

KNOCKOFF



Official Publication of the Mohawk-Hudson Region Sports Car Club of America



Photo courtesy Clark W. Nicholls

Dave McClumpha, “MoHud’s Conscience” gone too soon

*The following article was written
by Dave’s great friend Greg Rickes*

David McClumpha
August 14 1940 – March 23 2010

Words have never come harder. Dave McClumpha was my compadre on the first Wednesday of every month. It was a ritual he’d been attending faithfully for more than 50 years. Dave joined Mohawk-Hudson Region in the fall of 1960 but that was hardly his first connection with SCCA. Dave’s parents were flaggers going back to mid 1950s, and he could recount stories of the second of the street circuits at Watkins Glen as well as the popular airport venues of the day.

Both Mac and Irma, Dave’s mom and dad, were club officers in the earliest days of the region and Dave would emulate that role in several positions including Regional Executive.

Dave was always willing to pitch in. For years he was the publisher of The Knock-Off, when turning out the publication meant evenings devoted to cutting stencils, printing pages, and collating the piles of paper. While I don’t remember him competing in solo events he participated in and organized a number of rallyes, notably the famed Snowflake. He stepped up as race chairman, had a certificate commending him as paddock steward from an early US Grand Prix Formula One race at Watkins Glen, and formed part of MoHud’s dynamic duo, along with Jim Bucci, at the sound control outpost at MoHud races at Lime Rock.

I sometimes have the sense that there’s scant regard for Mohawk-Hudson Region’s heritage, but it bears repeating that if it wasn’t for Mac and Dave there would be little but hearsay. In the early ‘70s one of the region’s officers’ had a house fire and virtually all of the regions records to that point were lost. Later the ravages of time and awkward transitions took a further toll. But throughout, the McClumphas had been cataloging their Knock-Offs in a methodic and orderly

Continued on pages 6 & 7

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The KnockOff is the official publication of the Mohawk-Hudson Region, Sports Car Club of America. Opinions expressed here are not necessarily those of the Mohawk-Hudson Region or of the Sports Car Club of America.

The general membership meeting is held on the first Wednesday of every month at 7:30pm at The Orchard Tavern, 68 No. Manning Blvd., Albany, NY.

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<http://www.mohud-scca.org/>

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RE REPORT

2010 May RE Report

Dave McClumpha

First, thanks to Greg Rickes for his article on Dave, I know that it was a difficult assignment and he managed to do it in his typical professional way. Just a few of my thoughts about Dave I will always remember our little joke about "breakfast in bed", about 30 years ago Dave would park his van near mine at the MoHud race, on Saturday morning I would open his door and throw in a Drakes coffee cake- something I did for over 25 years.

When I became RE, I asked him to attend board meetings. I told him he was our parliamentarian, I wanted him there to share his great institutional knowledge and keep us on the straight and narrow. A task he did well. He was truly the "loyal opposition".

The Race

We are less than a month away from the race; hopefully all that can enter the event, those that cannot are invited to work. Everyone is invited, we can find a job for everyone, working as a flagger, in the pits, on the grid or just helping out with feeding the other workers. Show up and we will find you a job, if you have a friend who is interested and they are not a member, no problem we will get them a free temporary membership.

COMPETITION REPORT

May Competition Report

The Race

The John Stim Memorial National, the \$210 SM and others race, and the Linda Gronlund and Joe Deluca Freedom Pro IT race is scheduled for May 14 and 15th at Lime Rock Park. This is an event that all MoHud drivers should attend, if a driver enters all three events he could get triple points in the MoHud Region Road Racing Championship. If you cannot race come down and work. Pete Smith will be cooking burgers and dogs for all on Friday night; he will be looking for help. I hope to see you all there.

Impact Safety Gear

As of this point in time, Impact Safety equipment is compliant for SCCA events. Impact is in litigation with SFI over the label situation but there has been no evidence of any equipment not meeting the appropriate standards.

Miata Ironman Award

This year we will again be awarding a Miata Ironman Award at the race. Any driver who competes in a Miata is eligible. Last year the winner was Darryl LaPointe of NER. You get points for each race you enter in a Miata and the one with the highest point total wins.

Sunoco Sponsorship

Thanks to the work of Ed Zebrowski, Sunoco will be awarding \$250 to National drivers competing at the John Stim Memorial. We will draw 5 names at random and they will be reimbursed \$50 each for their expenses for Sunoco fuel.

Race Schedule

National Race Groups

- 1 EP,FP,HP,GTL, STU
- 2 FV, F5, FF
- 3 AS, GT1,2,3, T1, ST, STO
- 4 FA,FC,FE,FM,FB,CSR,DSR,S2000
- 5 SSB,SSC, T2, T3,SM
- 6 SRF

Regional Race Groups – Saturday ONLY

- 7 Regional Race Group
- 8 Pro-IT Enduro

Schedule

Thursday May 12,2010

- 6:00 p.m. – 9:00pm Registration
- 6:15 p.m. - 9:00pm Tech

Friday May 13, 2010

- 7:00 a.m.- 11:00 a. m. Registration
- 7:30 a. m. Technical Inspection-Scale hours will be posted at Tech.
- 10:00am Qualifying by Race Group – 22.5 minutes
- Groups 1-6
- Lunch Break approximately 1pm
- After Lunch – Qualifying by Race Group 22.5 minutes
- Groups 1-6
- Participant Party – 15 minutes after last session- all are Welcome

Saturday May 14, 2010

- 7am-10am Registration
- 8am – Tech open
- 9am—Closed Wheel National Warm-up (No Sports Racers) (5 minute sessions)
- Open Wheel National Warm-up (5 minute sessions)
- Sports Racer National Warm-up (5 minute sessions)
- Group 7 Regional Qualifying 12 minutes

Races start immediately following Regional Qualifying.
30 lap NESCCA National Races- Races 1-3 followed by:
Pro IT Qualifying – 15 minutes

Lunch

- Regional Race 20 minutes
- Followed by National Races 4-6
- Pro IT (45 minutes or until 5:55pm)

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By Request...

At left: "Walt Huber, the first MoHud member to work at New Jersey Motorsports Park as a steward, reports that he has a 100% attendance record of Stewarding at these NJMP race tracks. Walter hasn't missed any SCCA event at the two new race tracks in the three years the tracks have been operational."



David McClumpha *continued*

fashion, so that to this very day there is a complete archive going back to 1956. Without fanfare or acclaim Dave inspired Jim Bucci to serve as his successor; even into this age of electronic publishing there is a monthly copy of the K-O printed and stored for safe keeping.

Dave began his racing career in 1966 in an Austin Mini. This wasn't the high-performance Cooper version but the real econo-box with the smallest (850cc) engine and its tiny carburetor, 10 inch steel wheels, drum brakes. After a season or two in that Dave made a huge leap, into open-wheel racing. His first single-seater was a

Formula C Alexis, which travelled far and wide, including a podium finish at Virginia International Raceway, which was not the manicured mecca it is now but just a ribbon of pavement meandering amidst the tobacco fields. Following the Alexis, Dave went more mainstream with a Brabham. Sleek-looking, its high-revving 1100cc engine was beyond finicky. After a couple of seasons of frustration Dave decided to forsake the complexity and expense of the thoroughbreds for something a bit more garden variety. He tried production car racing with Triumph Spitfire but a combination of some back problems and continuing reliability frustrations made him decide to wrap up his racing career in the early 1970s.

While that spelled the end of his active racing days it was far from the end of his fascination with cars or racing. Dave long had a taste for muscle cars. There was a fastback Mustang in the mid60s, then a Torino CorbraJet. But he outdid himself after he had forsaken his racing days; the Spitfire's spot in the garage was taken over by a deTomaso Pantera. The Pantera was an Italian-American supercar of the 70s; sleek Italian styling with a thumping Ford 351 sitting just behind your ear. The performance was fierce — just ask Hal Wood, who got the ride of his life in the unofficial "course marshal" car at the Mount Cathalia hillclimb. Even decades later people in Delmar still talk about "that low-slung yellow car". In only one category did the Pantera get a failing grade – it wasn't a family car. The realities of a growing household reluctantly crowded out the two-seater. But there was something about Dave and yellow cars. Once the kids were grown Dave latched on to a '68 Mustang notchback and did the paint scheme up to match the factory Trans-Am racers of that era, bright sunflower with black accents. With its period-authentic alloy wheels and side exhausts it wasn't too far removed from a bona fide racer.

When Dave's dad passed away, he inherited Mac's original MG TC and a '30s era Plymouth. While there may have been a strong longing to hang on to these heirlooms Irma was in failing health and Dave's conscientious stewardship decreed that they be sold to provide for her care. Lately Dave had been musing again and I like to think the car of his dreams was still out there.

Wedged into this time frame there were a few more racing cars too. In his youthful days Dave had crewed for John Field, who ran a 500cc Cooper





Formula III car (another crew member was Tyler Alexander, who would go on to prominence with McLaren) and won the SCCA National Championship in 1962. In the early 80s Dave tracked down a similar Cooper that had been defiled with a Renault drivetrain. Dave directed the reincarnation of this project with a proper 500cc motorcycle engine. I had the privilege to drive this car on a couple of occasions and it was a wondrous experience. Later Dave and I were partners in preserving a Formcar that was the original design for the Formula Vee class.

Throughout there were epic road trips. Road America, to see the McLarens in the original CanAm, St.Jovite in the heyday of the

TransAm series, a long string of Formula One races at Watkins Glen and Mosport and then on to Montreal for the Canadian Grand Prix, incorporating impromptu camping trips to Ile St.Helene that Marie, Ian ,and Nancy can still recall. These lasted until Mr. Ecclestone's dictate that everything must be "up scale". Stock cars at Oxford Plains. The \$50k extravaganza at Stafford Springs when Bobby Santos swept the USAC Silver Crown and NEMA midget features. Not much of a dirt track fan he relished the prospects of Albany-Saratoga Speedway going back to blacktop racing.

Sadly we'll not share those outings, nor the videotapes I'd compile of "Top Gear", the Orchard's trademark pizza, a cold beer at MoHud's post-race party at Lime Rock.

With Dave's passing we lose so many things: a link with our historic past, a voice unique in tone and substance, a principled perspective that embodied a vanishing trait best labeled "the loyal opposition", and a mirthful michievness that reminded us we shouldn't take this sport quite so seriously because it was meant above all to be fun. But most of all we lose a friend. Godspeed.



Dave with Hap Farnsworth.

MoHud lost one of our longest and greatest members when Dave passed away. *We know his spirit lives on as we continue to keep the love of the sport as our focal point. Thanks Dave!*



Dave at Driver's school @ LRP, April 1966.



Tire Rack Texas Tour Concludes

MINERAL WELLS, Texas (March 30, 2010) – Despite high winds and cool temperatures, 210 Tire Rack® SCCA Solo National Tour competitors visited the Mineral Wells Airport for the Texas National Tour event, March 27 -28.

Everything is bigger in Texas, and the Mineral Wells course featured the longest Tour courses in years. Runs each day typically fell in the 80-90 second range, and with Friday's overnight lows in the 30s and winds measured between 20 and 30 mph, traction was at a premium on cold tires.

A number of seasoned veterans made the trek from outside the region to shake the rust off and prepare for the season, making for strong, competitive fields.

Timed runs got underway on Saturday morning, after a Friday-evening dinner of hamburgers and grilled chicken provided by the Texas Region, with the C Prepared class taking the early morning, cold sessions each day. Todd Farris, of Bryan, Texas, drove his 1979 Chevrolet Camaro Z28 to a win, lending credence to the theory that his recent marriage has changed his typical cone-intensive, sideways driving style for the better.

The always-diverse Super Stock didn't disappoint. Jeremy Foley, of Dallas, grabbed a 2.501-second win in his 2008 Vorshlag/AST/Team Wheelspin Chevrolet Corvette C6 Z06, followed by Michael Homes, of Houston, in a 2006 Big Top Racing/Apex Vinyl Lotus Elise and Randy Petschouer in a 2004 Optimal Office Technology Porsche GT3. Petschouer drove from Bellmore, NY to land on the diverse podium.

Texas has traditionally been a hotbed for both F-Prepared and F-Modified, and the Texas Tour event didn't disappoint. Austin-natives Tom Holt and Rick Martinez did battle in their F-Prepared Datsun 280Zs. Martinez led after the first day in his 1972 Road Trip Racing Team Datsun, but was unable to hang on and clipped a cone on a potential winning run on his final attempt on Sunday. Holt won by 0.234-second in his 1974 Road Trip Racing Team Datsun.

In F-Modified, course designer Greg Piper, of Southlake, Texas, withstood a final day charge from Arlington's Gary Kramar in a 1989 Red Devil F500. Piper won by just 0.453-second in a 1983 KBS Mark 4.





The Street Touring® category requires street tires to race, and are typically among the most attended classes. In Texas, they were also among the most competitive.

Andrew Hahn, of Prosper, Texas, came out smoking in Street Touring Sport behind the wheel of his 1990 Texas Time Trials/CobbTuning/AST Honda CRX, leading the first day. Kerry Coughlin, of Baton Rouge, La., was able to overtake Hahn on day two after the traditional Saturday-night Texas barbecue sponsored by Cobb Tuning, behind the wheel of his 1988 Honda CRX. Coughlin purchased his ride over the winter, a former Mike King championship winner.

In Street Touring Sport Ladies, Kim Whitener, of Ft. Worth, built a dominating 3.726-second lead over former national champion Michelle Seelig to establish herself on the national scene.

The Tire Rack SCCA Solo National Tour returns to Action, April 10-11, at Qualcomm Stadium for the San Diego National Tour.

For full results from the Texas National Tour and more information on all upcoming Tire Rack SCCA Solo National Tour events, visit www.scca.com/solo.

Full results are also available directly at <http://www.scca.com/documents/resultfiles/results7.pdf>



Black Magic Named Preferred Automotive Detailing Products of SCCA

TOPEKA, Kan. (April 8, 2010) – Sports Car Club of America, Inc. announced today that Black Magic has been named the Preferred Automotive Detailing Products of SCCA. The partnership involves Black Magic in a number of SCCA programs, and introduces Club members to the high quality auto care products.

In addition to the Preferred Automotive Detailing Products of SCCA designation, Black Magic will serve as an associate sponsor of the SCCA National Convention, and also for a pair of SCCA National Championships - the Tire Rack SCCA Solo National Championship at Lincoln Airpark in Lincoln, Neb., and the SCCA National Championship Runoffs at Road America in Elkhart Lake, Wis.

Black Magic will also become the title sponsor to a yet-unnamed National Championship race at the Runoffs, offering a contingency purse to top finishers.

The partnership announcement comes on the heels of a recent announcement that Black Magic's sister company, Gumout, has been named the Preferred Fuel System Additive of SCCA. Both companies are owned by parent company Shell Lubricants.



“We’ve been teasing multiple announcements from the Shell Lubricants family since the Convention in January, and bringing Black Magic on board is our second major announcement,” SCCA VP, Marketing & Communications Eric Prill said. “Our members not only want the best performance out of their cars, they want them to look great as well. Black Magic has an entire product line to keep SCCA’s cars looking as good as they run.”

The relationship also provides an opportunity for future joint promotional activities between SCCA and Black Magic.

“SCCA members are proud of their cars, and they want to use products they trust to fulfill their detailing needs,” Black Magic Brand Manager Karra Shelnett said. “Therefore, it is the perfect partnership, since Black Magic provides only the highest quality products that ensure their members’ vehicles will look as great as they run. We are thrilled to offer members a portfolio of products, which will help their cars maintain their shine and appear showroom new.”

About SCCA

Founded in 1944, Sports Car Club of America, Inc. is a 50,000 member motorsports organization that incorporates all facets of autocross, rally and road racing at both club and professional levels. It annually sanctions over 2,000 events through its 114 regions and professional subsidiary. Landmark events and series for the Club include the SafeRacer SCCA National Racing Series; the Club Racing National Championship Runoffs® at Road America; and The Tire Rack® SCCA Solo National Championships and ProSolo Championship at Lincoln, Neb. SCCA is a proud official partner of Gumout, Hawk Performance, iRacing.com Motorsports Simulations, Pace American, Racing Radios, SafeRacer, Sunoco, The Tire Rack and Volkswagen. For more information, please visit www.scca.com.

About Black Magic

Black Magic offers premium auto detailing supplies and car care products to America’s auto enthusiasts. From leading tire dressings to first-rate protectants, Black Magic auto detailing supplies and auto care products make it easy to create a shine that attracts from top to bottom. Black Magic is produced and marketed by Shell Lubricants. The term ‘Shell Lubricants’ collectively refers to the companies of Royal Dutch Shell plc that are engaged in the lubricants business. Shell Lubricants companies lead the lubricants industry, supplying 13% of global lubricants volume.^a The companies manufacture and blend products for use in applications ranging from consumer motor oil and food processing oils to heavy industrial lubricants and commercial transport oils. The Shell Lubricants portfolio of top-quality brands includes Pennzoil®, Quaker State®, FormulaShell®, Shell TELLUS®, Shell CASSIDA®, Shell RIMULA®, Shell ROTELLA® T, Shell SPIRAX®, a portfolio of leading car care brands and Jiffy Lube® lubrication services. For more information about Gumout, please visit www.gumout.com.

Tech Party 2010

Unloading!



Ron Bass, Trish and Jim Bucci take a break.



Adam Figarsky displays his Driver of the Year jacket!



Chief, cook, but no bottle washer. Roly Heacox samples while Russ Burkhard mans the hot dog grill.

12 May 2010

Car looks good; the driver and crew look relaxed and ready for another season.



Not sure which Carol Campbell is showing off; her T-bird or the pink cast on her wrist.



Tom Campbell takes a look under the hood.

Les Apple's Miata gets the once over from the group.



Some people just like to show off!



Marisol gets some soda from dad, Chip Van Slyke. I wonder if Angie knows he lets her do that?

14 May 2010



*You're next!
Bob Stevens has helmet and car
ready for Mr. Tech, Rich Welty.*

*The usual suspects!
Left to right: John & Jim
Sheridan, Bob Karl, Jr.,
Jim Sheridan(father),
Dominic Karl and
Russ Burckhard discuss
plans for the season.*



*Dave Wachtel takes time to say
hello to Marisol and her dad.*

SOLO SOLO SOLO

SOLO Report by Russ Burckhard

May 2010 Report

I was all ready to report a full schedule and a couple of days before I had to submit this report I got a phone call with a conflict with one of the sites. I had just dropped the signed contract off to Adirondack Community College two days before the phone call. Everything was good. Or so I thought. It seems that the music Department didn't go through the proper procedure and had a Benefit Concert scheduled for Sunday April 25th. It is the same weekend as our first event and our test and tune/school. After hearing that news, it was weird, I actually felt relieved. Now don't get me wrong, I am not happy about losing a date but I am happy it was only one day we are losing. We are still able to have the test and tune on Saturday, but we have to cancel the first event. Because we had a signed contract, we had the legal right to have the event. The way I look at it, if we kept the date we would have had an event, this year. Would we get more in the future? I did not want to take the chance. With sites being as hard to come by as they are, I believe that a little goodwill will go a long way. The Facilities Department at the college is grateful we gave up the date and I also received a letter from Miriam Enman, the choral director. She apologized for not letting facilities know that they needed the lot and thanked us for "graciously agreeing to reschedule".

So now all the setbacks are out of the way, I hope. We are now ready to have what I hope to be another successful Solo season. We have 7 events and 3 test and tunes scheduled. We have also committed to helping the Adirondack Corvette Club with their annual charity event in September. I am working on a new site as well. By the time you read this I will have met with the site owner to go over what we do. With any luck, we will be back up to the 8 events that we had originally planned to have.

Upcoming Schedule

April 24 ACC Saturday test and tune Sunday the 25th event has been cancelled

May 8 test and tune at Seneca

May 23 ACC

May 29-30 NE Divisional Championship Solo hosted by WDC Region FedEx Field in Landover Maryland.

June 6 McCarty Ave OGS lot

June 27 Wilton Mall

July 11-12 Seneca National Tour (FLR)

July 24-25 McCarty Ave OGS lot

August 22 Wilton Mall

September 11 Adirondack Corvette club at Prospect

September 19 ACC

October 3 ACC

April 2010 MoHud Board Meeting Minutes

April 7, 2010

Treasurer's Report Chip provided a summary of the months income and expenses.

Knock Off Editor no report.

Solo/Rally Cross Russ reported that there are eight solo events scheduled for the upcoming season, two test/tune. Sites include Adirondack Community College, McCarty Avenue lot, and Wilton Mall. Additionally, a test/tune is scheduled to take place in Seneca. A new solo site may become available at the Schenectady Airport. Russ will send a schedule to the Knock Off editor for publication.

Road Racing Jack reported that a signed contract and deposit will be sent shortly to Lime Rock Park for the upcoming MoHud national race. The Supps for the race have been approved. Sunoco will be offering a \$250 random drawing/raffle for the Lime Rock Park event. Jack also reported that the Tech Party held earlier this month at Bob Karl's was a success.

Membership no report.

Activities no report.

Old business none reported.

New business none reported.

The meeting was adjourned at 7:10 pm.

April Monthly Meeting Minutes April 7, 2010

A moment of silence was offered for Dave McClumpa, who recently passed away unexpectedly.

Secretary The meeting minutes for March were recently published in the Knock Off. The minutes were approved without comment.

Treasurer Chip Van Slyke reported on the Region's income and expenses for the month of March.

Knock Off Lisa Hanifan, the Knock Off editor, and Clark Nichols are both working on cleaning up the email file they use to distribute the Knock Off. Members were encouraged to make certain that their correct email address was on file with Lisa so that they will continue to receive the electronic copy of the monthly newsletter.

Solo Solo/Rally Cross Russ reported that there are eight solo events and two test/tunes scheduled for the upcoming season. Sites include Adirondack Community College, McCarty Avenue lot, and Wilton Mall. An additional test/tune is scheduled to take place in Seneca. A new solo site may become available the Schenectady Airport. The Region's first event is scheduled for April 24 /25 at ACC. Russ is also working with the Formula SE program at HVCC and is encouraging them to

Continued on next page

attend our Solo events. Bruce Kosakowski recently did a presentation on autocross to the BMW Patroon Chapter's Mini Cooper subchapter. We may expect members from that group attend our upcoming Solo events.

Road Racing DJ McArdle asked Jack Hanifan for assistance with the Monticello PDX scheduled for later this year. There are two outstanding issues that need to be resolved - the track needs to be inspected, and we need to secure a waiver so that non-SCCA approved cars to attend the event, e.g., vehicles that do not meet NYS registration requirements.

Jack reported that the recently held Tech Party was a success, with approximately 20 cars being inspected. Lisa Hanifan proposed that the Region give Bob Karl a free Knock Off add in appreciation of his hosting the Tech Party as well as his assistance in making repairs to the MoHud van. A motion was approved by the membership.

Jack reported that the LRP race supps have been approved by Topeka. He also suggested that we dedicate one of the races at the event to Dave McClumpa.

Membership no report.

Old Business Holiday banquet has been penciled in for the Holiday Inn. John Sheridan agreed to get prices for a banquet facility located in Guilderland The Tree Farm. He will report back to the membership at the next meeting.

New Business Jack reported that the Round Table scheduled for later this year will be held in Wilkes Barre, PA. Tom Campbell reminded members that the Corvette show is still being displayed at the Saratoga Auto Museum, but will close shortly.

John Sheridan gave a brief report on the current status of SCCA:

- there is an upward trend in membership and license renewals.
- National race participation is a little above last year's numbers; Regional race participation is running a little lower.
- Sunoco racing sponsorship is available this year Sunoco is donating \$250/race. A random drawing will be hold.

The meeting was adjourned at 8:10 pm.
