

The Mo-Hud **Knockoff**



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

December 2018

The REport

As the year winds down and the weather continues to get colder, I want to wish everyone a Merry Christmas and a Happy New Year. I've truly enjoyed being your Regional Executive for the past year and I'm looking forward to leading the Mohawk-Hudson region once again in 2019.

A reminder that the Annual Membership Meeting & Awards Banquet on December 1st at the German-American Club takes the place of what would be a December meeting at Maggie's. You have made your reservations, haven't you? If you haven't, check with Eric Smith to see if he is accepting late reservations.

And speaking of the Annual Banquet, if you are planning to attend keep in mind that we will again be supporting Bob Karl's Toy Drive for Unity House. Please support this worthy cause by bringing a *new, unwrapped toy* to the banquet.

Our first general membership meeting of the new year will be Wednesday, January 2nd at The Maggie's Café and Sports Grill, 1186 Western Ave., Albany. Bench racing and dinner (on your own) at 6:30pm. Meeting starts at 7:30pm. Hope to see you there.

Happy Motoring in 2019

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

*PS: This month's Journal includes reports on the SCCA Road Racing Runoffs from Tom Campbell and Bruce Kosakoski.
Next month's Journal will have Jim Garry's report on the soggy SCCA Solo Nationals. Good reads all.*

Coming Events: December and...

- **December 1:** Saturday, 6:00-9pm. 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.
- **January 2:** Wednesday, 7:30pm. MoHud Membership Meeting. Maggies Cafe and Sports Bar, Western Avenue, Albany, across from SUNY Albany main entrance. Start the new year right.
- **February 15-16:** Friday-Saturday. Northeast Division Mini Convention at the Radisson Harrisburg (PA) Hotel.
< <http://www.scca-susq.com/2018-nediv-minicon/> >

Mohawk Hudson Region SCCA Annual Membership Meeting Order of the Event, December 1st

- | | |
|------------------------------------|---|
| Socializing | Starts around 6 |
| Dinner | Starts at 7 |
| Business | EJ Smith- Overseeing the Required Actions and Reports
Election of 2019 Officers- by Secretary as posted on MoHud website
Annual Financial Report- by Treasurer
Annual Membership Report- by Membership Chairman
Other Reports & Observations- by Others |
| Road Racing Awards | Chip VanSlyke- Presenting the Awards |
| Worker & Special Awards | A Distinguished Member- Presenting the Awards |
| Solo Awards | Russ Burkhard- Presenting the Awards |
| Door Prizes | Random Drawings from the Jaguar Heritage Hubcap
Astro Pneumatic Brake Bleeding Wrench Kit; Astro-P via Jim Garry
Astro Pneumatic Quickchange/Racheting Electric Wiring Crimper- Astro-P via Jim Garry
Autographed Pete Lyons 2019 CanAm Calendar
SportsCarArt AC Cobra Puzzle
And Many Others... |
| Other Doings | MoHud Friction Car Runoffs; course layout and landlord approvals pending,
runs will be made during the social hour, using your provided favor/ car. |



Reports: Racing, Solo, Membership and Minutes

You'll see all of those in January. KO staff doesn't want to steal the spotlight from the live action on December 1st.

The Annual Year-end Gift Guide

- **Adorama Metal Pictures.** Your favorite motorsports or other photo on aluminum. This Brooklyn outfit is the class act of all such vendors. Depending on size, the print comes with a folding desktop or solid wall hanging fixture built in.

<<https://www.adoramapix.com/metal-prints/>>

The 8 x 6 at right was \$25. Bigger prints, bigger \$\$.



- **Viair 77P Portable 12V Air Compressor.** As can be attested to by MoHud Solo competitors, combo battery booster/air compressors fail after about three uses. Viair single purpose compressors are the preference of those in the know. Add a 12v auto female-to-alligatorclip adapter, and you are set for just about any "need more air in the tires" situation. Under \$50.

- **Carrera USA Ferrari Trophy Slot Car Racing Set.**

Slot cars live! The 1960s craze has waxed and waned, with a new generation of racers now making these popular as a change from video games.

This set, not cheap at about \$200, features 1/32 cars on a 1/24 track, and can be upgraded if you/ your family/ your friends so desire.



<<https://www.carreraslots.com>>

- **Mehr F1 Race Car Key Chain.**

Cute.



About \$10. Or search the 'net for a Joban keychain with a GT coupe featuring tiny LED headlights. Less than \$15.

- **Grassroots Motorsports Magazine.**

"The Hardcore Sports Car Magazine." Kind of like Hot Rod Magazine practicality from two decades ago, only for today's cars. Eight print and digital issues a year, plus daily e-mails, for \$20. < <https://grassrootsmotorsports.com> >

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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...

- Campbell Racing at the Runoffs
- Bruce Kosakoski and Harry Adalian Work the Runoffs and Find a Great Story

We Go to the 2018 SCCA Road Racing Runoffs

- Tom Campbell

Sonoma Dreaming

The last time most of you heard from us, we had finished the last race of the season at New Jersey Motorsport Park, had won the Northeast Conference Championship and clinched the national Hoosier Super Tour championship. We had decided to end the season there, not making the long trip to California for the Runoffs National Championship Race being held this year at the Sonoma Raceway. Well, that decision didn't last very long. Charlie called several weeks later to say that he really wanted to go. We haven't missed a Runoffs event since we started this madness together in 2011 and we really do enjoy the chance to go against the best of the rest of the country.

So, we both worked for the past several weeks to get the cars prepared as well as to get the trailers and tow vehicles (his truck, my motorhome) ready for a 7000-mile round trip to California. It's a whole lot more than the trip last year to Indianapolis!

With my car for example (the F-Production Miata), it got a new motor (the one built from the parts of the one that self-destructed at Road America in June); some suspension upgrades; a new front spoiler (the old one had been damaged and repaired too many times); fresh brake pads and rotors; and a long list of clean and inspect items. Sonoma is a very tight course and needed a different differential ratio than we have used before, so a new differential gear set had to be put together and installed.

I loaded up and headed west on Sunday, October 7th. First stop was in Corry, PA, at Charlie's garage to drop off a couple things and pick up an old friend of mine, Carl Wassink, who had agreed to make the trip with me. It was going to be a long drive and I didn't want to do it alone. We made it to the Indiana state line the first night and then drove to Topeka, Kansas the second day. Topeka is where the SCCA headquarters is located and we got there in time to see some of my long-time friends there. My engine builder's shop is just a few miles from SCCA so we spent the night in the SCCA parking lot and went to his shop first thing Wednesday morning. We did a break-in routine on his dyno for the new motor and then he did his engine tuning magic. Once more, we had an engine that was putting out excellent power, consistent with had we have been seeing from these motors in the past. We finished up and were on the road by 11 o'clock.

Sonoma Raceway is just north of San Francisco in the Napa wine country. We had been planning to continue on I 70 to Denver and then going north to I 80 for the trip over the mountains and into California. But there were forecasts of freezing temperatures and snow on that route so we decided to head south and make the trip on I 40 which crosses the Texas panhandle, across northern New Mexico and Arizona and into southern California and then go north.

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Runoffs: 2

Getting There

Going south to avoid the predicted storms was a good choice; Charlie, who was doing the trip solo, did go across on I 80 and ran into the bad weather. We spent Thursday night at a rest stop about 90 minutes south of the track since we couldn't get in until noon on Friday. Arrived about 11:30, sailed through registration and were promptly at our paddock spot waiting for Charlie. Overall, a trip of 3400 miles from Saratoga over 5 days. We had one flat tire on the motorhome which was easily replaced and that was the extent of the problems.

Friday afternoon was spent getting the rigs parked in our paddock spots and erecting the canopy. It was relatively easy since we were among the first to arrive. Those who came in on Sunday and later would have a much more difficult task getting set up as the paddock filled and there was less and less room to maneuver. Saturday, we unloaded the cars and other equipment and got everything set up. I had a worklist of things to complete following the work done on the dyno, and some last minute things to make ready for the test day on Sunday.



Charlie planned to test the FP car on Sunday and the SM car on Monday. This would give him a good amount of time to learn the track and give us the opportunity to get the cars fine-tuned to suit the track before qualifying starts on Tuesday. This was his first time on this track but he did spend about an hour on a high-end simulator back in New York; watched several videos from cars similar to his; and spent time Saturday watching from the side-lines as the test sessions went on. I was confident that he would be up to speed by Tuesday.

Test Day 1

Sunday was test day for the F Production car. There were two sessions in the morning which went well. This was Charlie's first time on this track and, as I expected, he learned quickly. He was about two seconds a lap faster in the second session. The car was running well with a small amount of oversteer which I addressed at lunch time with a small suspension set up change. Also, at lunch break I changed the oil on the race car. This was a new motor and was initially run with a special blend "break-in" oil. It was now time to take it out and put in the usual race oil. This seemed to start our problems for the rest of the day.

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Runoffs: 3

Early in the third test session of the day the engine started smoking badly. Charlie brought it into the pits where we realized we had an oil leak and had to take the car back to the paddock. He never did get up to speed and was going to lose valuable track time. We found that the engine was pushing oil out of the valve cover vents and that it was spilling out of the catch can and getting on the exhaust headers and all over the underside of the car. After the usual checks for a serious internal failure turned out negative, we concluded that an error in operation of the AccuSump (a hydraulic accumulator connected to the engine's oil system) there was too much oil in the engine and it was building up in the valve covers. The Miata's valve covers are a very complex design but when there is too much oil in the engine, running as hard as we run them, they fail to keep the oil in the engine. We installed a new valve cover, cleaned the mess up and believed (hoped) we had fixed the problem. On the fourth, and final, session of the day the car started smoking just as before at about the same time/place on course. So this session, too, was cut short.

Our best engineering judgement (sometimes called a best guess) is that we were still running with too much oil in the engine and that it was, perhaps, more sensitive to this situation because of the many fast corners with significant elevation changes. We still believed the engine itself was ok and that we could fix this problem.

Back in the Garage after Session Three on Test Day 1

Charlie overhauled the first valve cover and we planned to double check that the AccuSump system is operating properly with the correct amount of oil. The car wasn't planned be back on track until Tuesday so there was time to work this issue carefully. Next day, Monday, was planned as a test day for Charlie's Spec Miata car. He had an appointment first thing in the morning to get on the local dyno to do some break-in and tuning of the new motor he put in this car the previous week. Then he'd have three test sessions through the rest of the day. Track time in either car is valuable for learning the track and how to drive it fast so perhaps Sunday's problems wouldn't have too big an impact on the rest of the week.

Other than that, it was another sunny day in California. The days get up to about 80 degrees for a while in the afternoon but when the sun goes down about 6:00 it gets cold quickly. The nights get downright cold - in the high 40's and it doesn't get up to 70 until noon. Of course, there are a lot of places with much worse weather recently so I'm not complaining.

A full day Monday to get the FP car ready for qualifying and to do the test day for the SM car and then get it ready for qualifying as well. Each car will have a single qualifying session on Tuesday, Wednesday, and Thursday. The best lap time from the three sessions will set the grid for the race. Both races will be on Saturday.

Monday- Test day 2

This was the test day for Charlie's Spec Miata. Three sessions spread through the day. The first went ok until it didn't. He lost it in turn two and had a light impact on the wall, left front fender. His lap times were fair as he was on old tires, and, of course, still learning the course.

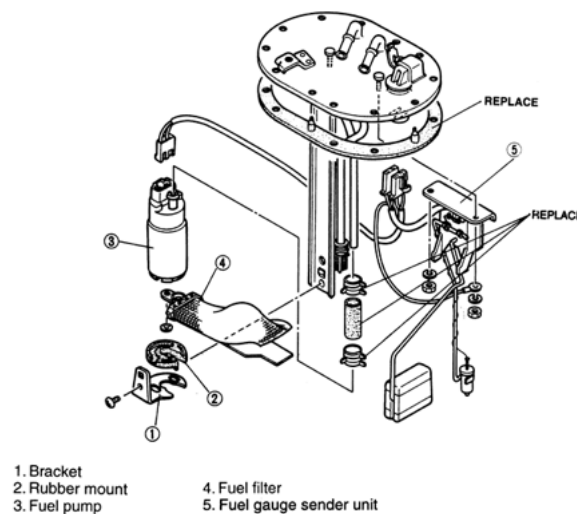
The damage was relatively minor (for Charlie) and some judicious use of a big hammer and pry bar and all was well again. The car looks fine - you won't be able to see the difference on TV during the race.

The second session was good and clean. Times improved a bit and the driver was settling in. The third session, at the end of the day, went well. Charlie took about a full second of his previous best lap time and was happy with the way the car was handling. He expected to pick up another second or two per lap during qualifying Tuesday when he would be on new "sticker" tires.

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Runoffs: 4

The only problem was that near the end of the final session the car suddenly stopped running. Luckily it was on the straight leading to the pit entrance and he was able to coast all the way to the pits. The engine would turn over but just wouldn't start. To the car had to be towed back to the trailer. The first diagnosis was a "loss of fuel pressure", which is racer code for "I ran out of gas"! But, after putting fuel in the tank and finding that it still wouldn't start, it was finally diagnosed (for real this time) as a real loss of fuel pressure because the fuel pump had failed. Late into the day Charlie was out at his trailer changing the fuel pump – not an easy job since the fuel pump is inside the fuel tank.



My old friend Carl Wassink and I spent most of the day getting the FP car ready for qualifying tomorrow. Fixed the problems that caused the oil system issue yesterday and did the usual clean and inspects that are done after all on-track sessions. The FP car, also, will be on new "sticker" tires tomorrow so we expect it will also be markedly faster than it was on test day. Not everyone has done the test days so we haven't seen all of the competition yet. I'm hopeful that we can make the top five in qualifying on the first day.

Tuesday: First Qualifying Day

A rather good day, all things considered. SM qualifying was first, in early afternoon. FP followed with one other race group between. While it would be nice to have a little more time between the two, having them both in the afternoon all three days is good. These are the same times the races will be on Saturday so we can work on the car knowing we'll race in the same weather conditions as the qualifying.

For the SM qualifying Charlie put on some new tires and they worked well. He took over two seconds off his best time from the Monday test sessions. He was 24th at the end of the session, just mid-way back in a large field of 49 cars. He was pleased with the car's handling and it appears that he is getting a little faster each time he goes out in either car – it is called "seat time" and is invaluable in getting to know the fast way around any new track.

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Runoffs: 5

The FP qualifying went well, it met our expectations but still think we can do better. We were 5th; the fastest car is the one everyone, including us, has picked to win. He has a two second lead on us. He is a professional racer/race car builder and has his shop right here on the race track grounds. He has led the Runoffs race each of the last three years but has failed to finish in each case so there is hope for us yet. The second place car is a total surprise to everyone. It is a Volvo P1800 from out here somewhere. Every once in a while someone shows up with a weird car that has some hidden advantage that only he can make work. In this case, a big engine and low required weight. Now that someone really has one it will get the attention needed to ensure it is fairly configured. The next three cars (3rd, 4th, and 5th –that's us) are all within a few tenths of a second of each other. We think we can do better and have our sights set on third.

To that end, I made several suspension changes tonight: new rear springs, changes in ride height, and several new settings on the shock absorbers. Charlie is also getting some coaching on a couple turns where he believes he is giving up a little time. The changes are a little drastic, especially doing them all at the same time, but we are good where we are now and if we aren't better with these changes, we can always go back. The games we play!

The only bad thing today was that after FP qualifying we went back to get the SM car where we left it between sessions and it wouldn't start. It, again, turned out to be a fuel pump problem. Charlie has been working on it for several hours, it is now 9:30 here, and finally found the problem: a bad electrical connector on the power leads to the fuel pump inside the fuel cell. He'll get it fixed and be ready to do it all over again tomorrow afternoon.

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For us from the Northeast, the weather here is sunny California is a bit strange. During the day it is 80 degrees, everyone is running around in shorts and tee shirts. But as soon as the sun dips behind the mountain the temperature plummets. It gets very chilly very quickly; by 8pm the temperature was down to the mid 50's and will get down to about 45 tonight. And the wind never stops. And nothing in sight is green, it's all brown.

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Wednesday: Second Qualifying Day

Well, today certainly didn't go as planned. Yesterday the SM car was having fuel delivery problems and the FP car was having a small oversteer problem. We worked last night and this morning and had, we thought, all the issues corrected. Then it was time for the qualifying to begin.

Because the two classes are scheduled close together and because our paddock spot is so far from the grid we have to take both to the grid at the same time. The SM goes to the grid in its proper spot and the FP car gets parked over to the side to wait its turn. So this time Charlie left the paddock in the FP car and I tried to follow in the SM car only to find that the battery was dead. We lost a few minutes getting a spare battery and a set of jumper cables but got it running and I was able to make it to the grid in time – with an anxious driver wondering what had happened. And then we found that it still wouldn't start and stay running, even with a jump start. So there was no choice but to tow it back to the paddock and miss this session. The result was that he slipped from 24th yesterday to 28th on the grid at the end of today. Not the right direction. He'll install a new battery tomorrow morning

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Runoffs: 6

Wednesday: Cont'd

After the SM car was back under the awning came the FP second qualifying session. The small oversteer problem of yesterday had turned into a big oversteer problem today. All the changes I made didn't get the improvement they should have. The result was a loss of about a half second per lap even though he was faster in a couple areas where he was having problems in earlier sessions. We still held onto 5th place on the grid so it wasn't a major setback. I went back to my expert on race car set ups (my son Jeff the professional race mechanic) and we worked out another change which we think will solve the problem - more shock absorber adjustments.

So both cars are still in good condition and will be ready for the third and final qualifying session tomorrow. Tonight was the big Mazda "Appreciation Dinner" which they put on each year for all the Mazda racers in the event. Typically, around 40% of the entrants in the Runoffs are either Mazda cars or are powered by Mazda motors. Grassroots motorsports is a very big part of Mazda's marketing strategy and they treat us all very well. We are proud and happy to be Mazda racers.

Thursday: Final Qualifying Day

Another difficult day - actually it was more frustrating than difficult. There were problems yesterday as I reported that were addressed today. The SM car got a new battery and new alternator and was ready to go. Since it didn't get on track Wednesday, the rest of the preparations were already done. It did get a complete check of the alignment and weight distribution, but it was already very close to where it was thought the optimum set up was. It also got a new set of "sticker" tires.

The FP car got a lot attention. Some of it was un-doing some of what I tried on Wednesday and then some additional ideas on how to get the suspension working better to correct the oversteer problem.

The SM car was a bit slower than it was on Tuesday but most of the cars were. I think it was a bit hotter today and the track is most likely getting a little greasy from all the cars that are running on it for the past 5 days. Unfortunately, at the end of the day Charlie qualified 30th based on his best time of the three sessions. He did, however, like the way the car handled better than earlier in the week.

The FP car was still oversteering but less than on Wednesday when it was really bad but still about the same as on Tuesday. Based on the best time, which was set on Tuesday, Charlie will start 5th for the race on Saturday. Some more consultation with a few of the more experienced guys around us has yielded another short list of some suspension changes that should help. I found out that some of the other guys are finding that the set up they have been using all summer didn't work here. They, too, are having the same problems with the lack of grip on this track.

Although it may seem like we are having great troubles with the car, 5th is about where I expected we would be and knew coming into the event that 3 of the cars ahead of us would be very difficult to out qualify. I think I can make the handling a little better and that Charlie will have a car that he can race with the other top cars. These, including Charlie, are the best in the country in this class and it should be a really good race.

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Runoffs: 7

Thursday: Cont'd

The SM race is scheduled for 1:30 on Saturday and the FP race is at 3:40. Friday is a day off for us. We plan to finish the preparations on the cars, watch some of the other races, and are going out to dinner at the home of one of my college classmates who lives about an hour from here. He has been to the track a couple times this week and will be back Saturday for race day. So we aren't entirely dedicated to working on the cars around the clock.

We hoped for luck, as these races rarely end in the order they start.

Saturday: Race Day

What a day to end our adventure! From a low to a high in a matter of a couple hours. The SM race was first thing after the lunch break. Charlie started 30th of 46, not bad for this car, he was not disappointed. In fact, he is building a new car for next year – this one is just used up. He told me recently that is has over 40,000 (yes, that is thousand) race miles accumulated over the 12 years since he built it. He (actually "we" because I was usually his co-driver) used to run a lot of long distance endurance races with his car.

Anyway, he only got a little past the first lap and the engine quit and wouldn't restart. It appears to be the fuel pump again, something he has been working on all week. It ran well in the last qualifying session on Thursday so he thought it was fixed. Disappointing but the silver lining this cloud was that he was still fresh and had extra time to get ready for the FP race which would start about an hour and a half later. And that was the primary reason we made the trip.



We lined up fifth on the FP grid, behind the local hero in his beautiful MG Midget, followed by two Lotus Super Sevens and then the Volvo P1800. Immediately behind was a BMW and another Miata. The race started as expected, the MG led from start to finish, the Volvo's torque allowed it to pull away at the start and, while he couldn't stay with the MG, he was able to open a good gap to the rest of the field. The real race was for third unless either of these cars failed to finish – which they didn't.

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Runoffs: 8

The FP Race: Cont'd

For those who haven't watched the race video on the SCCA website: Charlie stayed right with the Lotuses (Loti?) and it was a really exciting race. The Lotuses swapped positions at least twice but Charlie continued to pressure them. On lap 8 (of 20) he was able to get by the fourth place car and continue on to run down the third place car. He was ready to get this position also when that Lotus pulled off with motor problems. He just couldn't keep up this pace that Charlie was forcing on him.



So we ended the event on the podium – a significant accomplishment considering the competition and the handling problems we were having all week. The last set of changes I made on Friday really helped and the car was the best it has been since we arrived. He was able to better his qualifying time during the race.



Post-race inspection went well although, unlike in recent years, the top three cars had to remove the cylinder head for a detailed inspection of the engine internals; as well as a long list of other inspections concerning the body, suspension and, of course, the scales. It all took about three hours, but in the end all was well and the finishing order was validated.

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Runoffs: 9

The Afterglow

So we ended the season and loaded up to make the long trip home. But with a big smile on our faces. It was a difficult year with more than the usual number of problems along the way but this made the entire year worth all we put into it. And, as always, I have several pages of notes of maintenance, repairs, and new things to develop over the winter in order to start the 2019 season at Virginia International Raceway in April. Next year the Runoffs will be at VIR, one of our favorite tracks, so I am going to work really hard to make this car the best it has ever been.

Thanks to all of you who have followed us all year, I have enjoyed writing these reports and really appreciate the feedback you give us.

And I'll close with a big thanks to our sponsors who help us make all this work: Mazda Motorsports; Jesse Prather Motorsports for the engines and tech support (we had a new one in the car for this event and Jesse provided invaluable support to take it apart in impound and get it through the inspection); Carbotech brakes (Mike Puskar was here all week and spend a lot of time encouraging us along. Mike says "Brake last; finish first" and we were definitely out braking those Lotuses); Barrington Performance Transmissions (Ron - it worked flawlessly all week long, thank you), and the Hoosier Racing tires which have done so well for us all year long (thanks to Brian Brown of Hoosier Tire East and Tim Gilven, the Hoosier Tire Tech Rep for their help throughout the season).

From a rest stop on I 80, somewhere near Elko Nevada:

On the way home, the trip is off to a good start. Planning to drive about 10 hours a day and arrive back in Saratoga Thursday afternoon.

I wanted to take the time to wrap things up by expressing our appreciation to all the friends and family that contributed so much to the support of the team.

At the top of the list is my wife, Carol, who tries to keep me from being single focused on this foolish pastime of mine. She keeps hoping that I'll eventually grow up but there is room for doubt about that. Thanks for all the help and patience. Staying in the family, there is our oldest son, Jeff, the professional race mechanic. Jeff is always there on the phone to help me diagnose and address the handling problems that are part of racing. He was a big part of our success this week as we tried to overcome the problems that seemed to be unique to this track. He related that the Indy cars, too, have difficulty with Sonoma. At the end, Charlie said that the car was handling better than it did all week and he was able to race without being extra careful that the car didn't get away from him. Thanks, Jeff, for being there when we need you.

My good friend Tony Tovsen has helped out in the shop over the winter and between events. Last year he undertook a complete rewiring of the car to correct the mess I had been making of it for several years. I have gotten many compliments about the wiring job. Tony was able to join us at a few events this year and I hope he can make more of them in 2019. And thanks to Cyndee for letting Tony come out and play with Campbell Racing.

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Runoffs: 10

Kudos, cont'd

Brian Ross has been helping out with his fabrication skills to make new parts and repair old ones. He also shares great insights from his racing experience and was a big help putting together the right tire plan for the event. Brian, we started the race on a set of new "sticker" tires and it was the right call.

Harry Adalian and Bruce Kosakoski have spent a lot of time in my garage this year helping to set up the data acquisition system and teach this old dog how to use it effectively. Adding the data system to the car was a great decision and has helped immensely. Harry still has a lot of work to do on me, however.

Steve Andrew, the owner of Quantum Race Works has always found time to fit me into his busy schedule when I needed dyno time to break-in a new motor or get a quick tune up of the fuel injection system. Seems like it is always last minute before a race weekend. Thanks, Steve, for your time and your talent.

And then there is my friend Carl Wassink with whom I grew up so many years ago. He not only agreed to co-drive the trip to California and back but he worked tirelessly on both cars all week. This left me more time to worry and despair about why the car wasn't performing as it should.

Thanks to everyone for being a part of the Campbell Racing Team. We are really looking forward to 2019!



Tom and Charlie



Not All Winners Are On The Podium. - Bruce Kosakowski

Harry Adalian and myself along with wives and family, headed across the country to Sonoma California for the 2018 SCCA Runoffs. Wives and family did a lot more of the San Francisco sightseeing... Harry and I had signed up to be *Data Techs*, a fairly new type of scrutineer for SCCA road racing. This is headed by Glen Thielke and assisted by his wife Donna. The premise is to collect data in an attempt to properly class cars. Got our feet wet in June at the Hoosier Super Tour @ Watkins Glen.

Our job was to install data logging equipment into race cars during qualifying and racing base on input from the Competition Racing Board as to which classes needed data information . There were unique challenges to installation of the equipment, and resistance by some drivers for said service. The option of a data logger install or removal of tech sticker was left to the drivers' decision.

Three days of qualifying and three days of racing led to 5:30 am wake up. California traffic led to 45 minute trip about 12 miles away and 10 hour days, but the racing was over the top. Best amateur? racing in the US, these guys and gals were good. Congratulations's to our own Charlie and Tom Campbell on the podium finish in the F production car. A long haul and great results.

Looking around the paddock, there were so many beautifully-built cars. We came across this GT-3 Nissan that caught my eye. The driver was working on the car with not a large pit crew and I started the conversation. Larry Hansen, the GT3 driver, was a retired school teacher from a shop class in Eureka, Ca. Larry started teaching in the mid '70s and taught beginning auto shop class. Being the techy that I am, I said "Nice build" and he immediately told me that his shop class had built the car. "What?" ... How does this happen? Especially in high school!" "You have to ask forgiveness, and not permission," was his answer. A Datsun was donated around 1985 to the shop class along with a bunch of other parts. Thinking outside the box, Lhe expanded his shop program to include after-school, weekends, and some holidays for the build. A fellow teacher who ran the machine shop program also helped with construction. Larry explained that some students in his school stayed out of trouble because they had somewhere to go after school. Some would call on Saturdays and holidays to see if there was work to be done on the race car.

How cool is that? In high school no less....

Larry also got into a bunch of trouble for not running his idea through the proper bureaucratic channels, i.e. the school administrators. He did have overwhelming support from the school community though. This eventually led to 6 cars being built during his tenure. He also had a visit from then Governor Arnold Schwarzenegger after hearing about his program. The Governor spent a morning and expressed concern that education was going in the wrong direction by not keeping up shop type programs in the school systems.

Because of the Runoffs location, Larry was hoping that one of his former students (a San Francisco Fireman) could get to the event, but unfortunately could not get the time off. I would have loved to spend more time with all of them to get the details about their programs but schedules did not allow.

Although Larry did not wind up on the podium, Taz Harvey did (third place) in a Mazda RX-7 car built by Larry and company (his students). I can't believe Larry is not one of life's winners. As with many of us, finances do not allow him to travel to the opposite coast, so we may not see him at VIR for next year's Runoffs. -Bruce