

The Mo-Hud

Knockoff



NEWSLETTER OF THE MOHAWK-HUDSON REGION SPORTS CAR CLUB OF AMERICA (Mo-Hud)

February 2017

The REport

During the annual meeting on the Thursday of the SCCA national convention, I had the honor of accepting the Tom Burke award on behalf of the Mohawk Hudson region. I bet you are all wondering 'what is the Tom Burke Award?'

The Tom Burke Awards are presented to Regions for exemplary efforts to activate and grow the SCCA. Formerly named the Chairman's Award prior to 1987, one award is given to the RE of a region in each of the Region Size categories from the preceding year.

The awards are given in honor of SCCA member Tom Burke. His love of SCCA and passion for what we do not only ignited in others a desire to become SCCA members, but also served as a call to engage in SCCA activities. Mr. Burke's ambassadorial approach to prospective and current members served as a model for the spirit of the SCCA.

The awards are determined by a weighted combination of membership increase and a region's effectiveness in reaching its local motorsports community.

Some expressed concern that I may try and use the award as a gambling marker in the Southpoint casino. No worries there. But it did make for a dandy plate at the buffet!

... For the Good of the Sport; Jim Bucci, Regional Executive



SCCA's Rick Myers
Presents
The Tom Burke Award
to RE Jim Bucci

Calendar

- **February 1:** Wednesday, 7:30pm. MoHud Membership Meeting. Orchard Tavern, 68 North Manning Boulevard, Albany.
While the formal meeting starts at 7:30pm, we start gathering around 6pm to share time with our fellow members.
Contact: Jim Bucci hdjimbu@gmail.com
- **February 25:** Saturday, 7:00pm. MoHud UAlbany Basketball Night, SEFCU Arena, UAlbany. See details, following page.
Contact: Jack Hanifan jackhanifan@hotmail.com
- **March 1:** Wednesday, 7:30pm. MoHud Membership Meeting. Orchard Tavern, 68 North Manning Boulevard, Albany.
Contact: Jim Bucci hdjimbu@gmail.com
- **April 1:** Saturday, Time TBD. Tech Party, North Country Subaru, 616 Quaker Road, Queensbury (Northway Exit 19 > 254 East).
Event includes planned visit by Subaru rally team.
Contact: Jack Hanifan jackhanifan@hotmail.com
- **April 8:** Saturday, Noon. Tech Party, Bob Karl's Sales and Service, 2791 6th Avenue, Troy.
Inner person to be comforted with hot dogs and hamburgers.

Meanwhile, Up Near the Arctic Circle

Dave Burnham reports that AMEC's first ice races of the season on January 17th at Lake Algonquin attracted some 60 drivers from five states! Pro rally drivers, dirt track racers, and novices, but no Iditarod mushers.

Among the MoHud contingent were Jeff Lehner, Rob Reed, Pat Stringer, and Dave himself in the stud-tire full-race class. Greg Ricks was seen observing, and there were several MoHuders in the street-legal classes, Caleb Pocock among them – although we don't have all their names at this point .

Keep in mind that while a typical traveller might have a St. Christopher medal on the dashboard, ice racers identify more with the biblical Job. Thus it was with a sense of stoicism that they learned last minute that the January 22nd event had to be cancelled due to warm weather, and that the chances for January 29th did not look that good. However, like Job, they have faith in cold air from Canada. The schedule calls for a race on Lake Algonquin (Wells) on February 5th, moving down to Ballston Lake on the 19th, and a site TBA on the 19th

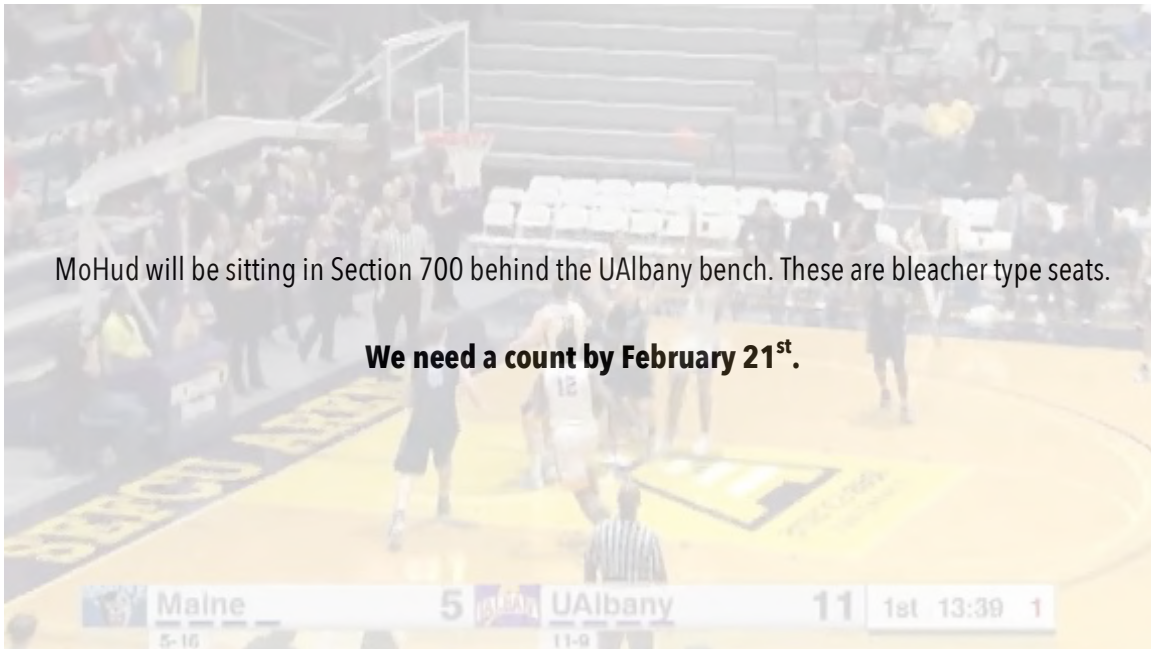
Remember that AMEC offers a \$5 discount to MoHud members (with membership card) to the 20-20 sessions -- \$20 for 20min of open track during the race day lunch breaks. Full race day registration is \$60... Keep abreast of conditions at < <http://icerace.com> > or look for < Adirondack motor enthusiast club > on Facebook (check out the neat drone shot of the racecourse).

MO-HUD UALBANY BASKETBALL NIGHT

Saturday February 25th 7pm

SEFCU ARENA On UNIVERSITY at ALBANY CAMPUS

TICKETS ADULT \$10 CHILDREN \$8



You can pay at the February 1st MoHud meeting at the Orchard Tavern or send an email to:

JackHanifan@hotmail.com. Please use UAlbany Basketball as a subject header.

Need to know number of Adult and the number of Children tickets needed. Also indicate if you would like to meet with the other SCCA members after the game for food and beverages. Site to be confirmed.

Tickets will be waiting for you at Will Call. If you have not pre-paid get your ticket and you can pay at half-time.

Please pay by check payable to: MoHud SCCA

Seen at the Annual Banquet...

photos by Trish Bucci



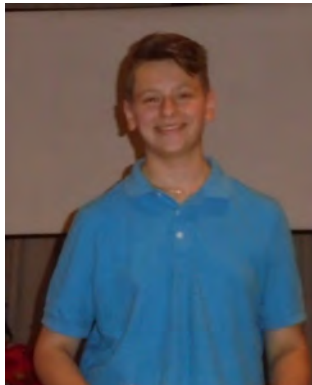
Evan Karl – Regional Champ
Flanked by Jack Hanifan and Pete Smith



Jim Bucci – NYSRRC T4 Champ
Photobombed by Whiskers Champ



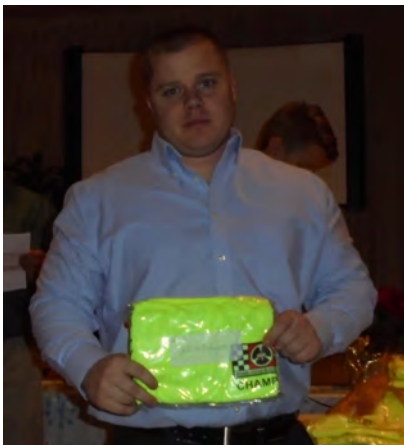
Tracy Burckhard
Female Driver of the Year – Solo
Russ Burckhard Proud



Johnathon Burckhard
1st Kart - Solo



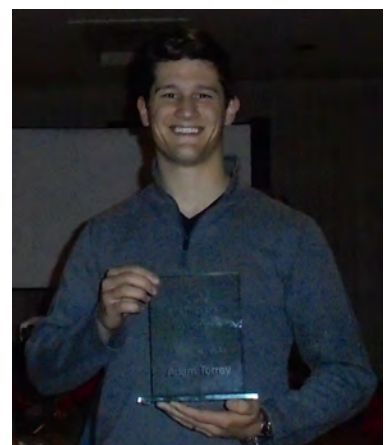
BK Karl – NYSRRC SM2 Champ



Charles Dickinson
1st CAM - Solo



Chris Keenan
Novice of the Year - Solo



Adam Torrey
Driver of the Year - Solo

More from the Annual Banquet...



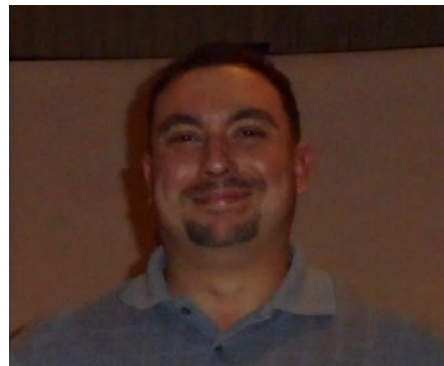
Jose Martinez
2nd Street - Solo



Phil Redington
3rd Pro – Solo
Tied – Whiskers Champ



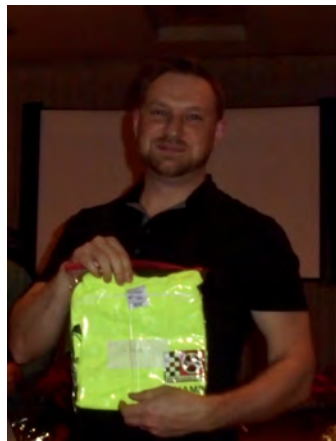
Jack with Tom Cambell
Standing in for Charlie Campbell as
Driver of the Year
(Co-award w/Jared Lendrum)



Adam Wright
1st Street Prepared - Solo



Jim Bucci in Club Colors
- Presiding -



John Staude
1st Pro - Solo



John Kirschman
4th Street - Solo

February 2017 Competition Report

- Jack Hanifan -

The 2017 Season is here. As I write this many of our friends are competing in the *Hoosier Super Tour at Sebring*. 74 cars started the Spec Miata Race on Sunday! In Group 2, MoHuder Bob Smart placed 7th in EP on both Saturday and Sunday.

Also, our friend John Weisberg and some Central NY Drivers finished 3rd in class (TCR- Touring 2000cc Supercharged) in the *Hankook 24 hours of Dubai*. It is time for the non-snowbirds to get ready for 2017.

NeDiv 2017 Schedule

The NeDiv 2017 schedule is posted at NeDiv.com. Two dates not on that schedule are our Tech Parties. Between the NeDiv schedule, and the knowledge that many drivers are planning to go to the Indy Runoffs in September, we had to make our tech parties a little earlier.

Tech Parties

The First Tech Party will be at North Country Subaru on Saturday April 1st; exact start time to be determined.

The Second Tech Party will be at Bob Karl's Sales and Service the following Saturday, April 8th, Noon.

Hot Dogs and Hamburgs will be served.

These tech parties are a week or so early because the April 15-16 is Easter Weekend and because the *Summit Majors*, April 21 & 22, is an SCCA Alternate Drivers School at Thompson with a track-sanctioned restricted Regional. The School is an SCCA school but the race is not. The race will be open to all SCCA drivers. The entry fee will be low and the emphasis is on FUN. The cost will be cheaper than most test days, so plan on using it as a fun time and a chance to test the changes you made over the winter.

Tech Party Preparation- Double Check the expiration Dates on your belts. There may be two tags a SFI tag and/or a FIA tag. You only need one of them; if one is expired and the other is valid the belts are compliant. When you come to the party bring your entire suit, shoes, socks, glove and head and neck restraint. This year you will need a 2010 or 2015 SNELL SA sticker in your helmet. 2005 stickers are no longer valid.

The Road to Indy- please read the Memo from SCCA on the Indy Runoffs (Following page...). Thanks to Greg Goss for forwarding it to me.

Flash- The 2018 Runoffs will be at Sonoma/ Sears Point, halfway between San Fran and Napa on the left coast.



Bob Smart's BMW 320



John Weisberg & Friends' Seat Leon DSG

2017 Runoffs Memo from the Mothership

TO: SCCA Club Racing Drivers
FR: SCCA Club Racing
RE: Runoffs Oversubscription, Invitations and Schedule
DT: January 13, 2017

With the anticipation of high entry counts for the 2017 SCCA National Championship Runoffs at Indianapolis Motor Speedway, SCCA is evaluating how to address potential oversubscription for the event, as well as class qualifying and race groupings.

Before determining how to address groupings, we first have to decide on the pre-race event format. While we have yet to finalize everything, this is what we anticipate:

Testing

Four days of testing, Sept. 21-24. Considering most drivers will have never been on the track prior to the event, we anticipate structuring test day registration in a fashion that drivers will have a timeframe to register for one test day, then open up for second test days, and so on, so that everyone has an opportunity to test if they want.

Qualifying

Four qualifying days will be held Sept. 25-28. Because track time is at a premium, we will run 20-minute sessions for each class, each day. To do this, we can only schedule 18 run groups per day, meaning that multi-class sessions will be the norm, rather than the exception. That is why we sent the survey late in 2016 to collect data on everyone's intent to participate and preference for class combinations.

Qualifying groups will initially be set based on historical and survey data. This will determine the shared car number pools.

Oversubscription

There are two kinds of oversubscription for which we need to prepare. Class oversubscription and event oversubscription

Class Oversubscription

We will attempt to accommodate everyone that qualifies for and enters the event (assuming there is enough space). We anticipate some classes (SM, SRF3, etc.) may eclipse the 72-car limit for the length of the track. We are making plans to address this. This could mean that a run group would be split into two separate sessions (for example, a 110-car class would qualify in a pair of 55-car sessions or run a 72-car session with the remaining cars being combined with another class). Group splits will be handled by an initial "seeding" described below under "Class Seeding," and then by lap time once qualifying has begun.

Consideration is being given to ensure that everyone qualifying for the race will have a chance to take a green flag start at Indy. For over-subscribed classes, this may mean a Thursday "Last-Chance" race to fill in the final qualifying spots for the National Championship race. This gives those that don't make the 72-car field a chance to have a race at the Indianapolis Motor Speedway.

In past years, SCCA has used the nationwide point standings as a means to seed classes for the first qualifying session grid. With the elimination of that point structure, and the creation of the Hoosier Racing Tire SCCA Super Tour, we have revised the seeding process to be as follows for each class: [next page]

Runoffs Memo- cont'd

The seeding process to be as follows for each class:

1. Defending Class National Champion
2. Hoosier Racing Tire SCCA Super Tour Standings
3. Majors Conference Point Standings (For drivers not scoring Hoosier Super Tour Points)

Majors Conference Champions, with tiebreakers across conferences per the GCR (most wins, 2nds, 3rds, etc. within the driver's Conference), then... Majors 2nd place, 3rd place, etc. with similar tie-breakers. If ties cannot be broken by finishes, they will be broken by random draw amongst tied individuals. Drivers scoring points in multiple Conferences will be seeded by their highest Conference finishing position.

4. Drivers not scoring Majors points will be seeded by entry date.

Event Oversubscription

There will be a finite amount of space on the grounds of the Speedway for paddock. We should be able to accommodate approximately 700-750 cars, but are still in the process of designing the paddock maps. We will need to limit the event entries to what the paddock can handle. Should we need to limit entries due to paddock space, we will do so with the following process:

1. Each class will be seeded individually per the above "Class Seeding" process.
2. The percentage of total pre-event, qualified entries that a class constitutes of the total entry will dictate how many invitations will be extended for each class. For example, if there are 800 total pre-event entries, of which 80 (10 percent) are Spec Miata, and we need to limit to 750 total entries, SM would receive 75 invitations (10 percent of the total).
3. Invitations will be sent after the early-entry deadline date (to be published with the supplemental regulations in the spring).
4. Drivers not receiving invitations will be placed on two separate wait lists, a per-class wait list and an overall wait list. Per-class wait list is seeded as above (Class Seeding) and only for drivers entered before the pre-entry deadline. Spaces opening up in a class due to withdrawals will be filled in with class wait-listed drivers.

The overall wait list will be based on the below order. If an invited driver withdraws from a class and no one is on that class' wait list, the next driver in the overall wait-list will be invited to the event, regardless of class, space permitting.

1. Defending Class National Champions
2. Hoosier Super Tour total points earned per class (not limited to best six races). Must score at least 1 (one) point. Tiebreakers as follows: Most 1st, 2nd, 3rd and so on place finishes in Hoosier Super Tour races within that class. If ties cannot be broken by finishes, they will be broken by entry date.
3. SCCA U.S. Majors Tour total points earned per class (all events, regardless of Conference, no point minimum). Tiebreakers as follows: Most 1st, 2nd, 3rd place finishes and so on in U.S. Majors Tour races within that class. If ties cannot be broken by finishes, they will be broken by entry date.
4. Remaining drivers by entry date.

Drivers entering after the pre-entry deadline will be added only to the end of the overall wait list by entry date.

Timeline

The following are estimated timelines for Runoffs information. Please note that these dates are subject to change, and are to provide a rough outline of what to expect.

Draft schedule - April

Registration opens - July

The message here needs to be that simply logging participation in three events may not guarantee that you will receive an invitation if we are oversubscribed. Points, the type and number of races you do may become a deciding factor. We want everyone to understand this early in the year to plan accordingly!



February Membership Report

- Jim Garry -

This month our membership stands at 535, a drop of 39 from this time last month. The SCCA national office puts together a monthly report of members who did not renew, but it is always a couple of months behind. Therefore I have not seen who these 39 former members are but it's a good bet that most of them became members a year ago at the 2015 Teen Street Survival School. As discussed in this column previously, it is very difficult to retain these particular members because they signed up for the school, not necessarily for the enjoyment of sports cars.

Does anyone in the region enjoy (or can deal with) talking on the telephone with people they've never met? If so, you can assist me in making calls to a few of the former MoHud members who have let their membership lapse. We're just trying to gently identify why this happened and what it would take for them to renew. Please send me email at jim_garry@verizon.net.

New Members

Joshua Huestis, Cohoes
Scott Kirby, Albany
Timothy Frink, Nassau

Interests

Club Racing, Pro Racing
Club Racing
Club Racing, Solo

Significant Anniversaries



Twenty Years

Brian Blizzard
Patricia Blizzard
William Blizzard
Wayne Green

Fifteen Years

Jeff Lehner

Five Years

Paul Bishop
Bill Dosch
Ben Moeller

Congratulations to everyone and we wish you many more happy years of enjoying sporty cars!

General Membership Meeting Minutes, January 4, 2017

Call to order - 7:30 pm

November meeting minutes approved unanimously.

Treasurer - Previous month's income/expenses summarized.

Membership - As of December 15, 2016 the Region as 574 members.

Solo - No report.

Street Survival - projected 2017 dates are for April and October. We will try to schedule to avoid major holidays and solo/race dates. Will also need to coordinate with the Saratoga Auto Museum to insure there are no conflicts with their schedule. We will continue to partner with the Patroon Chapter.

Road Rally - late February "Fun Rally" potentially in the works.

Activities - new Chairperson is Jack Hanifan. UAlbany basketball game is being considered. Probable cost is approximately \$10/person. Saturday night, February 25, 7:00 pm tentatively scheduled. Need 15 person minimum. Eric will be reaching out to Checkers Out Speedway in Johnstown for dates. Guptill's Car Show - need to decide if we will participate in 2017.

Competition - Indianapolis Run Offs - there are many ways to qualify: start three majors, start two majors and two regionals, or run divisional championship. Jack distributed awards/trophies for the NESRCC Award Championships.

New Business/Old Business - 2017 preliminary budget distributed for review. Motion approved to provide Vince, the incoming treasurer, with the software package QuickBook.

By Laws - items that need more focus include: grammar/typos, officer respective roles (i.e., Asst. RE is responsible for keeping track of inventory), annual financial audit required, Activities Chair is responsible for coordinating all race events, need to discuss implementing officer term limits. The Region also needs to reexamine and reinstitute the Awards Committee - to be further discussed at the upcoming Board meeting Monday Jan 23.

National Convention will be the end of January - membership asked if there are any specific questions/issues that attendees can bring to the Convention. Members can also email Jim Bucci with questions/issues.

Meeting adjourned 8:40 pm.

- Ron Bass -

January Racing Near the Arctic Circle- AMEC at Lake Algonquin

Photos by AMEC's
Gabrielle Isenbrand



Mo-Hud Officers and Contacts

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Assistant RE

Eric "EJ" Smith ejevo8@gmail.com

Treasurer

Vince DePaul vjdepaul@gmail.com

Secretary

Ron Bass m3apx@aol.com

Competition Chair / Activities Director

Jack Hanifan jackhanifan@hotmail.com

Rally Chair

Trish Bucci trimar71@gmail.com

SOLO Chair

Russ Burckhard russtduck@gmail.com

Membership Chair

Jim Garry jim_garry@verizon.net

Chief of Pits

Clark Nicholls cwnicholls@aol.com

Scrutineering (Tech)

Open. Please contact Jim Bucci or Jack Hanifan if interested...

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Richard Alexander dwebdad@msn.com

Merchandise

Chip VanSlyke

Director

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Director

Dick Stewart stewurtco@aol.com

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Eric "EJ" Smith ejevo8@gmail.com

NeDiv License Chair

Peter W. Smith tbspete@gmail.com

KO

Paul Malecki paul@dianenpaulmalecki.org

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 the Orchard Tavern, 68 North Manning Boulevard, Albany.



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The KnockOff Journal

This Month...

- Rent-a-Racer
- Jean Argetsinger - A Reminiscence



Rent-a-Racer: The Benefits of SCCA Membership

Flying in to LAX, you can Rent-a-Racer for as little as \$164 a day, after your SCCA discount. That will get you the use of a Hertz Shelby GT Mustang sporting the black-with-gold-stripes livery of the original Hertz Shelbys produced 50 years ago.

Back in the halcyon days of Ford racing, circa 1965-66, Carol Shelby's operations built a modified 289 Mustang fastback, putting out about 360hp, marketed as the 350GT. Most were white, and a bunch came with 4-speed manual transmissions. Some were built with SCCA production racing in mind, and had a number engine and suspension parts to make the car competitive.

In late 1965 Ford convinced its Hertz subsidiary to put GT350s into the premium rental market. What happened next depends on who tells the story; I'm stickin' by mine.

Apparently a bunch of SCCA-eligible builds, without rollbars, were sent to select Hertz locations. This was in addition to the "regular" Hertz GT350s. It wasn't a few weeks until we started hearing about guys renting a GT350 in Chicago on a Thursday and racing at Willow Springs on the weekend, with a rollbar installed, only to supposedly return the vehicles *without rollbars* on Monday. Within a few weeks these stories started appearing in the racing press, and Hertz did a lot of harrumphing about this being an outlaw use and it was going to stop right then and there...

But oddly enough, a couple of these cars still showed up at races, and Hertz publicity flacks started dropping the phrase "rent-a-racer" here and there. It seemed to me to be a way for Hertz to get some macho publicity in order to appeal to corporate rental types; you know, district sales managers for Widget Supply Company. That kind of customer.

Always wanting to know the latest inside gossip, I asked a mechanic I knew who worked at KarKraft if Ford/Hertz was running Q-ships to generate publicity. All he said was "...these blokes have a big purse and I don't know the half of what they're spending it on..." At the time he was busy wrenching a Ford LeMans entry (one of the ones that broke, not the famous winners), but his exaggerated smile told me that I was close to the truth. **

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But all this time, if you were a regular Hertz customer, even on a corporate account, what you got at the rental counter was a plain-jane GT350, with automatic and a big radio. And a black with gold stripes paintjob. None of the GT350s that were later sold by Hertz seemed to have any race car parts underneath or hotter cams in the engine room. Intriguing, yes?



Customer Car



Customer Car?

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In 2006, Ford/Hertz introduced another Hertz Shelby GT-H, now with a 281 putting out a “mere” 319hp, while heftier on the scales compared to the '66.



Then last year, as part of the Golden Anniversary of the first LeMans win celebrations, Ford produced a new Shelby GT-H for Hertz. This car now came with 305 putting out about 340hp... and weighing even more than the 2006 version. Only now the ad copy was openly touting the “Rent-a-Racer” phraseology.



But even with your SCCA discount, and knowing that a Hertz GT-H has this wonderful exhaust sound, why would you want to rent one in LA – known for its flat and choked freeways? ... Hmm. Does a road named “Mulholland Drive” mean anything to you?

Stay tuned!

- PaulM.

*** After an adventure at the 1966 Nassau-Bahamas Trophy Races, I didn't see this Kiwi again until sometime in the '70s, when he was sitting in the driver's seat of a Formula 1 car at Watkins Glen. What with his job behind the wheel, and my job in the press tower, I never did get to ask him how he got his ride. ... He's since published a book about it, and nowadays he's an honored guest at the Goodwood Revivals, so maybe I'll catch up to him there -- sometime.*

Jean Argetsinger - A Reminiscence



Jean Argetsinger, the "Mother of Road Racing," and one of the few remaining members of SCCA's "greatest generation," passed away in mid-January.

She was only 97.

Long-time MoHuders will remember the iron will behind her genteel manner in supporting husband Cam in the early days of Watkins Glen and the promotion of amateur and professional racing that began 70 years ago. You know the story: Cam was hooked after seeing an TC-MG while at Cornell, and later decided that the village near the family's summer home on Seneca Lake was a good place to promote both sports car racing and tourism. Jean was the behind-the-scenes administrative staff. Hers was a wonderful talent, developed in her upbringing and honed in her days as a newspaper reporter.

You rarely saw Jean during race weekends. She was busy being a social director for drivers and their wives/ husbands/ companions. Not just arranging a few parties, but doing things like making sure people had a decent place to stay (there were only three decent places near the village back then). As a result of Jean's strong-arming, a friend of mine was encouraged to host principals of the Brabham Team during the Formula 1 years. He still enjoys friendships formed back then.

But my memory of Jean comes from work with her on building a new public library in the Village. She called me in one winter afternoon to survey the existing library, a crowded set of rooms above the fire station. After I had looked around in the presence of the entire library board, she asked: "Mr. Malecki, what do you recommend that we do to make this a better library?" "Build a new one, on level ground, somewhere at the edge of the Village." Jean sort of smiled and said: "Well, that's just what we'll have to do!"

Jean called upon some of her friends at Corning Glass (as was called those days) and soon there appeared a set of library plans drawn up by a famous architect. But as neat as the building was designed, it didn't quite fit into the Village's look. So, working with another building consultant, we influenced a local architect to produce a much more sympathetic building. And at Jean's insistence, the plans included a space for a road-racing history collection.

But what good are plans without the cash to build? We came up with a fundraising plan that targeted two audiences: local residents and the wider road racing community. The drive was announced with a major gift from a local paving company's family - the same company that paved and patched the GP track.

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Jean was concerned that the fund drive might fall short, so she insisted that the building be slightly scaled back in size. But with her behind it, how could a fund drive fall short...? Of course it exceeded the goal! So it was somewhat sad to stand with her in the lobby, a few days before the public opening, and hear her say: "You were right Paul, we should have built it bigger."

Well, nothing ever stood in the way of Jean Argetsinger's dreams. A few years later a mirror of the original building was built as a wing to house the International Motor Racing Research Center. I like to think of it as the Cam and Jean building, longtime partners in life, still serving their communities.

Jean Argetsinger, a life lived "For the Good of the Sport?"

Ah yes; that and so much more.



Jean at the IMRRC
...Pictured with a Retired Racecar Driver



This was the Real Racecar Driver in her Life
...Cam in Bill Millikin's Bugatti



Cam and Jean...
Always Side by Side

- PaulM