to the Region for allowing me to represent it's membership. Also, thanks to the SCCA Foundation which was kind enough to underwrite my attendance at the 2012 SCCA National Convention.

Monthly Membership Report 3/16/2012

Will Schambach

New member report 3/16/12 from: 2/17/12 to: 3/16/12.

Please welcome these new members to the region.

| Name | Joined | City | State |
|----------------------|---------|---------|-------|
| Chena Backer | 3/11/12 | Delmar | NY |
| Samantha Goldup | 3/11/12 | Delmar | NY |
| Jonathan Sauerschell | 3/4/12 | Delmar | NY |
| Nathan Hendrickson | 2/27/12 | Alplaus | NY |
| Mike Pelersi | 2/20/12 | Albany | NY |

Interests report as of 3/16/12.

Solo

Nathan Hendrickson
Jonathan Sauerschell

Club Racing

Jonathan Sauerschell

Rally

Jonathan Sauerschell

Anniversary Report as of 3/16/12

| Name | Joined on | Years |
|-------------------|--------------|-------|
| | March | |
| Michael Bromirski | 3/4/97 | 15 |
| Jeannette Udway | 3/19/97 | 15 |
| Joe Sell | 3/5/02 | 10 |
| Kevin McIlvain | 3/27/02 | 10 |
| | April | |
| Kenneth Hurd | 4/20/82 | 30 |
| Kenneth Bach | 4/16/97 | 15 |
| Angelica Vanslyke | 4/17/02 | 10 |
| Nick Mastri | 4/16/02 | 10 |
| Rob Reed | 4/11/02 | 10 |

There are 345 members in the region.

MEMBERSHIP NOTE: there is a discussion going on at the SCCA National office regarding whether National should offer tiered memberships. The proposal would allow different price levels for different levels of participation, from the cheapest option of a membership to just include a Sports Car subscription, through worker, rally, solo, and the top end membership to include Club or Pro Racing participation. If you can go to the forum link below and include feedback in that forum thread, I can send a composite of our Region's opinions to National. You can also PM me through the forum or email me at wschambach1@yahoo.com.

Link to forum post: <http://bit.ly/FO2JFY>

I would also like to encourage members to submit feedback on any competition related items directly to the Solo Events Board (SEB) or the Club Racing Board (CRB) via the web letter submission forms. The SEB link is <http://www.sebscca.com/>, the CRB link is <http://www.crbscca.com/>. Letter submission only takes a moment and letters are read by the Boards. If you need help through the letter submission process don't hesitate to contact me.

Will

Membership Meeting Minutes – March 7, 2012

Meeting called to order 7:30 pm.

SECRETARY – no report. Last month's minutes accepted.

KNOCK OFF – Jim, Trish, and Lisa have been working to reconcile the bounce back emails Lisa gets when emailing the Knock Off. Some is due to incorrect email addresses. Members were reminded that the Knock Off is also available on the Mo Hud website. Members can request the Knock Off be emailed directly to their email address using a link on the MoHud site. Lisa went to the National Convention and attended a seminar on social networking presented by Motorsportreg.com. Lisa offered to share the information (electronically) she received at this seminar with whomever is interested (please contact Lisa directly). Lisa again reminded everyone that articles are due to the editor by the 15th of the month.

MEMBERSHIP – Will went through the list of member anniversaries. He also gave some brief info about recently joined members. New members attending the meeting for the first time also introduced themselves. Will attended the recently held National Convention in Las Vegas and attended a number of seminars, including solo, PDX and membership. His perception is that PDX is being taken very seriously by National. There is also a tiered membership proposal. This will permit membership on a participant level, e.g., a membership just for solo, or a membership just for club racing. There was a lot of active discussion on this proposal at the Convention. Other issues – membership is down 4% nationally; SCCA is going to a digital-only Sports Car magazine; the F1 race in Austin will need SCCA workers; more regions are getting into PDX.

TREASURER – Chip summarized the previous month's revenue and expenses.

SOLO – Russ has met with Foritech staff. This season we will be at the Fortitech site for 3 weekends, or six events, including a Street Survival program. A "car control clinic" will also be offered to Street Survival participant's parents. Russ will meet with the BMW Patroon Chapter to discuss their participation in Street Survival. Russ will also be meeting with Wilton and OGS to discuss site access. Russ also indicated he will be attending the upcoming Roundtable and will try to attend the Rally seminars.

PDX – we have received the Lime Rock contract. Date is Saturday, October 20th.

ACTIVITIES – Go Kart outings at the Checker's Out Speedway in Johnstown were well attended. We will attend one more time if members are interested in attending.

COMPETITION – Tech Party April 14th at Bob Karl's in Troy. Start time is 12:00 noon. Food will be provided (hot dogs, hamburgers, etc.).

OLD BUSINESS – Jack requested that we clean up the van at the upcoming Tech Party. He also suggested that we begin to think about replacing the vehicle at some time in the future.

NEW BUSINESS – At the National Convention, Will and Kevin attended the Street Survival seminar. The seminar discussed a number of issues including funding, marketing, and event sanctioning. The number of teenagers killed in auto accidents is the equivalent to a 737 jet crashing each week. The accident rate of 16 – 19 year olds is 4X that of older drivers. Kevin described the corporate support for the program, noting that Tire Rack is a very strong supporter. DJ attended the recent BMW CCA national conference. Non BMW's can now enter BMW CCA club races as long as they meet all BMW CCA club safety rules.

The meeting was adjourned at 8:40 pm.

Submitted by Ron Bass