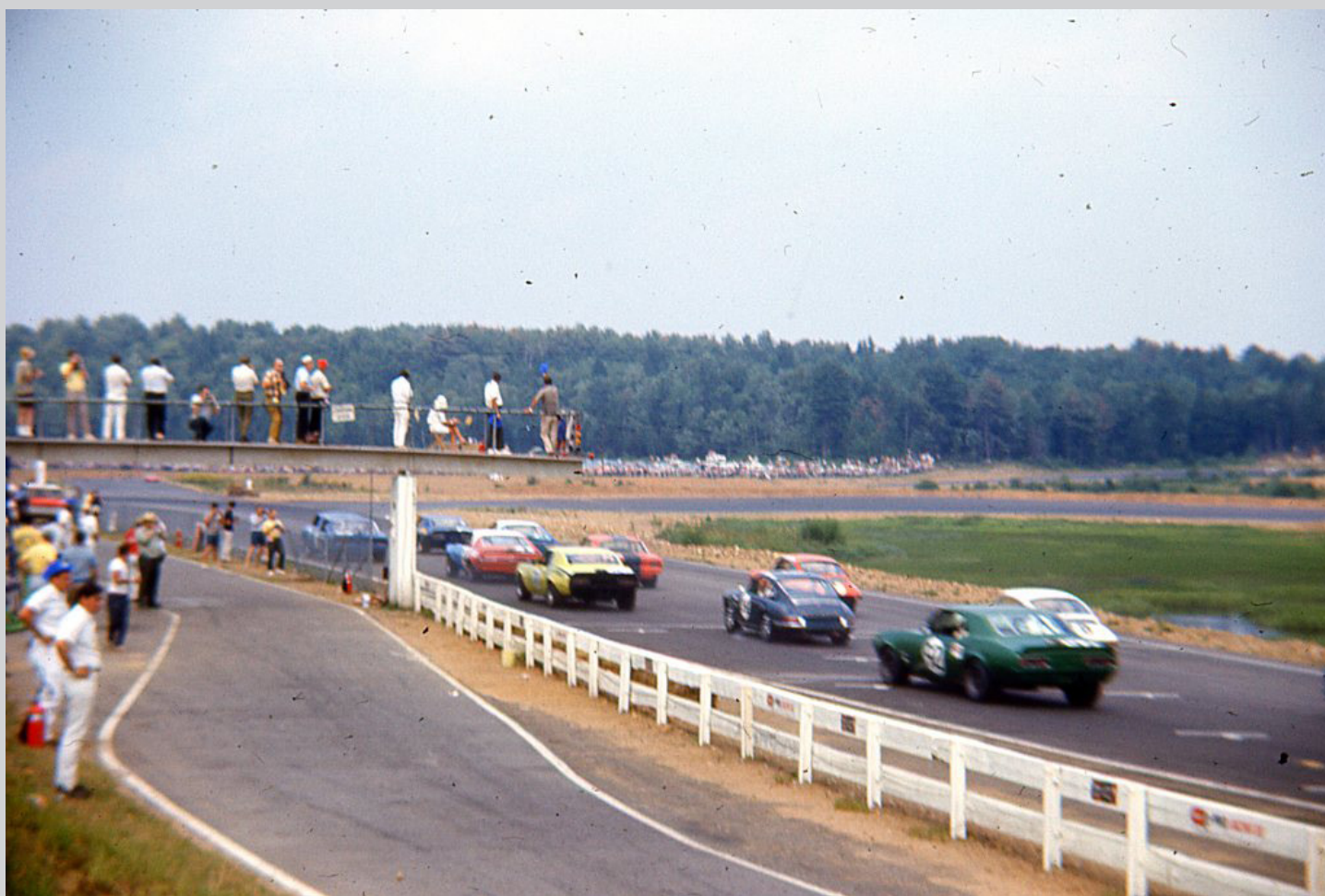## Apologies to all:

In an effort to speed the process along and put out the KO out quickly, some information sent to me early on was totally forgotten. I hope to correct my mistake by putting this out so quickly after the KO arrived.

WHAT? WHERE? WHEN?

Greg Rickes has sent another photo for the archives of Dave McClumpha. Let's see who can identify what, where, and when!

Answers on page 3.

Roundtable T & S

By Connie McIntyre

March 5-6 was the NESCCA Roundtable at the Inn at Pocono Manor, PA. Arriving Friday night we found lots of people had already arrived and we brought our things in to find our room had no heat. Problems with heat seemed to come from several attendees too. Other comments included that the closets in many rooms were too small, no refrigerators, coffee makers or counter space in the room including the bathrooms. Many said they thought it was great to not have a Saturday night banquet and that the lunch and breaks were excellent.

The T & S presentations ran all day and were conducted by Denise Patton of NER, and Carla Heath, Divisional Administrator. The ORBITZ scoring system was the topic of central discussion, how to set it up and process with it. It is a very powerful tool, complex, though Windows based. Now, me not being a Windows user, found it hard to get around. I'd go look for things and they wouldn't be where I thought I might find them. They would be there someplace, just not where I could easily find them. ORBITZ uses the AMB Decoders just like prior systems used, Monitor for example, to gather the timing data being generated by the transponders. ORBITZ can accommodate 3 digit car numbers, handy for vintage races and also groups with an alpha designation such as will be needed to run the new "rationale" races. For example, car #1 National could be in ORBITZ as 1-N and a regional car in the same race could be designated 2-R.

There were 8 or so computers set up and we had a model railroad set up with railcars carrying transponders and displaying numbers, so we get the input feed simulating racing cars on a hot track. We learned how cars not in our transponder list from registration could be added and moved from one group to another, how to add cars to the registration database. We were reminded that we must remain friendly with Registrars, using pickles (they are another story) if need be….. to get good entry information. Race results must now be to Topeka and points keepers in five days, we used to have 7. There is also mandatory additional information required on Final Results about drivers (member number for example) and their cars. Class designations are now in the GCR and everybody has to use the same moniker; FA for Formula Atlantic, FB for Formula 1000, Formula 500 as F5 rather than say F500, STU for Super Touring Under. The complete list is in the GCR and must be used in all results.

The rather new "Rationales" can be run with one computer but it is not recommended. Minimum equipment is one front row computer and one backrow, results computer. However, six computers provide superb scoring providing you have staff to man them. The computers would be labeled front row, national computer, front row regional computer and a front row combined computer. The backrow would have the national remote computer, regional remote computer and combined remote computer. As the sessions run with all competitors, the regional drivers are hidden on the national computer, likewise the national drivers are hidden on the regional computers. ORBITZ has the ability to "hide" cares of certain designation. So the "regional" front or back row computers would only display and sort cars with the regional designation. Likewise the "national" front and back row computers would only display and sort cars with the national designation. The combined computers would show all cars regardless of their regional or national racer designation. It all sounded horribly complicated prior to the roundtable but is much clearer to me now.

Independent lapcharts are still required as are lap tapes. So enough staff/workers is crucial to properly produce results.

No one seems to have any magic answer as to where these staffers will come from or how best to retain them from event to event. Issues with copiers and printers remain, along with internet access at various tracks. About 15 Timing and scoring members attended the session. Well worth the trip and enjoyable seeing old friends.

Mohawk Hudson Region Test & Tune
When: Saturday, May 7
Where: Seneca Army Depot, Romulus, NY
Cost: $50
Number of run: Minimum of 20. Likely more.
Fun: Lots!

FOR SALE: 1990 Spec Miata/ SSM/ ITA with annual Tech. Two races on Toyo RA-1, new timing belt and water pump. New set of Toyo RA-1 mounted rains. 2009 NYSRRC class winner. Car offered with or without trailer. Call Gene @ 229-6886

FOR SALE
If anyone knows of someone looking for a real nice Spec Miata (front runner every race), I have decided to sell the Lime Green 08. Please either send me the info or pass on my number. Thanks in advance for any leads.

Bob Karl Jr.
518-857-7504

ANSWERS: *What? Start of the Trans Am; Whare: at Bryar Motorsports Park (Loudon NH), When: 1968*

Monthly Membership Report 04/23/2011

New member report 04/23/11. From: 03/19/11 to: 04/23/11.
Please welcome these new members to the region.

Name	Joined	City	State	Comm.
Steven Richard Jones	04/06/11	Scotia	NY	(518)384-3718(H) steve@srjcpapc.com

There was 1 record printed.

Interests report generated on: 04/23/11.
Solo

		City	State	Comm.
Steven Richard Jones		Scotia	NY	(518)384-3718(H) steve@srjcpapc.com

There was 1 record printed.

Anniversary Report generated on: 04/23/11

Name	Joined on May	Years
Lawrence Ruff	05/21/96	15
Eric J. Smith	05/29/01	10
Rich Teal	05/30/01	10
Jessica Lendrum	05/25/06	5

There were 4 records printed.

There are 317 members in the region (but see comments below)

The national database reports that there are 322 members of Mo-Hud. Eight of the members that the national database reports as having expired members are long term members, some of whom hold significant positions in the region. From this I deduce that the actual number of members in the region is more like 330 and that the national database is somewhat out of date. I've already contacted some of these members to remind them to renew and either Will Schambach or I will be contacting these members determine whether they have actually renewed or not. If these members have renewed and if the national database has just not caught up with reality, then the estimate of 330 members of Mo-Hud represents a net gain of four members since the last report.

Webmaster Report

The Solo Schedule has been posted.

Dave Wachtel
Membership Chairman/Webmaster