



*MoHud Annual Awards Banquet  
December 8, 2012  
See you there!*

*See Ghosts & Goblins GTA Rally fun!!*

Details on page 5



# MOHAWK - HUDSON REGION SCCA OFFICERS & ADMINISTRATORS

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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/>

## ADVERTISING RATES

Type	Size	1 Issue	6 Issues
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Bus Crd	3x2	\$5.00	\$25.00

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# RE **REPORT**

Russ Burckhard

## December 2012 RE Report

It has been another great year. The club held a full slate of events. Rally, Solo, Club Racing, PDX, Tech party, go-carts, golf outing, and I am sure I am forgetting some. None of these would be possible without the efforts of the workers. In case you have not heard it at the event that you helped out at, I want to say Thank You. Any effort, no matter how big or small, is truly appreciated. I am proud to be part of an organization that has so many members that are dedicated to making the events happen. Please give yourselves a pat on the back from me because you all deserve it. Thanks again.

The 2012 Mini-Con was held at the [Ramada Inn Ithaca, NY](#) last month. Unfortunately I was not able to attend. I am sure Jack will report on what went on out there. I am told that we have a tentative date for a race at Lime Rock. More details will follow as we get them worked out.

Save the date for the Banquet. It will be held on December 8<sup>th</sup> at the Troy Elks Club. Cocktails at 6:30.

Also keep an eye out for information on the winter go-cart series. We should have info for the January KO.

### Upcoming events:

**Banquet**                      **Dec 8**                      **Troy Elks Club**

# SOLO Report

Russ Burckhard

## December 2012 Solo Report

“Next issue I will recap the season.” Remember I put that in the last KO? Well I lied. If you really can't wait to hear a recap, then you will have to make your way to the banquet. Otherwise you will have to wait until the January KO.

Other than the upcoming Awards Banquet, there is not much going on in the world of Solo.

### Upcoming events:

**Dec 8**                      **Banquet**                      **Try Elks Club**

# COMPETITION REPORT Jack Hanifan

## December 2012 Report

**NYSRRC-** The New York State Road Racing Championship points have been finalized. MoHud members who won Championships are:

E Production – George Kline

H Production- Thom O'Connor

F Production- Jack Hanifan

SSM- TJ Hanifan

SM2- Bob Karl Jr.

2<sup>nd</sup> Place finishers were Pete Smith in FP and BK Karl in SM2

The NYSRRC Banquet will be held at the Holiday Inn in Waterloo, NY. Saturday Nov. 24.

**MoHud Race 2012-**The John Stim Memorial is tentatively scheduled as a Regional July 12, 13 at LRP.

**NARRC and NYSRRC Regional's in 2013** *These dates are technically still tentative; they will be finalized very soon.*

May 11,12	Pocono	Narrc & Nysrrc	NNJR
May 25,26	Glen	Nysrrc	Glen Region
	NHMS	Narrc	NER
June 21,22	LRP	Narrc	NER
June 22,23	Nelson	Nysrrc	FLR
July 12,13	LRP	Narrc & Nysrrc	MoHud
July 20,21	Glen	Narrc & Nysrrc	Glen Region
August 17,18	NJMP	Narrc	NNJR
Sept 14,15	Glen	Nysrrc	FLR
Sept 21,22	LRP	Narrc Runoffs	NYR
Oct 5	Glen	Nysrrc	Glen Region

*continued*

# COMPETITION REPORT *CONTINUED*

## **The Road to the National Runoffs in 2013**

There will be two ways to qualify for the Runoffs at Road America in 2013. Points will be awarded for both Majors and Nationals. The Northeast and Southeast divisions have been combined to form the Eastern Conference. There will be six Major Races, starting with Sebring the weekend after New Year's followed by Road Atlanta, VIR, Summit, NJMP and Watkins Glen. Each of the Major weekends will be double. There is a large point bonus for the Major races, (7<sup>th</sup> place at a Major is equal to 1<sup>st</sup> at a National). If you are planning to qualify for the Runoffs, you have to check out the details at SCCA.com.

New Form of Racing- Still to be voted on by the BOD, but it is hoped that we might be able to have our own Chump, Lemons type of racing. The SCCA Racing X-perience would allow cars which meet SCCA safety requirements- IT cage, but belts, if they are not frayed, would not have an expiration date, Hans **not required**. **Cars limited to ITA or slower type cars.**

**Driver Requirements**=Medical not required. Previous racing experience or short Driver School at event.

The above rules have not been solidified but they should be very similar. Stay tuned for the latest news, I see this as a great event to run with a Time Trial or PDX.

## **Annual Awards-**

Don't be hesitant to make nominations for our Annual Awards, get your best 5 races in ASAP for your Road Racing T-shirt; don't forget to include your size. [JackHanifan@Hotmail.com](mailto:JackHanifan@Hotmail.com)

## **TOY DRIVE**

Each year MoHud member Bob Karl and his BK Motorsports team collect toys to be donated to Unity House in Troy. Since 1971, Unity House has been making life better in the Capital Region; they are a Rensselaer County-based human service agency that provides a wide range of services to meet the otherwise unmet needs of people in their community who are hurting and struggling. Please support Bob Karl in his toy drive effort this year by bringing a new, unwrapped toy to our awards banquet.

# Ghosts & Goblins GTA Rally Trish Bucci

The Ghosts & Goblins GTA Rally was a success...not a well-attended success, with only three cars, but a success. And though there were predictions of disastrous weather coming our way thanks to Hurricane Sandy, we had a lovely fall afternoon for the rally. There were a few errors, or as Pat Clair called them “detours”, but that’s expected and even hoped for in a road rally as it lets the rallymaster know that the route posed some challenge. All three cars did eventually find their way to the final destination, which was Brunswick Barbecue and Brew in Brunswick, where we all enjoyed refreshment, food, and conversation about the rally route, the “detours”, and the scenery along the way.



**1<sup>st</sup> Place Ghosts & Goblins GTA Rally trophy**

Driver Arne Beebe and navigator Diane Gurdak were awarded the first place trophy for mileage, in spite of the additional driving to pick up a missed observation. I would be remiss if I didn’t let everyone know what a dedicated rallyist Arne is – in an attempt to preserve their mileage, Arne suggested to Diane that she get out of the car and walk back to get the missed answer. Diane refused. Arne did admit it was a bit further than he had thought when he made the suggestion. It worked out that the other teams had enough “detour” miles to prevent them from taking first place in mileage. First place for most correct observations was awarded to driver Eric Smith and navigator Pat Clair. Second place for most correct observations was awarded to driver Tim Richter and navigators Joey and Ryan Richter. Special awards were also given to navigators Joey and Ryan for being the youngest rallyists; at ages 9 and 7 they did a great job navigating their dad through the route, as well as gathering answers to all the observation questions.



**At Brunswick Barbecue & Brew...a road rally weary, and hungry, group.**



**Tim, Joey and Ryan Richter with their 2<sup>nd</sup> place trophy, and their youngest rallyist trophies**

I want to thank everyone who attended and helped make my first road rally a success. Jim and I enjoyed your company and all the shared stories. We hope to see you at the next road rally. My thanks to Jim, too, for the many hours he spent driving the route while I told him where to go (many times!), made him stop, turn around, retrace, and recheck mileages and directions in preparation for the rally. The participants' comments and enjoyment have given me the confidence and desire to plan another road rally...look for news about that in 2013.



**Eric Smith and Pat Clair show off their 1<sup>st</sup> place trophy**



**Arne Beebe and Diane Gurdak proudly display their 1<sup>st</sup> place trophy**

## ***From the MoHud Archives*** Greg Rickes

At the October meeting an unusual artifact emerged from the Mo-Hud archives, a trophy from the 1964 Whiteface Mountain Sports Car Hillclimb. This was Mo-Hud's first SCCA-sanctioned speed event (up until then the region had only organized local rallies and gymkhanas). I had just been in contact with the Wilmington NY Historic Society, who was seeking a hillclimb photo for a book on local history. It was agreed at the MoHud meeting that I would contact the historic society to see if they would be interested in displaying the trophy. They were thrilled!

On November 7 I attended the monthly meeting of the historic society, participated in a presentation on the hillclimb, and presented them with the trophy (and a dash plaque I found in the Team McClumpha archives). These artifacts are now in the Wilmington Society Historic Society display case at the Wilmington Community Center.

As a result of this there is now interest in doing some sort of commemoration of the 50th anniversary of the one-and-only Mohawk-Hudson Region Whiteface Mountain Sports Car Hillclimb in 2014.

I've attached a letter from Karen Peters, and a photo which shows me presenting the trophy to Karen and Guy Stephenson, who worked at Whiteface for many years and attended the hillclimb as a teen-ager. Guy was instrumental in making the connection between the hillclimb and the historic society.



*Greg presents trophy to Karen Marshall Peters and Guy Stephenson*



Wilmington



Historical Society

P.O. Box 174

7 Community Center Circle

Wilmington, New York 12997

Email: [whs12997@hotmail.com](mailto:whs12997@hotmail.com)[www.wilmingtonhistoricalsociety.org](http://www.wilmingtonhistoricalsociety.org)

November 10, 2012

Mohawk-Hudson Region of the Sports Car Club of America  
C/o Mr. Greg Rickes  
25 Comely Lane  
Latham, NY 12110

Dear Members of the Mohawk-Hudson Region of the Sports Car Club of America,

On behalf of the Wilmington Historical Society, I would like to thank you for your donations to our history collection: the First Place trophy for the 1964 Whiteface Sports Car Championship Hill Climb and the commemorative dash plaque for the same race. They add a unique perspective to our area history and we are pleased to be able to display them in our collection.

We also appreciate the contribution that Greg Rickes and other sports car enthusiasts made to our November 7<sup>th</sup> meeting. In addition to the presentation, the slide show of the photos from the 1964 Whiteface Sports Car Championship Hill Climb resulted in a remarkable evening. I have enclosed 2 photos for you to share with your members. We have had excellent feedback from those who attended...they are still talking about it in Wilmington.

Once again, thank you for your contribution to our 2012 programs, as well as to our collections.

Sincerely,

Karen Marshall Peters, President  
Wilmington Historical Society

## MoHud members attend return of Formula One to USA

Several MoHud folks made the trip to Circuit of the Americas in Austin for the return of Formula One to the United States.

Rich Alexander was "blue flag" at Turn 12, the end of the high-speed backstretch. Leigh McBride was also at 12, as communicator. Mack McCormack was a bit further down the road at 12, at vehicle recovery.

I got photos of Rich and Leigh, but not Mack unfortunately. I was there on Friday (thanks to Rich's generosity in providing me with his worker guest pass), then flew home on Saturday. Debbie and I were in Texas the week leading up to the race to visit our daughter.

Greg



*Rich gets a break!*



*Leigh McBride*



*Rich at work!*

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For Immediate Release

## 2012 SCCA Board Election Results Announced

TOPEKA, Kan. (November 15, 2012) – The Sports Car Club of America announced the results of the SCCA Board of Directors elections that were held in five of the SCCA’s geographic Areas. One new board member was elected, with four incumbents rejoining the board for a second three-year term in office.

Richard “Dick” Patullo, of Hampden, Mass., and Todd Butler, of Yamhill, Ore., ran unopposed in Area One and Area 13, respectively, to retain their positions on the Board of Directors.

In Area Five, Bruce Lindstrand, of Darien, Wis., defeated Todd Heilicher, of Minneapolis, Minn., 853-192 votes to win the spot vacated by outgoing Board member Bob Lybarger. R. David Jones, of Fort Worth, Texas, retained his Area Seven position with a 390-214 vote margin over Dan Helman, of Huffman, Texas.

Bill Kephart, of Colorado Springs, Colo., retained his Area Eight seat by just 25 votes over Jim Leithauser, of Westminster, Colo.

### 2012 Board of Directors Election Results:

#### Area 1

Richard E. Patullo (unopposed) –

#### Area 5

Todd Heilicher – 192

Bruce Lindstrand – 853

#### Area 7

Dan Helman – 214

R. David Jones – 390

#### Area 8

Bill Kephart – 234

Jim Leithauser – 209

#### Area 13

Todd Butler (unopposed) - 1

### The 2013 SCCA Board of Directors will be:

Area One: Dick Patullo

Area Two: Jerry Wannarka

Area Three: Robin Langlotz

Area Four: Stephen Harris

Area Five: Bruce Lindstrand

Area Six: Lisa Noble

Area Seven: R. David Jones

Area Eight: Bill Kephart

Area Nine: Brian McCarthy

Area 10: John Walsh

Area 11: Michael Lewis

Area 12: Philip Creighton

Area 13: Todd Butler

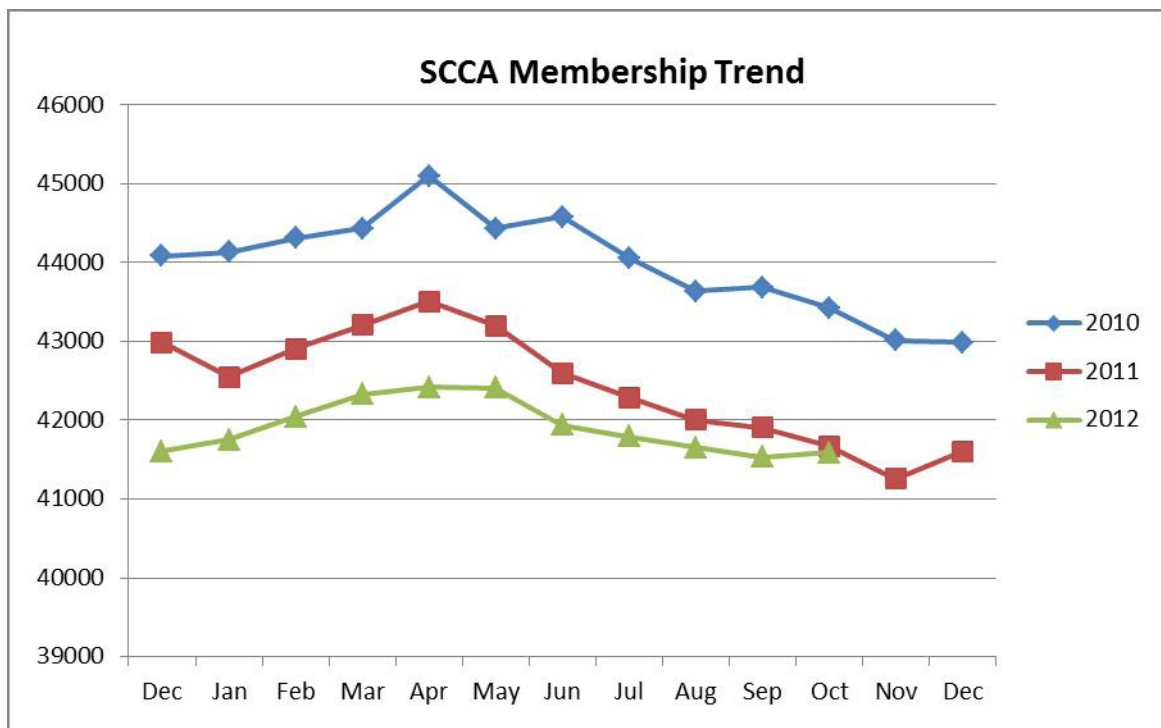
Election ballots were received through November 15, and were tallied by Mize, Houser & Company, Certified Public Accountants.

The current Board Members will gather for their final meeting of the year at the Performance Racing Industry Show in Orlando, Fla., Nov. 30 – Dec. 1, joined by incoming Board Member Lindstrand. Lindstrand will officially assume his duties on January 1, 2013.



## December 2012

For those that don't receive the monthly membership updates, 2012 may very well be the first year in many that we show a positive membership growth from December to December. We are currently up from the start of the year and we are making every effort to sustain the momentum in the final month.



### Important Upcoming Dates:

**2013 Charter Renewals** - SCCA Charter Renewals are due February 15th of each year. Information on completing the process online will be sent out December 1st. In addition, for Regions that are in the process of electing new officers, Regional Executives can update their officer list at any time by logging into their SCCA Account and selecting Region Info under the Resources tab.

**2013 SCCA National Convention** -The annual convention kicks off Thursday February 28th at the South Point Hotel and Casino. For Region leaders, we have made every effort to compact the schedule into two days with an emphasis on marketing your Region and events to the public.

## **2012 PDX Report** *from Russ Burckhard*

I went to my first PDX at Lime Rock this past October and the one regret that I have is that I did not try it earlier. What a blast. From the organizers, to the instructors, to the workers; all worked well together and kept the students informed and safe. Below is what I went through that day.

I stopped at the gas station just before crossing the CT border because I saw Eric Smith fueling up. He suggested that I do the same. So I topped off and made my way the rest of the way to the track. I arrived at the track and it was dark and foggy. While waiting for the gate to open, I passed the time with some conversation with DJ McArdle, Bruce Kosakoski, Nelson Guay, and a few others. We made our way to paddock and prepared the vehicles for the day. After changing tires and removing the loose stuff, I went on pit road to get tech'ed. Once done, I parked back in paddock and made my way to registration. I received my packed and returned to the car to place my number on the car. I showed up early so I would not have to rush, but let me tell you. Time goes by real fast. It was time for the drivers meeting. I was asked to go and get a flag pack from the safety building. I did and returned as fast as I could and handed them off to DJ. He pulled out red flag after red flag. It seems that the bag only had red flags in it. Next time I go for flags, I will look to make sure it is an assortment. After the drivers meeting we had a little time prior to our first class. I made a nature call and stopped a few times to chat with some folks that I had not seen in a while. Before I knew it, it was time for class.

Harry Adalian led the class with help from Thom O'Connor. It started as a recap of the flags and went into what to look for while on track. A lot of information in a short time was what we had to digest before it was our turn on the track. Remember earlier how I said it was dark and foggy? Well the dark went away, but the fog didn't. The first run groups were not allowed on the track because you were lucky to see across the track let alone down it. By the time we were set to go out, I remembered that I did not set my air pressures yet. We were told that we would be allowed on the track at a reduced speed behind a pace car. Tire pressures would not be that critical for this session so I set them relatively close so I would not have to miss any track time. My Instructor showed up as I was just about finished with the air and we buckled up and set off to pit lane. I had the pleasure of having Art Glynn as my instructor. We made our way out on the track and rode around on a wet foggy track at about 50mph. I believe that a slow bunch of pace laps is a great thing for a first timer. You can pick out the flag stations and discuss the correct line without having to rush. The track was getting better by the end of the session and I would have liked to have had the pace sped up, but it was just as well that we stayed slow.

The second class was coming, but prior to that I was reminded to set my tire pressures (thanks Nelson). Some more knowledge was passed down to us. I have to tell you, I was a little distracted as the cars were making their way around the track and I could not help but to think where I would be turning in and braking now that we would be able to go around at speed. I was excited to go back out. The class was over and we made our way back to our cars. I checked the wheel nut torque and rechecked air and got ready to go back out on track. Art buckled up and away we went. I was excited and scared at the same time. I was driving my daily driver and was worried that I would mess up and damage the car. As we made our way

onto the pit lane, my fear went away and my excitement was displaced by my concentrating on what I needed to do on course. By the end of the first lap, I was pretty comfortable in the car. I believe my car control skills from autocross were a big help because I was up to a pretty good speed quickly. It was not long before I was being given the point by to make my way past slower traffic. Some of the cars were hard to get by as they had a lot more horsepower than I did. DJ's worn out track tires that he gave me over the summer (thanks DJ) gave me the advantage in the corners. By the time the session was over, I was pretty comfortable with the speed I was going and was looking for places to go faster.

After lunch we were back on the track. I was up to speed before the end of the first lap or so it seemed. The lap traffic seemed to be a little worse this time. It could have been the lineup that caused that. I'll say I was just getting faster (wink wink). By the end of the session, there was something that I had not seen before. A couple of cars had caught me. It looks like I was not the only one that was getting faster.

A final class was held and then it was back to the track. Because of the early morning fog, we were granted an extra 10 minutes of track time. I thought a 20 minute session went by too fast. The extra 10 minutes would be great. I started to push the car a lot more this session. Art could tell as my line was getting a little sloppy. I had passed where the car was happy and had to control the turns with more throttle control. The OE brake pads were mad at me because I was asking them to do more than they could handle. I could tell this because the amount of brake pedal needed was getting closer to the floor. Reluctantly, I slowed down. It was a good thing to do. My line got better, but the brakes did not. They were never to the floor; they just weren't as good as they were when I started the day. I passed the start finish line and saw that the checkered flag was out. I thought they had taken the 10 minutes back from us until I looked at the clock and realized that we had just run 30 minutes. So 20 or 30 minutes felt the same, way too fast. I could have stayed out all day. I am sure the car was happy it was over and I am willing to bet that Art had enough of me at this time as well. By the end of the event, I had only let three cars by me. I am blaming the traffic in front of me for holding me up in the corners that allowed those higher horse powered cars to catch me (again with the wink wink).

When I got back to paddock, I heard that someone needed some fuel to make it to the gas station. That is one gauge that I did not pay much attention to all day. I had almost burned up a whole tank of gas. Just under a quarter tank left. When I filled up, I checked my mileage and it was right around 10 mpg. This is from a vehicle that normally gets an average of 30 mpg. I did not expect to use that much.

So to recap the day and what to expect your first time; 1) Make sure you fill up and bring some extra fuel if you have a thirsty vehicle. 2) Make a friend if you do not have any running with you. It is nice to have someone to let you know of something you may be missing. 3) Be open to suggestions. 4) Make sure your vehicle is up to your level of driving. 5) Have fun. This should not be hard.

Russ

# MEMBERSHIP MEETING MINUTES

November 7<sup>th</sup>, 2012

Call to order – 7:40 pm

**Secretary** – last month's minutes accepted unanimously

**Membership** – Will reported that there were no new members since the last meeting. Summary of member anniversaries were summarized.

**Knock Off** – has been sent out earlier this month. Contributors were reminded to submit their articles to Lisa by the 15<sup>th</sup> of each month.

**Treasurer** – Chip provided a summary of the previous month's income and expenses.

**Solo** – there was one Solo event in the last month – at the OGS McCarty lot. There were about 40 participants. In previous years the Region has contributed a donation to a charity of Fortitech's choice. Motion made/carried to approve a \$500 per event contribution to Fortitech's charity of choice.

**Rally** – Trish reported on the Region's Halloween rally. It was held on October 28<sup>th</sup>. The event went smoothly and everyone had a fun time. Photos will be in the next Knock Off.

PDX – DJ reported on the logistical difficulties encountered, including a heavy early morning fog that caused an hour delay in the start of the school. Other than that, the school ran very smoothly with no mishaps. DJ pointed out that the PDX is not attracting a lot of Mo Hud members. The Region needs to put some thought into ways to encourage additional membership involvement.

**Activities** – Banquet announcement is in the recently published Knock Off. Deadline for reservations is November 16<sup>th</sup>. There will be Toy Drive for the Unity House in Troy. Members attending the Banquet are encouraged to contribute an unwrapped toy to the Banquet. Those not attending are also encouraged to contribute. Checkers Out go-kart event - we are looking into running an event in January.

**Competition** – Jack reported on a number of recent races and Mo Hud finishes, including the Fun One at the Glen as well as the Enduro. There was general discussion about next year's race schedule. Jack is reluctant to commit Mo Hud to putting on a race unless we can get a date that will not conflict with other events.

**Old Business** – Dick Stewart took a look at the vans for sale on Rt 7. He didn't see anything promising. Dick suggested that we consider purchasing a used 16 passenger school bus instead of a used van.

**New Business** – motion made by Jim Bucci to offer a stipend (\$100) to Mo Hud members that attended the 2012 Run Offs and Solo Nationals. Motion was carried. Greg Rickes is presenting the 1964 Whiteface Mountain Sports Car Hill Climb first place trophy to the Wilmington Historical Society. The event was held on September 19 – 20, 1964. The trophy was recently found by Peter Kroth in the Region's archives and a decision was made to donate the trophy to the town. The Historical Society expressed appreciation.

**Elections** – slate was closed at the end of the monthly membership meeting. Election will be held at the next membership meeting (the Banquet). Rich Alexander noted the recent passing of John Fitch, who was instrumental in the development of Lime Rock Park.

Meeting adjourned at 8:55 pm.

# Monthly Membership Report 11/19/2012

Will Schambach

## New member report 11/19/12 from 10/17/12 to 11/19/12.

Please welcome these new members to the region.

**\*\*No new members to report for the period\*\***

## Anniversary Report as of 11/19/12

Name	Joined on	Years
	<b>October</b>	
Alvon Macauley Jr.	10/8/97	15
	<b>November</b>	
Richard A. Walsh	11/1/72	40

There are 345 members in the region, -8 from last report.

# Reminder!

**Renew your membership!  
Another year is rolling in just  
around the corner and you'll  
want in on the action!**