

Knockoff



Newsletter of the Mohawk-Hudson Region, Sports Car Club of America

October 2018

The REport

Is it over?

Our road racing/Solo season has just about come to an end here in the northeast. Look for season recaps and results in this and future issues of The Knockoff.

Rally time

Rallymaster Trish Bucci has a fun, easy to follow rally planned for Saturday, November 3rd. Look for details in this issue.

Go west young man

Best of luck to all MoHud racers and workers headed to Sonoma, California for 2018 SCCA national Runoffs®. Show'em how we do it here in the northeast.

Street Survival- October 21st

As I write this there are still student spots available. We are in need of help with instructors, cone-shaggers, traffic control, and registration. Please see our "Help Wanted" ad in this issue.

Were you there?

Our new general membership meeting spot, Maggie's Café and Sports Grill seems to be working out well. I heard several very positive comments about the food and friendly staff after the September meeting. The area where we meet has plenty of room so please consider bringing a friend the next time you attend our general membership meeting. It's a great way to introduce them to the world of MoHud and the SCCA.

*For the good of the sport,
Jim Bucci
Regional Executive*

Note: Proposed, revised, MoHud Constitution and Bylaws follows at the very end of this issue of the KO.

Coming Events: October and...

- **October 3:** Wednesday, 7:30pm. MoHud Membership Meeting. Maggies Cafe and Sports Bar, Western Avenue, Albany, across from SUNY Albany main entrance. We start gathering around 6pm to share time with our fellow members.
Contact: Jim Bucci hdjimbu@gmail.com
- **October 16-21:** Tuesday-Sunday. SCCA road racing Runoffs. Sonoma Raceway, Sonoma California. Just north of San Francisco and a bit west of the Napa Valley. Campbells will be truckin' out there with their Miatas, and we think a few MoHud flag marshals will be out there as well. Go to the SCCA website to watch the races live/ streaming.
- **October 21:** Sunday, 8am-5pm. Tire Rack Street Survival at SAM. Sign on as an instructor: <msreg.com/TRSSInstructorRegOct21>
- **November 3:** Saturday, late afternoon. MoHud Fall Back Time Speed Distance Rally. Another fun one from Trish Bucci. See below and on the MoHud Facebook pages for details.
- **November 7:** Wednesday, 7:30pm. MoHud Membership Meeting. Maggies Cafe and Sports Bar, Western Avenue, Albany, across from SUNY Albany main entrance.
- **December 1:** Saturday, 5-9pm. MoHud Annual Meeting at the German-American Club in Albany. Food, laughs, awards and prizes in the company of friends. No better way to spend Saturday night.
- **February 15-16:** Friday-Saturday. Northeast Division Mini Convention at the Radisson Harrisburg (PA) Hotel.
< <http://www.scca-susq.com/2018-nediv-minicon/> >

It's time for another fun MoHud road rally

Join us for the Fall Back Rally

- Date:** Saturday, November 3, 2018
Time: 3:00p.m., registration; first car off at 4:00p.m.
Start Location: Sunoco Gas Station, 4005 NY Route 2, Cropseyville*, NY 1205
(across the street from the Tamarac Middle/High School)
Cost: \$20/car



What you need to know: this is a family-friendly rally that will require some simple math calculations for time and distance. The only equipment you need is a street legal vehicle with an odometer that measures to the tenth of a mile, and a method of keeping track of time to the second. The rally is starting in the late afternoon but will continue after dark, so a flashlight might come in handy, too. The instructions are straightforward, no tricks or traps. There are dirt roads but no car-breakers.

*FYI, Cropseyville was named after the Cropsey family, which happens to be part of Jim's mother's family

- Trish Bucci

Club Racing- October 2018

Jim Bucci/ Jack Hanifan

Looking down the entry list, I saw several MoHud members entered in the New England Region RAL/Pig roast weekend held recently at Palmer Motorsports Park. I hope everyone had a great time. I know our newsletter editor was there. Perhaps he had some time to snap a couple of pictures when he wasn't performing his duties as crew chief?

Looks like there are a dozen or so MoHud club racers signed up for The Fun One at Watkins Glen. The entire Karl clan, including 3rd generation driver Evan are entered in Spec Miata. MoHud members Pat Stringer, Jeff Lehner, Doug Garrison, and Chris Brassard are entered in Spec Racer and Chip VanSlyke in Formula F. *-Jim/ Jack*

Fast Forward...

- A report from the Palmer weekend follows on the next page.

- The Fun One was, as indicated, well attended by MoHud racers. Some results, gleaned from Race Monitor < <http://www.race-monitor.com> > include:

Sunday: Grp6 Race- Evan Karl was 6th in SpecMiata and 7th overall. Look for his Facebook narrative of going from last place on the grid . Robert Karl was 20th, which in a SpecMiata field is mid-pack.

Sunday: Grp2A- Race Monitor does not show a feature race on Sunday, only a super-qualify session. Patrick Stringer, Doug Garrison and Chris Brassard were all noted as running their SRF (SpecRacerFord) cars in a field of 34 entrants.

Sunday: Grp1- Chip Van Slyke was 9th overall and 5th in Formula Ford.

Sunday: Grp2- George Kline was 8th overall and 3rd in E Production. Evan Karl was 15th overall and 8th in STL (SuperTuning, under 2 liter). TJ Hanifan finished 36th overall, but was 1st in F Production; shows the benefit of class racing.

There's probably some good stories there, but until MoHud provides the KO staff with sufficient resources (chartered helicopter flights to the paddock, press passes, and private catering), we'll have to depend on drivers' Facebook pages, tales told at Maggies meetings, or perhaps an article for the KO Journal. *-ed*

Our Young Lions

Head of **Clan Karl**, Bob, was pleased as punch that the Fun Run was grandson Evan's first race series on the Watkins Glen circuit-- now that Evan meets the minimum age requirements!

In the parallel universe of Formula 1600 racing, **Yuven Sundaramoorthy** was 3rd in this year's season, and, stepping up to a more powerful chassis/engine combination, recently qualified 5th at the Mazda Road to Indy test day at the Brickyard. Look to his Facebook page for lots more.

Club Racing- MoHud Goes to a Pig Roast

On September 8th and 9th, New England Region held a triple regional and pig roast at Whisky Hill Raceway, Palmer, Massachusetts.

MoHud was well represented. Richard Welty oversaw tech with his knowing eye, while EJ Smith lent his expertise to flagging. Over in the paddock, Bill Dergosits brought his B-Spec Mazda 2, and Jared Lendrum brought his latest T3 Subaru WRX. They were joined by Maclin Norray's Subaru Impreza and Diane Malecki's SM2 Miata, both running in the Club Racing Experience (CRE).

The Saturday night pig roast was compromised somewhat, as the roaster's truck was t-boned earlier in the week. Despite the lack of an on-site spit, the fixin's were delivered in hot containers to a starving and crowd chilled by the pre-autumn weather.

In Sunday's Group 1 "feature" race, Jared came in third overall and first in T3. Both Jared and Bill served as instructor/rabbits for Sunday's CRE sessions, then Bill won his class in the Group 6 race, after almost using up his stickies in the CRE stint.

There's more about the CRE sessions in this month's Journal; keep on reading.



*Nothing escapes Richard's eyes or humor.
Bill checks tire pressure. Macklin does the same.
Jared brings his own race fuel: \$11 a gallon trackside is one good reason.
Diane suits up.*

Membership Report - October - Jim Garry

< mhr.membership@gmail.com >

Our membership number this month stands at 398 and has held relatively firm throughout the summer. That's not a bad thing but not necessarily good either. We're down from our all-time high of about 580 that we touched 18 months ago. If you know people who like cars, please send them my way! mhr.membership@gmail.com. Or, even if they don't like cars. We can convert them.

During the month of September we added four new members to our ranks:

		<u>Interests</u>
Christian	Dehnert	Club Racing
Stephen	Dybas	
Matthew	Henderson	Club Racing, Rally, Solo
Nigel	Boyce	Club Racing, Solo

Only one significant anniversary for October. Jon Coffin has been an SCCA member for 35 years and joined Mohawk Hudson Region a couple of years ago. We're glad to have you Jon!

Last month we stated that long-time member **Jim Bishop** served some time ago as Membership Chairman. He sent this correction: "...a minor correction FYI - I was never member chair, but Treasurer, Rally Chair, RRSS, SSS, solo equipment storage/transporter, etc."

Wow! Thank you, Jim, for your work in keeping MoHud humming along the years.



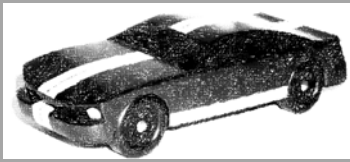
Usually the membership report is accompanied by a photo of some classic sports car. This month we decided to show a Ferrari-powered hydroplane to salute Jim Garry's performance at the very wet Solo Nationals in Lincoln, Nebraska.

A challenge to MoHud members...

Pinewood Derby for Adults

(kids can come too)

Saturday, October 20th



**American Legion Hall
16 West Polar Drive, Delmar**

To benefit local Cub Pack 23 and Scout Troop 58

Two Classes:

Classic BSA Rules and

Open/ "Outlaw (must fit on the track)

Six runs Guaranteed

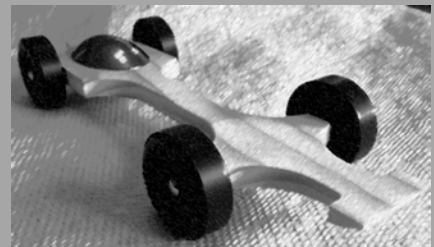
A \$25 per person entry fee gets you an official Pinewood Derby kit (but you can pre-build)

The doors open at noon for a car show

Organize a Pinewood team!

Sign your real car up for the show!

Contact Jim Garry at mhr.membership@gmail.com
for more information on the car show and team competition.



Hints: <https://www.pinewoodderby.org/rules> or www.pinewoodpro.com

Wanna Race?

SCCA was pretty much founded by sports car owners who wanted to race each other. Over the years, rallying, then gymkhanas (now Solo Autocross) and other SCCA programs have grown – and some say overshine – road racing. But there's no denying the thrill of racing on a road circuit. And if the thought has crossed your mind, we have some suggestions for tasting that thrill.

Appendix C of the GCR (General Competition Regulations), downloadable from the SCCA website, will tell you requirements for obtaining a competition license. But the GCR doesn't tell you how to take the first steps. Here's a "doable" scenario:

First Step: Track Night in America

Track Night in America is an excellent way to get a taste of going fast on a road circuit. You get to go fast in your car on a course such as Lime Rock, Palmer or Thompson, in the company of others and under the watchful eye of SCCA officials. There is some classroom orientation but no in-car instruction. You get three track sessions of about 20 minutes each. There's an introductory paced session on the course for beginners, but it's pretty much "go" for everyone else.

Track Nights usually take place on the afternoon before an SCCA regional or majors race. It's cheap. You can usually get an online coupon for \$150. Go to < <https://www.tracknightinamerica.com> > and take the plunge.

Grassroots Motorsports magazine publishes a Trackside Companion that tells you a lot about setting up your car and yourself for a track night; it also contains some good advice for novice Solo drivers. The companion should be in your pre-event packet, but you can always get one for three bucks via the Grassroots Motorsports website.

Second Step: BMW Car Club of America Driver's School

At a BMW school you get four sessions a day with classroom instruction and an instructor riding in the co-pilots seat. You can still drive a road car, but you'll need a helmet, and you should make sure the car has good brake pads, the wheel nuts are torqued down, and the tires are capable of handling the stress. Soft-tops need rollbars. Go to < <http://www.patroombmw.org/driving/general-information/drivers-school-manual/> > for the complete regs.

You'll need to join BMW CCA at some point. The school cost is higher than Track Night in America, but pretty darn reasonable for what you get. < <https://www.motorsportreg.com> > will tell you when the next school is scheduled.

If you go to a BMW Driver's School at Palmer or Lime Rock, you'll find lots of familiar MoHud members as instructors. You will also, occasionally, see BMWs there. (Find the BMWs, below)



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Wanna Race?... cont'd

Third Step: SCCA Club Racing Experience

At this point you are really, really, keen on becoming a racer. An excellent next step is SCCA's Club Racing Experience (CRE). < <http://www.ner.org/club-racing-experience/> >.

CRE is a controlled racing experience that can lead to a Novice Competition License, or can be enjoyed as track driving at a slight notch down from the intensity of full-bore Club Racing. Meant for lower-powered cars such as Spec Miata, or older competition cars, the reality is that it is a "run what you brung" experience.

Because it is a Club Racing experience, you start with full driver gear. Not just the right Snell-year helmet; you need a fireproof drivers suit, gloves, shoes and undies with the correct certification labels. You might be able to equip yourself on the cheap by trolling the Internet, but a better plan is to budget about \$3,000 and plan a daytrip to HMS Motorsport in Danvers to try everything on before you plunk down the credit card. On the bright side, you don't have to buy all new gear every year.

Then you need a racecar. Perhaps someone will loan you theirs. Or you can build your own over the winter with the guidance of a current racer. Or you can buy a racer that is being retired for a new model. Or you can rent a car through outfits that offer such services at tracks such as Lime Rock or Palmer.

At the track a typical Club Racing Experience slots you and your CRE mates into a regional race as a separate group, same is if you were in a Spec Miata or Formula V group. Some classroom orientation, then out on the track for your session, with one or more instructors serving as rabbits. Depending on what cars and at what level the CRE participants are driving, the instructors will follow, lead or pace one or several cars. A critique follows each session.

During the course of a two-day regional race, you run two sessions the first day, two sessions the second day. Each session will be anywhere from 15 to 20 laps, so you get your racing money's worth and more than your minimum daily requirement of adrenaline. And assuming you've behaved, you get entries in your Track Participation Log. Hot dog! You're on your way to your Novice Competition License.

For one MoHuder's CRE experience, look to the lead story in this month's KO Journal.



Board of Directors Meeting, March 26, 2018

Call to order - 7:10 pm.

Mo Hud September meeting will be at Maggie's Cafe, Albany, NY. This will be a three month trial to see if the meeting arrangements work for both Maggie's and the Region.

Year End Banquet/Meeting - Jim and Trish will be out of town. (EJ Smith and] Paul Malecki agreed to chair the event. Process for selecting annual member awards was discussed.

Nominating Committee - ByLaws require an annual nominating committee for officer selection. Dick Stewart has resigned as chairperson. A volunteer will be solicited at the monthly meeting for his replacement.

Treasurer - Paul provided a summary of the Region's income and expenses to date - from January 2018 through August 2018. Anticipated upcoming expenses - the Region's laptop is aging. Eric will try increasing the pc's memory to see if that speeds up processing. The pc is used primarily used for Solo events. Alternatives were discussed.

SCCA New Mission Statement - SCCA is requesting that each Region's website and regulations reflect the new Mission Statement.

Open Discussion - a member contacted the Region and indicated interest in Rally Cross. We will speak to the member and see if he is interested in putting a program together. American Legion in Elsmere, has approached Gary to see if the Region is interested in participating in a Pinewood Derby for adults scheduled for October 20. Jim will provide further info to Paul for the upcoming KO. Rally is scheduled for November 3rd. It will be a TSD rally.

Meeting adjourned 8:16 pm.

- Ron Bass

Tech Talk

Have you torqued your wheels lately?

Few things in motorsport are as disconcerting as a wheel flying off a car. It's a hazard to the car, the driver, and any inanimate or animate object in the wheel's flight path. So get in the habit of torqueing the wheel nuts before every heat (Solo) or every track session (track day, school, racing).

For most cars the recommended torque is 90 to 95 foot-pounds. It's OK to use a nut driver to snug the nuts up, but always finish with a torque wrench. Get in the habit of always starting with a particular wheel and moving in the same direction around the car. Tighten in the same sequence for each wheel; perhaps the bottom-most nut first, then 180 degrees opposite, then clockwise or counterclockwise until the pattern is done.

You can get a 1/2" drive torque wrench from Harbor Freight for about \$20. Add a dedicated regular or deep socket, and you're still under \$35. This crew chief has a good-looking Tekton wrench that cost twice as much; but styl'n' counts, as it gets carried in a bright-orange Beta toolbox. One or the other, don't leave home without it. *-ed*

Membership Meeting, September 5, 2018

Call to order - 7:30 pm: Meeting was held in a new venue - Maggie's Cafe on Western

Treasurer - previous month's expenses and income summarized.

Membership - no report. Jim Garry is at the Solo Nationals. Four new individuals attended the meeting and were introduced to the attendees.

Solo - Solo Nationals are in Lincoln Nebraska this week. Several Mo Hud members are attending.

A "Sweeping Party" will be at the Saratoga Museum on Thursday, September 6. All members are encouraged to attend and help clean the venue. The next two Solo events September 16 and September 30th. Tire rack street survival will be October 21. Current TRS Instructors and members who want to be new TRS Instructors are invited to participate.

Road Rally - the Road Rally is scheduled for Saturday, Nov 3. It is the "Mo Hud Fall Back Rally" and will be a TSD format. Participants will need an odometer and a clock. Details will be published in an upcoming Knock Off.

Activities - the Chapter still has an opening for an Activities Director. Any member interested in taking on this position may contact Jim or Eric for more info.

Knock Off - reminder that article submission deadline is the 15th of each month.

Club Racing - the Fun One at the Glen is on the weekend of Sept 15th. The Pig Roast at Palmer is the weekend of Sept 8. Diane Malecki will be participating in the Club Racing Experience at Palmer.

Old Business - revised draft of the Bylaws will be published in the October Knock Off. They will be on the agenda for discussion by the general membership at the November membership meeting and voted on at the December Annual Banquet.

New Business -

Officer slate needs to be presented at the November meeting and will be voted on at the December Holiday Banquet. By laws require a 3-member nominating committee, which we need to constitute. Jim asked for volunteers.

Stipends for members participating at the Run Offs and Solo Nationals was discussed. Motion unanimously approved for the Region to put aside a \$1000 tow fund, capped at \$200/driver, for any member that attends a national championship and submits an article for the Knockoff.

Tom Campbell described upcoming activities scheduled at the Saratoga Auto Museum. The Bugatti Auto Show is on September 8th. The Saratoga Annual Auto Auction is Sept 21-22. Driver and mechanic volunteers are needed for the auction. The Saratoga Auto Museum recently took possession of multiple photographic slides from a photographer who recently passed away. Volunteers are need to sort through the slides. Tom will provide more info as details become available.

If the membership is interested, Tom will see if he can arrange a tour of the Jim Taylor Auto Exhibit (October 27?).

Winter karting - Jim will contact the track in Johnstown and get info on pricing, etc. Monday evening, September 10, is the last Guptill Car Show for 2018. Russ and other members will be there but would like to have a car to show. Anyone that has an available car should contact Russ.

Secretary - June meeting minutes approved unanimously.

Meeting adjourned at 8:15 pm.

- Ron Bass

Mo-Hud Officers and Contacts

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Secretary

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Club Racing Chair

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Rally Chair

Trish Bucci trimar71@gmail.com

SOLO Chair

Russ Burckhard russtduck@gmail.com

Membership Chair

Jim Garry mhr.membership@gmail.com

Chief of Pits

Clark Nicholls cwnicholls@aol.com

Scrutineering (Tech)

Open. Contact Jim Bucci if interested ...

Chief, Flagging & Comm.

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Activities Director

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Director

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NeDiv License Chair

Dick Patullo (NER) patullo@verizon.net

KnockOff

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For more information about the Mohawk-Hudson Region SCCA, and membership in the Sports Car Club of America, go to < <http://www.mohud-scca.org> >

Membership meetings of the Mohawk-Hudson Region SCCA are held on the 1st Wednesday of the month, excepting July and August, 7:30pm, at Maggies, Western Avenue (Rt. 20), Albany, across from the SUNY-Albany main entrance.



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The KnockOff Journal

This Month...

- Diane's Club Racing Experience



So what's it really like to participate in an SCCA Club Racing Experience?

We (Diane the driver, Paul the crew chief) loaded the ex-Bob Karl SM2 Miata onto its trailer, loaded the Jeep with tools and baggage, and headed off to Whiskey Hill Raceway/ Palmer Motorsports Park on Friday afternoon of September 8th, a few short weeks ago.

After checking in a pricey motel in Sturbridge, we found our way to the course, some 19 miles away if you make the right turns. The Raceway, if you've not been there, has been built in and around an abandoned hilltop quarry. In good weather the surrounding scenery is breathtaking. But when you arrive as the sun is setting, it is just a very confusing place.

Fortunately, we were spotted by EJ Smith; he encouraged us to squeeze into the mid-level paddock alongside Jared Lendrum and the North Country Subaru racing encampment. Neither Jared, nor Bill Dergrosits complained, and Maclin Norray was too busy rigging his tent-on-a-trailer rig for the night to care, so we dropped the trailer and offloaded the Miata.

Back in Strubridge, the village had pretty much closed up for the night. It's not a party town. One of the few restaurants still open at 9pm was the Duck, and we had a fun meal in the pub upstairs.

Next morning we met Glenn Kurkjian (2002 ITE Corvette) at breakfast and had a nice chat. We all cleared out early, as this was the weekend of the Brimfield flea market - over a mile of stands on both sides of Route 20 - and there is no other easy way to Whiskey Hill other than driving slowly through the Brimfield gauntlet.

Thanks to MoHud's spring Tech Party inspection and Richard Welty's tough-but-understanding nature, tech went smoothly.

The CRE participants were slotted in the NER Regional Race program as Session 4, so the first classroom session led by Peter Morrison was even-paced and informative. Peter has ages of experience at this kind of thing, and has an excellent "coach" persona. There were three very different experience levels in the group, and he addressed all three with appropriate comments and advice. His theme for the two days was: "You are not here to qualify for a Formula 1 team; you are not here to collect a trophy; you are here to become better race drivers."

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CRE at Palmer- cont'd

The first on-track session started with a number of follow-the-leader parade laps, then progressed to free running. Bill Dergrosits went out in his Mazda 2 as an instructor/rabbit for Diane so she could learn the course and get an idea of the racing lines by running behind him. This was much appreciated, as the higher horsepower cars quickly went out of sight.

A few laps into the untethered portion of the session a large cloud of dust or smoke could be seen rising from the outside of the course after Turn 14 and at the beginning of the curved stretch that is generically called the Main Straight. Now Whiskey Hill is not a spectator course aside from some boulders along the high paddock; the course has some 650 feet of elevation change per lap, with very few sightlines beyond an observer's immediate location. Thus the crew chief's worry: is the smoke from Diane? Is she OK? Is the car in one piece? Well, not to worry. Diane soon came by. The smoke was coolant; Elizabeth Jolly having cooked her elderly Porsche 944. "No problem, it's done it before, and I'll just borrow my boyfriend's Boxer for tomorrow" she gushed during debrief session afterward.

The second session was extended to 17 laps plus one from a scheduled 15 laps plus one, as the original Group 6 participants were all no-shows. With the hot-shoes running away out front, Diane began her second stint working to follow Bill through better lines. Her lap times slowly came down: 2:26, 2:18, then 6:04(!). She had come into Turn 12 a little too fast and a little too hard on the brakes. Progress was impeded by the tire wall, and everything seemed OK. But she couldn't get into reverse gear, puzzling the station workers as to her status. Was there a serious problem? No, just frustration with something that manifested itself a few weeks ago after an autocross down in Kingston. Back on course after several minutes of fooling with the shift knob (shield the ears of any youngsters in the room), her times slowed down somewhat.

After the last session of the day we drifted over to the party tent along with the flaggers, race officials and a number of entrants. EJ and Joe Collins (NY Region?) gave Diane some tips from their vantage point: "put your foot all the way down through Turn 2 to 3." And she did, the next day.

By this time it seemed to be freezing, the result of the 90 degree weather the few days before. Even a quick purchase of NER and SCCA sweatshirts did not warm us, so we left just as the BBQ fixin's were delivered.

We got caught in the tail end of the Brimfield flea market traffic jam, but managed to crawl to the Oxhead Tavern back in Sturbridge just before starvation manifested itself. EJ had recommended it. Great New England Pub meal.

The next morning we played another round of "where did the Jeep keys go" before finding them just where Paul had left them the previous night after getting distracted by a racer fiddling with her helmet. At breakfast we chatted again with Glenn Kurkjian and met his charming wife. As an aside, Mark Ketenci, running a BMW M3 in Group 3, same Group as Gkenn, was next to us in the paddock; so it was with mixed emotions that we saw Glenn win the first Group 3 race on Sunday, then saw Mark win the second race.

Sunday's first CRE track session was a group mix-it-up with drivers encouraged to stick in a reasonably close bunch and swap positions back and forth to get the feel of close combat. Elizabeth was back with her boyfriend's Boxster, so everything seemed right with the world again. As on Saturday, driving the lowest-powered car in the group, Diane saw the main pack get away from her after a few laps. But she had fun leading Bill, although his slicks were beginning to wear down to the "don't run me anymore" mark. >>>

CRE at Palmer- cont'd

This would be a good point to talk about noise limits. Whiskey Hill, like Lime Rock and other tracks anywhere near civilization, is faced with constant legal pressure from local authorities to throttle noise. At Whiskey hill for this weekend the limit was 100db, 50 feet from trackside. If you go over, it's "reduce it or go home." With this in mind, we had replaced the sort-of muffler in Diane's Miata with a MazdaSpeed unit several weeks earlier. This weekend she was consistently recorded between 90 and 92, so our worries on that front were calmed. But our paddock neighbor Mark Ketenci's BMW M3 was recorded at 100.2 early Saturday, and he was black-flagged. He spent much of the rest of the day fitting an external "tin can" muffler.

The last CRE session on Sunday was in race mode. Side-by-side rolling start; the real thing. The first start was recalled because two cars jumped out after the yellow flag had been pulled in, but before the green flag was shown. With her 110 or so hp, Diane was only able to stay close to the pack to about Turn 3. She was doing a reasonable job of leading Bill's Subaru, but on lap 12 Turn 12 exhibited its siren call. This time she was a bit too tight before the apex, and the rear end came around, leaving her half on the track, half off. A simple recovery was thwarted by a stalled engine. An ignition gremlin had decided to spoil the fun. Very embarrassing. Pete Morrison was quite diplomatic about it at the debrief.

Lest you think Turn 12 shouldn't be that much of a problem, look at any GoPro clip of the circuit posted online. You'll see lots and lots of skid marks going into, going through, and coming out of, Turn 12.

After the final debrief Diane was given her Track Participation Log with helpful comments and scores. The trip home was uneventful, with the possible exception of retards who don't know how to merge onto an expressway when a tow load is passing along the driving lane.

What are Diane's thoughts about the experience? "I started out with a lot of anxiety, as it was the first time I was going to be on a race course all alone in the car; no instructor in the seat next to me. The anxiety disappeared as soon as we got on the course. I could handle it right away... The classroom sessions were very good. They gave me new information and reinforced things I already knew... Passing on the curves was something new to me after several schools at Lime Rock. I just wish I had more opportunity to pass other cars... The rolling starts were really exciting. I've had at least one experienced driver tell me that rolling starts were the one thing he never got to do in drivers schools..."

I'd highly recommend a CRE weekend to anyone thinking they want to be a race driver."

Our little journal would not be complete without a mention of highly supportive MoHuders that weekend. EJ, as always, seemed to pop up from time to time with helpful directions. Richard Welty, as always, issued no-nonsense technical advice in his wonderfully acerbic style. Jared Lendrum patiently suffered our presence and was kind enough to lend a gas can when one was needed. Maclin Norray was serious on the track, but light-hearted in the paddock. And finally, Bill Dergosits, who used up most of his stickies leading, following, pacing, and instructing Diane. Thanks, guys.

Proposed Revision of MohawkHudson Region SCCA Constitution & Bylaws

In 2014, it was recognized the current MoHud Constitution & Bylaws, last updated in 1989, was in need of another overhaul. Fast forward four years of starts and stops, several committee members, and a lot of effort, and we are finally ready to present our efforts to the membership. Bruce Kosakoski, Russ Gorman, and I spent quite a few late nights discussing what our constitution should represent to the region and how best to craft it. Credit goes to Bruce for conceiving the idea of using the SCCA national constitution as a blueprint for our region's document. After several months of effort, we now present the proposed update of the Mohawk-Hudson Region Constitution & Bylaws. Highlights of the updates include:

- Mirrored the layout of the National constitution (aka "the Club"), referencing the Club's document where appropriate in order to reduce the need for updating by our Region
- A nod to the Internet and modern forms of communication (email, websites, social media) where applicable
- Removal of much of the procedural detail, with plans to place it in a proposed regional operations manual to be written in the near future

Many thanks to Bruce Kosakoski for giving us our breakthrough direction, Russ Gorman for stepping up to serve, the MoHud Board, and Jim Bucci for challenging us along the way. SCCA National has reviewed our proposed update and has given preliminary approval of it. We plan on presenting this for a vote to adopt it at the MoHud annual meeting, to be held December 1st, 2018, at the German American Club, Albany.

For references to the national bylaws, you can see them at <https://www.scca.com/pages/scca-bylaws>. If you have questions or feedback for the MoHud bylaws committee, please share it with me at EJEvo8@gmail.com, and I will share it with the others.

Thanks,

EJ Smith, Assistant RE
Bruce Kosakoski, Board Director
Russ Gorman, Member

CONSTITUTION AND BYLAWS
of the
MOHAWK-HUDSON REGION
SPORTS CAR CLUB OF AMERICA, INC.
Revised April 2018

ARTICLE I
Name, Purpose, and Emblem

Section 1.

Name. The name of the Region shall be Mohawk-Hudson Region (MoHud) of the Sports Car Club of America (SCCA).

Section 2.

Purposes. The nature of the activities to be conducted and the purposes to be promoted and carried out are as follows: To promote interest in sports cars and other fine automobiles and to encourage their safe and skillful operation, by developing, arranging, and regulating closed circuit road racing, autocross (Solo), rallying, and other forms of automotive competition, by dissemination of information through news releases and Region publications, and through related social, recreation, and community activities for the instruction and enjoyment of its members and the driving public.

Section 3.

Emblem. The Region's emblem shall be a design combining a checkered flag pattern and a three-spoke steering wheel on a red background, with the inscription "Mohawk-Hudson Region", as set forth below:



Section 4.

Exempt Organization. No part of the net earnings of the Region shall inure to the benefit of, or be distributable to, its members, trustees, officers, or other private persons, except that the Region shall be authorized and empowered to pay reasonable compensation for services rendered and make payments and distributions in furtherance of the purposes set forth in Article 1, Section 2 hereof. No substantial part of the activities of the Region shall be the participation in, or intervention in (including the publishing or distribution of statements) any political campaign on behalf of any candidate for public office. Notwithstanding any other provision of these bylaws, the Region shall not carry on any other activities not permitted to be carried on by a corporation exempt from Federal Income tax under Section 501(c) (4) of the Internal Revenue Code.

ARTICLE II Membership

Section 1.

Membership. Membership guidelines will be subject to Article II, Sections 1-4 of the Sports Car Club of America, Inc.'s bylaws (current as of March 2018) or the current section.

Section 2.

Dues. The annual Region dues may be changed only by a majority of the members present and voting at a meeting, the purpose of such meeting having been announced in the Region's publication ("Knock Off") at least thirty (30) days prior to such meeting. Any such change in dues shall take effect in accordance with National Policy.

Section 3.

Membership Suspension/Expulsion. "The committee", as referenced by SCCA's bylaws, shall consist of the Region's Board of Directors. If an issue involves a specific aspect of the Region's activities (ex. Solo, Road Racing, Rallying) then the activity's subcommittee or Chairperson, as defined by the Region, shall be included in the hearing and voting to determine the member's fate.

ARTICLE III Meetings and Members

Section 1.

Annual Meeting. The annual meeting of the Region shall be held in December of each year for the election of officers, and such other business as lawfully may come before the meeting.

A notice in the Region's publication ("Knock Off"), stating the place, day, and hour of the annual meeting shall be given by the Assistant Regional Executive not less than fourteen days (14) nor more than forty-five (45) days before such meeting to the membership via the Region's publication, and other electronic means (website, other official Region online resources).

Section 2.

Special Meetings. Other special meetings of the Members or Board may be called by the Regional Executive, by a majority of the Board, or on petition of at least six (6) percent of total membership of the Region at the time of the request, the exact amount to be determined by the Membership Chairperson.

Section 3.

Notice. A notice of each annual and special meeting stating the place, hour, date and purpose thereof shall be published by the officers of the Region to the Region publication and every means in use by the Region at the time of the notice (i.e. Region website, Region Facebook group, etc.) not less than 14 nor more than 45 days before such meeting. No action shall be taken at any annual or special meeting of the Members unless the intention to consider the subject matter has been set forth in the notice of the meeting..

Section 4.

Voting. Each Regular Member shall have one vote on each and every matter submitted to a vote of the Members. Associate Members shall have no voting rights except as otherwise provided by law. At all meetings except as otherwise provided by law, the Members entitled to vote who are present shall constitute a quorum. All actions except as otherwise provided by law, by the Club's certificate of incorporation or bylaws, shall be by majority of those Regular Members present and voting. Presence and voting by proxy may be allowed at the discretion of and in accordance with rules prescribed by the Board of Directors.

Section 5.

All meetings shall be conducted in accordance with the latest published version of Robert's Rules of Order.

ARTICLE IV
Board of Directors

Section 1.

The Region is represented on the national Board of Directors by the elected Area 10 Director, as defined in the National bylaws.

Section 2.

The Region's Board of Directors consists of the following: The Regional Executive, the Assistant Regional Executive, the Treasurer, the Secretary, and the two (2) Directors at Large. Any vote conducted by the Regional Board of Directors that results in a tie shall be decided by the vote cast by the Regional Executive.

ARTICLE V
Officers

Section 1.

The Board shall appoint a nominating committee consisting of no less than three members in good standing of the Club who shall present a slate of nominees at the regular November meeting. Any ten (10) members in good standing may nominate a member in good standing as a candidate for office. Such nomination must be made in writing, signed by the members making the nomination, countersigned by the member so nominated signifying the member's willingness to accept the candidacy and delivered to the Secretary at the regular November meeting. Nominees for Director at Large must have previously served in an elected position or as a chief of specialty. The Secretary shall prepare a ballot containing the names of all persons nominated. The Secretary shall will distribute said ballot to each member in good standing with notice of the annual meeting, under the provisions of Article III, Section 4. of these bylaws.

Section 2.

The elected officers of the Region shall be a Regional Executive, two (2) Directors at Large, an Assistant Regional Executive, a Secretary, and a Treasurer. They shall each serve a term of one year, or until their successors are qualified and elected. They shall constitute the Board of Directors, hereinafter called the Board.

- a. Regional Executive
 - i. The Regional Executive, also referred to as the RE, shall preside at all meetings of the members and officers. The RE is the Chief Executive Officer of the Region, and is ultimately responsible for overseeing the management of the Region's activity. The RE may call special meetings of members under the provisions of Article III, Section 2.
 - ii. In addition, the RE shall:
 - 1. Give notice of all meetings of the members or Board as required by law and this Constitution to the designated Region Webmaster and Knock Off Editor, and any other administrator of electronic means available at the time.
 - 2. Appoint Administrative Chairmen as necessary, subject to approval of a majority of the Board.
 - 3. Act for the Treasurer when the need arises. The RE shall give bond, at the Club's expense.
 - 4. Appoint an audit committee each year to review the Club's financial records. This committee will report its findings to the Board one month after receiving the annual financial report prepared by the Treasurer.
 - iii. In the absence of the RE, or in the case of death, resignation, or inability to act, the RE duties shall be performed by the Assistant Regional Executive.
- b. Assistant Regional Executive
 - i. The Assistant Regional Executive, also referred to as the Assistant RE, shall assist the Regional Executive in the performance of any of the executive duties as the Regional Executive may delegate per Section 2.a.iii.
 - ii. In the absence of the RE, the Assistant RE shall conduct Board or Membership meetings.
 - iii. The Assistant RE is responsible for the inventory and management of Club property, and shall conduct an annual inventory of the Region's property.
 - iv. The Assistant RE is responsible for securing a site for the annual meeting and accepting reservations (i.e banquet) of members who will attend.
- c. Secretary
 - i. The Secretary shall attend all Membership meetings and meetings of the Board, and shall record all minutes and votes of same.
 - ii. In addition the Secretary shall:
 - 1. Perform all duties incidental to the office, or as required by law or the Board.
 - 2. Maintain a current copy of the Constitution and Bylaws and ensure a copy is submitted to SCCA.
- d. Treasurer
 - i. The Treasurer shall have custody of all monies, debts, and obligations belonging to the Club. The Treasurer shall make all payments of the Region's debts. All contracts, checks, drafts, notes or other orders for payment or money shall be signed in the name of the Club by the Treasurer or, in their absence, by the Regional Executive subject to such other conditions and requirements as appear elsewhere in the bylaws. The Treasurer, or other fiduciary representatives, shall be bonded at the Region's expense.
 - ii. The Treasurer shall give a report on the financial status of the Region at all membership meetings, and if so requested, at any other meeting.

A majority of the Board of Directors may appoint an Interim Treasurer to act in the absence or incapacity of the Treasurer if the Treasurer is unable to fulfill their duties.

- iii. The Treasurer shall submit an annual financial report to the Board no later than January 31st of the following year. This statement should indicate the overall financial status of the Region and the relative contribution of each major area of the Region activity to that status, including administrative and other expenses and income.

- e. Director at Large
 - i. An elected position by the Region's membership to oversee implementation and execution of the Region's policies and affairs. The Director at Large will look out for the general and financial welfare of the Region.

Section 3.

In case a vacancy shall occur in any said office, a majority of the Board shall select a qualified member in good standing to fill the vacancy until the next annual meeting.

Section 4.

The Board shall be responsible for all operations and activities of the Region and shall be guided by the following priorities in the order listed:

- A. National Constitution, Bylaws and Policy
- B. SCCA Operations Manual
- C. Mohawk-Hudson Region Constitution and Bylaws
 - D. Majority vote of the members present and voting at a duly constituted meeting of the members.
 - E. Majority vote of the Board.
 - F. Majority vote of appointed committee.

ARTICLE VI Administration

Section 1.

Board of Directors. The Board of Directors of the Region, in conjunction with the Club's national bylaws, shall establish the policies of the Region and shall oversee and direct the implementation and execution of the Region's policies and affairs, such other committees as it determines to appoint and authorize, and the staff of the Club.

Section 2.

Regional Committees. The Board of Directors shall appoint a chairperson to oversee the functioning of a standing or ad hoc committee. It is the responsibility of the selected chairperson to select or recruit members to participate on the committee.

Section 3.

Appointment of Committees. The Board of Directors shall appoint such other committees and boards as shall be necessary to advise and assist the Board of Directors concerning the affairs of the Club, and shall appoint the chairperson thereof.

Section 4.

Committees. The jurisdiction and procedures of such committees shall be established by the Board of Directors, which shall also specify the tenure of committee members and establish rules for the determination of quorums and voting for all committees.

Section 5.

Operations Manual. The Region, as of the latest revision of its Bylaws, does not have an official Operations Manual. Therefore, the Region shall use the SCCA Operations Manual as the official operating guide for all areas of Regional administration where appropriate until such time that the Region has an Operations Manual of its own.

Section 6.

Conflict of Interest. No officer, Director or committee member of the Region may participate in, or attempt to influence any decision by the Region affecting his or her own personal business interests, or otherwise use his or her official position for personal gain.

ARTICLE VII
Subsidiary Organizations

Not Applicable. This section is not applicable to the Region.

ARTICLE VIII
Fiscal Year

The fiscal year of the Region shall be for the year ended December 31.

ARTICLE IX
Personal Liability

The Region is subject to the Club's Bylaws article on this topic.

ARTICLE X
Indemnification

The Region is subject to the Club's Bylaws article on this topic.

ARTICLE XI
Amendment

No amendment of the Region's Bylaws may be made which would put the Region in violation of the Club's national Bylaws. The Board of Directors, or three (3) per cent or more of the Regular Members, may propose an amendment to the Region bylaws by submitting such proposal in writing to the secretary.

A proposal submitted by the Members shall be reviewed by a committee of at least three (3) Regular Members, consisting of a chairperson appointed by the Board of Directors, and at least two members chosen by the appointed chairperson, subject to approval of the Board of Directors. The committee shall consider the propriety of the proposal, taking into account the intent of the Petitioners and the suitability of the inclusion of the proposal in the bylaws, and shall draft the proposed amendment into suitable language. Proposals shall be submitted to the vote of the Regular Member by mailing or electronic notice of the proposal and a form of ballot to all Regular Members. Each Regular Member shall be entitled to one vote on each proposal submitted to the membership. At least 30 days shall be allowed for voting. Ballots shall be mailed or electronically issued for counting. If at least two-thirds of the Regular Members voting are in favor of the amendment, it shall be adopted. The secretary shall cause the result of the balloting to be published for the information of the entire membership.

(END)