

The Mo-Hud

Knockoff



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

July 2020

The REport

What I've learned

Usually, when I sit down to write my monthly "REport" I look back at what I wrote for the same month the previous year. I do that for a couple of reasons. Sometimes it helps with writer's block.

Predictably, the July 2019 REport and Knockoff was filled with photos and stories of road racing and Solo events. Okay, no help there with writer's block.

Here's what I can report on though. Retirement and quarantine have me starting and most importantly COMPLETING many home and garage projects. My wife has been working from home since the end of March. I won't mention which agency she works for and the names MAY have been changed to protect the identities. In overhearing her sometimes with her online work meetings, I have learned the following:

- George is always late for meetings.
- Frank can't accomplish any task without detailed, step-by-step instructions (Like instructing your 6 year- old how to wash their hands. "First we turn on the water.....")
- Scott must preface every statement with "It's my understanding that...." Or "Well, if you're asking me..."

Meeting announcement

Please join us Wednesday, July 1 for the MoHud general membership meeting via ZOOM. Watch for an email blast with the invite and link.

For the good of the sport - Jim Bucci Regional Executive

In this Issue

Greg Rickes interviews one of MoHud's shyer members .

Tom Campbell sends a Campbell (finally) racing report.

And the usual newsworthy items...



Coming Events: July and...

- **July 3:** Wednesday. 7:30pm. Another membership meeting on Zoom. Jim Bucci will do a blast e-mail to alert
- **July 2 - 4:** Thursday-Saturday. SCCA Time Trials at Thompson. The weekend marks 75 years since the first SCCA race at the track. < <https://timetrials.scca.com/events/1996019-2020-tire-rack-scca-time-trials-national-tour-at-thompson-speedway-motorsports-park-powered-by-hagerty> >
- **July 19:** Sunday. Poughkeepsie Sports Car Club Solo Event. Tech City, Kingston. This will not be a MoHud event.
- **August 5:** Wednesday. 6:30 – 8:30pm. Funplex, East Greenbush. Annual MoHud Family Fun Go-Kart Night. Getting somewhat back to normal; \$20 wristband gets 2 hours of karts, mini-golf and other fun.
- **August 13:** Thursday. Upteenth MoHud Golf Outing at Burden Lake Country Club. \$40 per person. E-mail Jim Bucci < hdjimbu@gmail.com > so he can get a head count.

*Something's comin', something big
Who knows?
It's only just out of reach
Something's comin', don't know what it is
But it's gonna be great
Who knows?
Maybe T.*



Head And Neck Restraint Update

Simpson Racing is now offering its *Hybrid S* Head and Neck Restraint device, compatible with 3-point (factory) seat belt systems. The company notes that the device is not recommended as a substitute for standard H&NR hardware coupled with 5+ belt systems for racing, but is meant for users who occasionally drive or are passengers in testing or track-day situations where the car or a seat is fitted only with a three-point belt system.

The *Hybrid S* has been approved by FIA and SFI.

For those who have a desire for such a device, the cost is not cheap: \$1,095 USD, customized to fit the purchaser. While not a run-of-the-mill purchase even for someone regularly involved with high performance road cars, the *Hybrid S* is something to think about.



Road Racing Report- July

- Jim Bucci

A message from NE Division Road Racing Championship administrator Chris Mosley:

Well, finally some good news! I had a conversation with the good folks at WDC about Summit Point. They are currently planning and moving ahead with a race weekend on July 25/26. After some quick discussion, we agreed that it would be a great start to the Divisional Race Series (where we have started the series each year for the last six years). It will also be a MARRS event. I want to thank the folks at WDC for giving the Divisional Series the chance to make up the lost April event.

So as the new schedule stands.

1. Summit Point, July 25/26
2. New Hampshire, Aug 8/9
3. NJMP, Aug 22/23
4. Watkins Glen, Sept 26/27
5. Thompson, Oct 2/3

Any questions or comments, please feel free to contact me at cmosley1@optonline.net.

Hope to see you all at Summit Point.

Stay Safe

Ford's Little Known German Rocket - Merkur XR4Ti

In this month's *Journal* DJ McArdle lists a Ford Merkur XR4Ti as one of the many cars he has owned and raced. Unless you were around in the mid-to-late 1980's, you've probably never heard of this turbocharged rear-wheel-drive rocket from Cologne.

Imported to the US through the influence of Ford's performance guy Bob Lutz, knowledgeable drivers loved 'em. But alas, currency fluctuations as well as weak marketing and support by local Ford dealers killed the XR4Ti off.



The car pictured here resides in Albany's *cool car* neighborhood, whose Ford denizens include a '39 Coupe, a Falcon with 12" (wide) rear tires and several Ford-era Jaguars. Some say the neighborhood's GAZ-21 also qualifies, as it looks like it was styled after a 1954 Ford Customline. ...Perhaps.

Racing Room and Overlaps

SCCA Road Racing and US Sailing, motherships of their respective sports, share a propensity for lots of rules and lots of post-competition protests over who broke what rule. But a relevant and clear rule can make competition better for everyone involved. And that's why SCCA's recent update of *Rules of the Road* (General Competition Rules/ GCR 6.11.1) with GCR *Appendix P Passing Guidelines* is welcome.

In sailing, the right of way at a contested turning mark is determined by the presence or absence of an *overlap*. As a following boat on the same tack, if your bow overlaps a line drawn at right angles to your competitor's stern, you have the right to the inside line while rounding. (US Sailing Rule 11)

In SCCA amateur road racing, competitors must give each other *racing room* going into a corner. But a frequent problem is that one driver's idea of *racing room* has been another driver's idea of *interference*. And while 6.11.1 (D) states that "The overtaking driver is responsible for the decision to pass another car and to accomplish it safely." it muddies the water by adding that "The overtaken driver is responsible to be aware that he is being passed and not to impede or block the overtaking car. A driver who does not use his rear view mirror or who appears to be blocking another car attempting to pass may be black flagged and/or penalized..." So when contact occurs, the passing car claims the other was not looking in their mirrors, while the car ahead claims that the passer was not acting safely.

Appendix P contains 5 pages of illustrations and explanatory text, but a key concept is that if the passing car's nose is level with the A-pillar of the car ahead (*an overlap*), the passing car has the right to the corner. If not, the passing car has a burden of proving that the car ahead should have given way/racing room.



The diagram above shows that the overtaking car has gotten up to the A pillar and into the peripheral view of the lead car before turn in. The overtaking car now has taken the line away and earned the right to racing room on the inside.

To earn the corner, the overtaking car must have its front end up to at least the A pillar post, or windshield, with the car under control, before the lead car turns into the corner. The goal is for the overtaking car to present itself, to arrive in the peripheral vision of the lead car, before it turns in.

Download the June revision of the CGR at < <https://www.scca.com/pages/cars-and-rules>

PS: The same web-page leads to the latest FASTRACK bulletins and other information affecting road racing. Of recent note is Memo RM 20-04 (April) on in-car fire systems. Make sure your car is in compliance, lest you get on the wrong side of Richard Welty!



Mo-Hud Family Go Kart Night

Wednesday, August 5, 6:30pm

Funplex

589 Columbia Turnpike
East Greenbush



Several Prizes

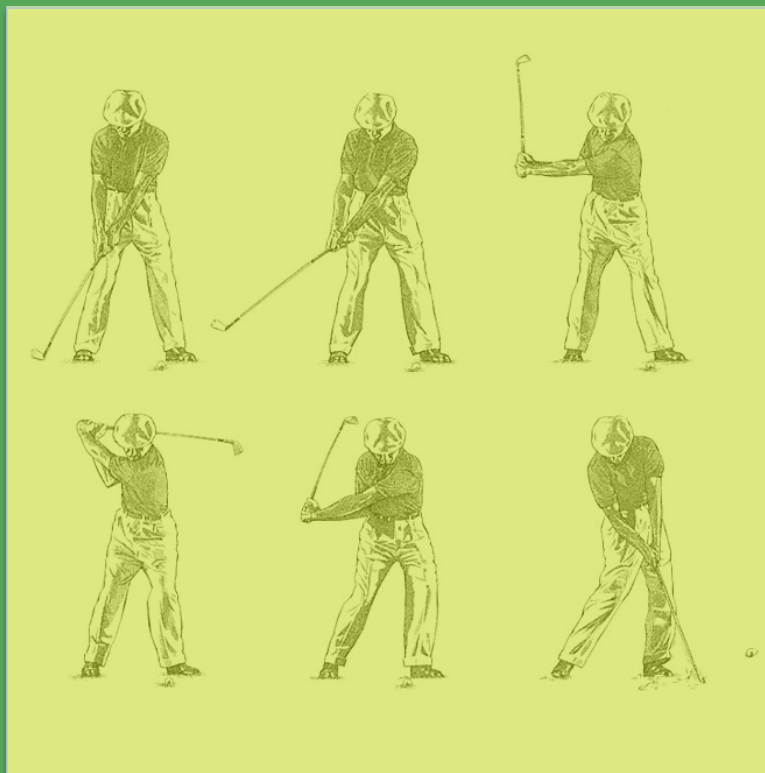
A \$20 wristband buys 2 hours on the track

Funplex also offers miniature golf, rock-climbing,
and other family activities...

Contact: Jim Buoni
hdjimbu@gmail.com

MOHUD UPTENTH ANNUAL GOLF OUTING

Thursday, August 13th
2:00pm



**Burden Lake Country Club
Averill Park**

**\$40 = 9 holes + cart + dinner
and maybe a trophy**

contact: Jim Bucci <hdjimbu@gmail.com>

Membership Report- June 2020

-Jim Garry

Mohud Membership Chairman

< mhr.membership@gmail.com >

On June 24th Mohud had 343 members. That's down 15 from the 358 members since this time last month, and 35 since mid-March which represents a decline of approximately 10% of our recent population.

As noted in this column from time to time, maintaining or improving the membership totals for SCCA Regions across the country is a dance between losing relatively new members and enticing new folks to become members. The vast majority of people leaving the club are those who joined one to three years ago. And the vast majority of the new members, at least in MoHud, join the club in March through June.

Thus with the cancellation of so many SCCA events during that period, the attraction to join the club has been suppressed. No surprise there. But now that SCCA events are coming back on line we're both happy to be able to participate in our favorite activities again but also hopeful of restored interest to become a new SCCA member.

New members in June

John Salazar, Kinderhook NY. John didn't select a primary interest.

Chad Mulhall, Northville NY. Chad chose Club Racing as his primary interest.

Significant Anniversaries

Ten Years

Tracey Burckhard

Gregory Burckhard

Johnathon Burckhard

Tracey, Gregory, and Johnathon are all related to our Solo Chairman Russ. And all are pretty good drivers, especially Tracey who does a great job directing our Solo Junior Driver Program.

Forty-Five Years

Clark Nicholls

Yeah, what can you say about Clark. We only have 16 MoHud members who have more seniority than he does and he has been a backbone to the Club Racing worker program in the Northeast Division.

Congratulations to all.

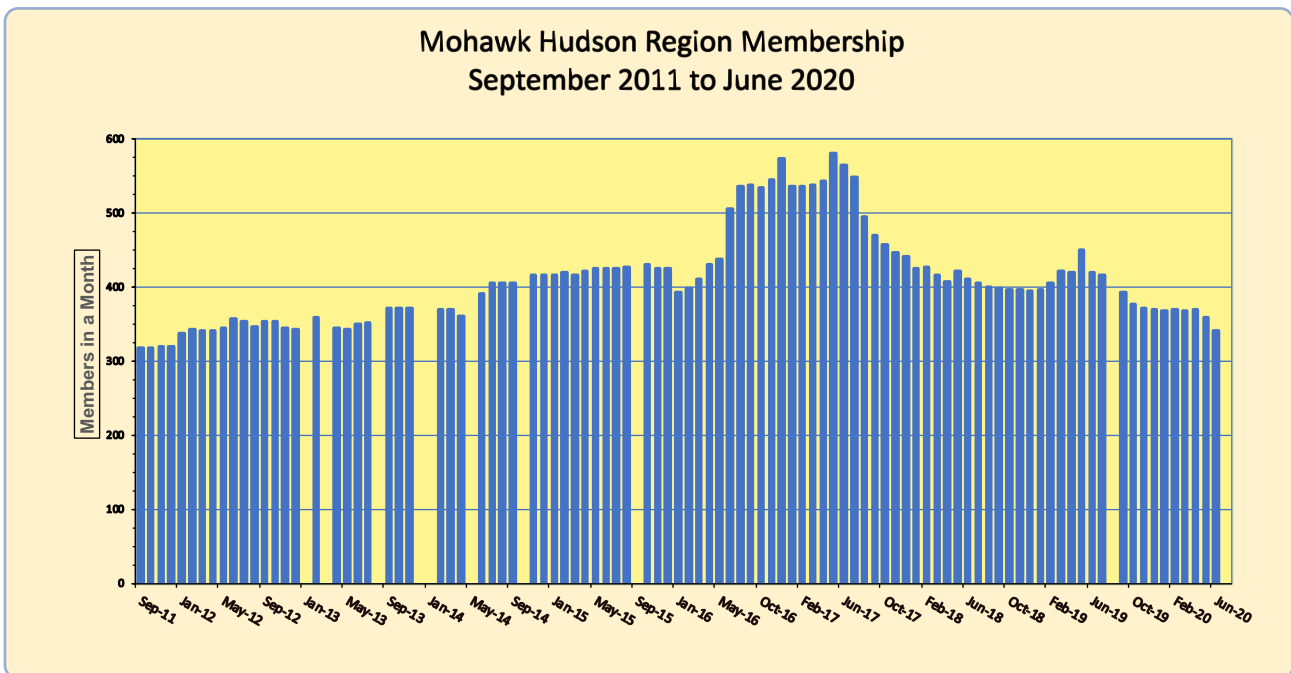


More >>

More on Membership

Below is a bar graph showing Mohawk Hudson Region membership from the Fall of 2011 through the present. As can be seen, our current membership troubles still don't place us at our lowest numbers.

The "mountain" seen in the graph began forming (otherwise known as an "orogeny" in geologic parlance) in May 2016 and continued through about August 2017. It was primarily due to the addition of Teen Street Survival entrants getting free SCCA memberships. This was phased out over time and the graph returned to previous levels. However a general decline unrelated to Covid-19 can be seen starting in Autumn last year. Circumstances have not allowed us an opportunity to reverse that trend.



Mo-Hud Officers and Contacts

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Club Racing Chair

Jim Bucci

Rally Chair

Ken Relation

SOLO Chair

Russ Burckhard russtduck@gmail.com

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Jim Garry mhr.membership@gmail.com

Chief of Pits

Clark Nicholls cwnicholls@aol.com

Scrutineering (Tech)

Richard Welty: See his Facebook page

Chief, Flagging & Comm.

Richard Alexander dweebdad@msn.com

Activities Director

Open. Contact Jim Bucci if interested ...

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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. See the "Coming Events" page of the KnockOff, or MoHud's Facebook page for meeting place and time.



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The KnockOff Journal



This Month...

- DJM

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DJ McArdle - Man of Many Cars

...Interview by Greg Rickes

Some auto enthusiasts latch onto one brand of car and make it a long-term relationship. Others seem by design or happenstance to explore the broad variety that the market offers. Some even have to search their memory for all the different cars they've been involved with. That would be D.J. McArdle. So let's hear the story from the beginning...

"How did I get involved? I blame (thank) my brother in law Kevin Belden. He was dating my sister and was into cars. My interest was growing as well, as a 12 year old kid i attended some races at Malta (Albany-Saratoga Speedway) and Lebanon Valley.

Kevin drove a yellow Ford Capri (this was the car where I'd learn how to drive manual transmission) and used to Autocross at the Peripheral parking lot (on Washington Avenue); this was back when the pavement ended just past the bus stop. I went with a camera and took photos and was also a "pit crew" for him -taking bumpers off the Capri to make him more competitive against some guy named Skip.

Kevin also brought me to Lime Rock for the Memorial Day races, Watkins Glen for F1 and the 6 hour race. I got yelled at by security for being up against the guardrail taking photos (*this would not be his last encounter motorsports authority figures-Greg*). Then Kevin decided to do a track day with COM Sports car club. A friendly corner worker took pity on the bored kid shooting photos so I was waving flags at a station at the age of 15 at Bryar! (Bryar is now the site of New Hampshire Motor Speedway).

That was it for a while as I did not have my own car and rode bicycles everywhere. I did a couple of Ice races at age 19 or 20 in a Fiat 850 Spider and remember being terrified when with the 49 Cubic inches of sound and fury, a certain Citroen Maserati which had been cut in half came screaming by (*editor's note: the C/M was built and driven by Dave Burnham, who'd cross paths with DJ again at many events*). The FIAT was my boss's car at the time. We really didn't know what we were doing and further Ice racing adventures were put on hold. It was time for me to focus on school and work."

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DJM, con'td

"I used to do laps of SUNYA perimeter road and the State office campus on my bicycle. One day I heard motors revving and tires squealing. What I discovered was cars in Indian Quad parking lot running around at an Autocross. It was too late to enter that day, but made up my mind to make it to the next one (can't recall if it was Empire or MoHud event). I ran events here and there for a bit with a Dodge Shelby Charger ; after the Dodge I got more serious with a Mercury Merkur XR4Ti. Jim Garry convinced a group of us to go to Harrisburg for the Divisional Autocross Championship. That required being an SCCA member, so in the summer of '89 I joined Mohawk-Hudson Region.

The next few years were good and bad for me. I volunteered to be the Solo 2 chairman (I think from 90-94), did some Ice racing in a Plymouth Horizon (the Pizza Baron car) –until I rolled it, damaged beyond repair."



"Significantly I did my first track day at Watkins Glen in 1990 (this was before the Bus Stop Loop at the end of the long uphill straight coming out of the esses) with a group called "Bobby Rahal's Track Time" in the Merkur. Around the same time, through Empire Motor Sports Club, I had been working at Patroon BMWCCA events at Lime Rock (starting in ' 89).

Looking for something different to drive I picked up an old Datsun 510 GT4 race car which I used for autocross and track days. There were also some dark days for me personally in the 90's but I stayed playing with cars. Mid 90's I did a couple of terms as Assistant RE and was very involved with Patroon BMW Club and their schools. Somewhere in there I also served as MoHud's Race Chairman for a year or two. We also had an autocross site known as The Drop Zone where we hosted the Divisionals for a couple of years (1993 and 94) and was involved a lot with that." (editor's note: DJ has also been the recipient of MoHud's Lewis Trophy, which has now been renamed The Spirit of Excellence award).



Foreground: the 510.

Background: Bruce Kosakowski expressing something to Tom Hansen

DJM, man of many cars...

"Somewhat after that I remember shocking the hell out of a bunch of SCCA stewards when we ran a "DE" (Driver Education) track-day type group at LRP during a Mohud race weekend. The traditional SCCA stewards were jumping around like crazy about people driving too fast without rollcages etc (*another editor's note: this was long before SCCA had anything like Experiential Programs or Track Night in America*). I also organized the first (and I think only) SCCA PDX (Performance Driving Experience) event at Monticello Motor Club, as well as some other PDX's at LRP for MoHud. By now though my "real" job was demanding more and more of my time."

For the last 10 years or so I have mostly focused on HPDE's and Time Trials, instructing with multiple clubs and Time Trialing with COMSCC and now the new SCCA Time Trial Tour format. I've enjoyed driving on a wide variety of tracks in the eastern US and Canada (20+ tracks and the Tail of the Dragon a few years back) . I It has been a great journey filled with some really fantastic people. I'm looking forward to more great driving experiences and I hope the Time Trial Tour type events keep growing in the northeast."

You sometimes hear the phrase "... found my way back to SCCA"; In DJ's case the good news might be SCCA found its way back to him.

...Greg, and DJ

The Cars I have owned –

1975 Toyota Celica ST (1st car I owned)
1972 Saab 99
1980 Ford Fiesta
unknown year Mitsubishi Colt twin stick Ice
racer ---
 Never finished a race
1984 Dodge Shelby Charger
1987 Suzuki Samurai
1968 Datsun 510 (old GT4 car)
1972 Datsun 510 (sitting in garage now)
1990 Nissan 240sx (with swapped CA18DET
motor)
1988 Merkur XR4ti
1995 BMW 318ti
1990 Neon ACR Race car – only got to drive it
once at Calabogie for 1 session
2008 Nissan Nismo 350Z (crashed at LRP)
1991 BMW 318is -with an M3 motor –
my current track day/time trial car
2001 Porsche 911
Subaru WRX (leased it for a couple of years)

Support/tow vehicles –

1985 Chevy Astro Van
(old KT motorsports vehicle)
1978 Chevy K10 Truck
1973 Chevy Suburban Ambulance
1987 Nissan Hardbody pickup
2001 Dodge Dakota
2004 Jeep Liberty
2011 RAM 1500
2019 RAM 1500

Fun cars Kevin let me drive on track

1988 Porsche 944 Turbo S
IROC Z American Sedan – SCCA race car

More >>>

More of DJM's Many cars...



Campbell Racing – 2020 Race Report #1 – Road America (Elkhart Lake Wisconsin)

Where to start? I'll get the big picture stuff out of the way first. Since I sent you all a season update back in March, noting that the first three races on our schedule had been cancelled, the race at Watkins Glen was cancelled, as was the race at Pocono, in July. So right now our season consists of the Road America weekend just completed, a super tour event at Mid-Ohio in July and a newly scheduled super tour event at Pittsburgh at the end of August. We may add one or two local (Regional) races to keep things fresh and to continue development on the cars.

We just got back from the first race of the new, abbreviated, 2020 season. It was the "June Sprints" at Road America in Wisconsin. This is, arguably the biggest Super Tour race on the entire series. They kept reminding us that this was the 65th consecutive year of this race event. It normally sees over 300 entries, but, this year the end-of-season National Championship Runoffs will also be at Road America so a lot of people added this June event as a chance to get some valuable track time in advance. Additionally, this is one of the first chances many of us have had to race since the virus shutdown everything in March. So, there were over 500 entries this year. There were 20 F Production entries (more than I have ever seen outside of a Runoffs) and 48 total cars in the race group. There were 72 Spec Miatas (most Runoffs don't have that many).

The round trip was just under 2000 miles for me, a few less for Charlie. The travel was long, but trouble-free. I took two days each way. We arrived at the track on Wed. afternoon as is our usual practice to set up and be ready for the Thursday test day. Shortly after we got there so did that tropical storm Christobol. So we set up the rain and thunder/lightning. But the rest of the weekend was fine, cold and windy at times but no more rain.

Because of the large entry for the test day we only had two sessions, one in the morning and one in the afternoon. We did the testing on the FP car because I had made several modifications over the winter and needed to get it rebalanced and confirm everything was working as planned. Also, Charlie's Spec Miata was essentially as it came off the track at the Runoffs in Virginia last October. The first session was essentially a shakedown to ensure all the parts stayed attached and to start getting a feel for how it was going to handle. The parts mostly stayed in place but there were a few "workmanship" issues to correct as usual. The second session provided Charlie with some additional valuable track time (we were here the last time for the Runoffs in 2013 so Charlie was seven years "rusty"); and identified a few more minor issues with the car but we didn't meet our objectives for all the testing I had hoped to do. It would have been much more valuable to have shorter but more test sessions. Two 35 minute sessions just isn't productive.

Friday morning was a single practice session for each race group. The FP was first and turned out to be a wasted session. On the second lap one of the cars blew an engine (big time) and oiled about a quarter of the track. As some of you know, this is a 4.5 mile track so that is a lot of cleanup. They brought all the cars into the pits, realized that the cleanup would take beyond the time scheduled for this group; and ended the session. The SM practice went without difficulty and Charlie was mid-pack, about where he expected to be.

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Campbell Racing at Road America, cont'd...



The Friday afternoon qualifying session was only 20 minutes. Because the track is so long that meant only 5 fast, timed, laps. This was really the first time the car was challenged and it was oversteering from the start. It was about 4 seconds off the class leader's pace. The SM qualifying was a total loss. The car wouldn't start on the grid and had to be towed back to the paddock, missing the session altogether. Charlie tracked the problem down to a failed fuel pump relay. Replaced it and was ready for the Saturday morning qualifying. I went through the suspension and found a couple problems and made some adjustments to try to fix the bad handling, as well as the usual between sessions inspections and maintenance.

The second qualifying session, on Saturday morning, went better for both cars. The FP was a couple seconds a lap faster but was still oversteering but not as much as on Friday. Of course, others were also faster and the best we could do was 6th on the grid for the afternoon race. The SM had a clean session and ended up qualified 45th.

The Saturday afternoon race for the FP car was uneventful but the car was again oversteering and seemed to be getting progressively worse during the second half of the race. Charlie was running a little quicker than his qualifying speed but not better as we had hoped. The engine was working well but with the faster speed there was too steep a gear in the rear end and the car was running out of revs at the end of the straights. The oversteer was exacerbated by having a set of tires on that had been used one session too many. He finished 5th in class.

The SM car's tale of woe continued. As the cars were coming to the green flag at the end of the pace lap Charlie accidentally hit the ignition switch with his shift hand and shut off the engine. He realized the problem right away but by the time he got it restarted he had drifted to the back of the field - in 69th place. But as you race drivers out there know, sometimes it is a lot more fun to start at the back and run through the field of slower cars. He started by passing 6 cars by the end of lap two and several more each following lap. By the end of the race he was up to 42th place - a little ahead of where he should have started. And he had a real blast getting there.

I spent the rest of the day and evening Saturday changing the differential gearing and changing the rear suspension springs in an attempt to correct the oversteer.

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Campbell Racing at Road America, III...

The Sunday FP race started well. Starting 5th, he was faster right away and the car was handling much better. He was in 3rd place at the end of the first lap and on lap two set a lap time that was 4 seconds better than his Saturday morning qualifying time. He continued running well and with three laps to go was in 2nd place and turning better times than the leader. I remember thinking we finally had the car I should have given him two days ago. And then things went from good to bad. The car, once again, started getting very loose and he had a couple incidents with slower cars. One caused an off track excursion which damaged the air dam on the nose of the car and the other damaged the right front fender, including breaking the wheel and causing a slow leak. And at about the same time a problem showed up with the brake system resulting in a total loss of rear brakes and greatly reduced the effectiveness of the front brakes. How he managed to keep going is a mystery and a credit to his driving ability. He nursed the car to the end, finishing 5th, running only about 8 seconds a lap slower than earlier in the race.

Then, to finish the weekend, there was the final SM race. On the way to the grid Charlie noticed a new ticking noise which seemed to be coming from the transmission; and, sitting on the grid, it was getting worse. As he went up the pit road on the way out to the track for the pace lap he was able to diagnose that there was a serious problem in third gear and turned off at the end of the pit road and returned to the paddock; a "DNS" (Did Not Start) on the final results.

So, all things considered, it was a valuable but expensive, shakedown weekend. The problems not unusual but they should have been found earlier in the season, before going to this very important race, so far away (did I mention that it was a 2000 mile round trip?).

So, five weeks before the Mid-Ohio race. Lots of work to do but I think the potential it there and look forward to getting to the next race.

All things considered, we decided that the weekend was still better than not being there at all.

- Tom and Charlie

