

The Mo-Hud **Knockoff**



Newsletter of the Mohawk-Hudson Region, Sports Car Club of America **November 2020**

The REport

Adiós, arrivederci, sayonara, au revoir....

It's time to say goodbye. This will be my last REport as your Regional Executive. As many of you know, Trish and I are leaving the area and moving to Florida. Before we go, I want to take a minute and tell you what an honor and a pleasure it has been to serve as your RE for these past few years. We have certainly faced a few challenges over the last couple of years, from the loss of Solo sites, to the loss of our traditional monthly meeting spot to the loss of key members of our region. Through it all, we have continued to thrive as a region. Thank you all for your support, participation, and willingness to volunteer. A special thank you to the Mohud BOD. We may not have always seen eye to eye, but we remained open-minded and always treated each other with respect.

By the way, our house in Sebastian, Florida is exactly 1 hour and 39 minutes away from Sebring International Raceway and only an hour and 14 minutes away from Palm Beach Raceway. This is an open invitation to come visit if you ever want to race, flag, or officiate at either of those tracks. We'll have two guest rooms, ample parking for tow vehicles and, as anyone who has attended the Paddock Crawl at LRP knows, we make a pretty good margarita.

November general membership meeting

Please join us on Wednesday, November 4 at 7:00PM for the November general membership meeting. Once again we'll be at The Gateway Diner, 899 Central Ave, Albany. Consider coming early and grabbing a bite to eat, socialize (at a distance) and help support a local business in these trying times. Meeting starts promptly at 7:00.

For the good of the sport - Jim Bucci Regional Executive

In this issue of the KO: Road Racing and Membership reports; Notice of the Annual Meeting; A call for a few good people; Campbell Racing at the Runoffs

Coming Events: November and...

- **November 1:** Sunday. 10:00am. "How'd We Get Here?" Rally directed by our new rallymaster, Ken Relation (and Michell helped). 1 Terminal Road, Waterford; that's just off of Route 9, about 100 yards north of the Hudson River...north of the Colonie landfill and south of Fred the Butcher.
- **November 4:** Wednesday. 7:00pm. Monthly membership meeting at the Gateway Diner, 899 Central Avenue in Albany; easy to get to from the Everett Road exit of I-90. Come early for eats and talk. Covid-compliant space for 30 people or so.
- **December 2:** Wednesday. 7:00pm. Monthly membership meeting at the Gateway Diner, 899 Central Avenue in Albany. Once again, come early for eats and talk.
- **January 9:** Saturday. Approx. 5:00pm. MoHud Annual Meeting and awards presentation at the Saratoga Automobile Museum. See more below.



Notice: Mohawk-Hudson Region, SCCA -- Annual Meeting & Awards Banquet

Due to the state of the pandemic here in NY, we've had to revisit MoHud's plans for its Annual Meeting & Awards Banquet. While not all details are set at this time, we'd like to share what we have planned at this time, including a change of venue:

When: Saturday, January 9, 2021 (time TBD)

Where: Saratoga Automobile Museum, 110 Ave of the Pines, Saratoga Springs, NY

Menu: TBD, catered by Mama Mia's, Saratoga Springs

Cost: TBD, likely to remain \$25/person



Attendance will be subject to NYS guidelines in regards to pandemic protocols, which currently means there would be a limit of 50 attendees, unless that changes at the time of the meeting in January. We will initially give priority to member registrations, and will open it up to non-members after a specified period of time.

Once we work out all the details, we hope to publish them soon.

Thanks,

- Eric "EJ" Smith

Wanted: A few Good People

~ **Serve Your Club** ~

~ Impress Your Friends ~

~ *Accolades Galore* ~



It's that time of year for the Nominating Committee to seek nominations for club officers who will serve 12-month terms beginning with the annual membership meeting. The ByLaws posted on MoHud's website contain all the relevant provisions. The deadlines stated in those ByLaws will most likely be extended by one month this year.

The lineup of officers to be elected is as follows:

Regional Executive-
Assistant Regional Executive-
Secretary-
Treasurer-
Director at Large-
Director at Large-

Note that nominees for Director at Large must have previously served in an elected position or as a chief of specialty.

The other positions listed each month in the KnockOff are appointed by the RE/Board of Directors.

If you are interested in being nominated for any of the officer positions, please contact one of us on the Nominating Committee...

Diane Malecki < diane@dianenpaulmalecki.org >, or
Sheri Bucci DeJan < sdejan@corgi.consulting.com >, or
Phil DeJan < pdejan@corgi.consulting.com >

PS: The ByLaws also provide that 10 or more members may nominate a candidate on their own, with the nominee accepting in writing, by submitting the nomination to the Secretary.

Road Racing

Thompson Motorsports Park, October 2-3

Evan Karl once again ran away with Spec Miata class honors at a race weekend, this time winning all three of his races during the New England Region Road Racing Championship and Historic Racing Group Series at Thompson. After losing the Saturday race by 3 seconds to Evan, his main season rival switched to another group for Sunday's two races. Evan's winning margins on Sunday were 12 and 3.8 seconds. Looks like he gets to hang another trophy fender in his room at Phi Kappa Theta.

Chip VanSlyke, running his Crossle 62 Formula Ford came in 2nd in class Saturday; 3rd and 2nd in class on Sunday. For you young'ns out there, FF has been part of SCCA formula racing since 1969, and Crossles have been stepping stones for Formula 1 drivers such as Nigel Mansell and Eddie Irvine.

Ed Zemek, one of MoHud's class of new drivers this season, was running his first race series in, what else, a Miata.

In his own words: "Thompson was my first race. I have completed the Miata Driving School and Skip Barber Driving School and a Successful CRE at Palmer."

"I bought the car #38 Miata from James Ray of NER just a year ago. He has been a mentor/Instructor ever since. I am also friends with Evan Karl and family who have provided valuable support and guidance....I started out with my Mustang GT with SCDA HPDE and SCCA Track Nights before the Miata and have done Car Control Clinics and Track events with the Miata including Lime Rock, Thompson and Watkins Glen."

"Thompson was a great experience for me. I got the car back unmarked and improved my lap times by 5 seconds. I also enjoyed the great comradery." *Note: Ed got caught in the tail end of a 1st lap melee in Sunday's last race, so the fact that he brought his Miata "back unmarked" shows he was smiled upon by the racing gods.*



clockwise:

- Ed's car at rest
- Evan setting the Thompson/SM lap record
- Chip (#34) trying to dip inside of a guy with a fogged-up visor

...all James Ray photos

Membership Report- September/October 2020 -Jim Garry

Mohud Membership Chairman

< mhr.membership@gmail.com >

For the first time since the pandemic struck, Mohawk Hudson Region membership has increased since the previous month! We are up two from this time in September for a current total of 305 members. Although not a skyrocketing increase, any positive is good news and hopefully represents the beginning of renewed growth.

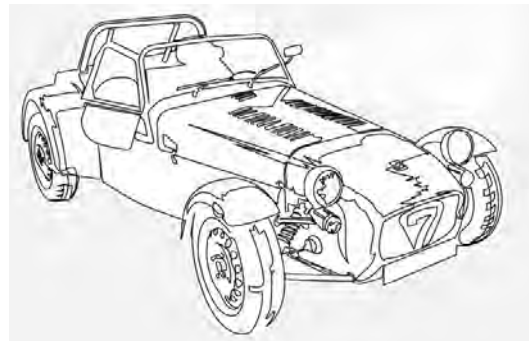
New members Since September:

Logan Manning, Hopewell Junction

Richard Leveque, Cementon

Stephen Zavos, Averill Park. Interest indicated is Solo.

Welcome. We look forward to seeing you at events and meetings.



Significant Anniversaries

Michael Landau 20 years

Jon Farbman

- Jon is officially credited with 15 years of membership but he first joined in 1964. He later allowed his membership to lapse before rejoining in 2005. He says SCCA has played a big part in his life.

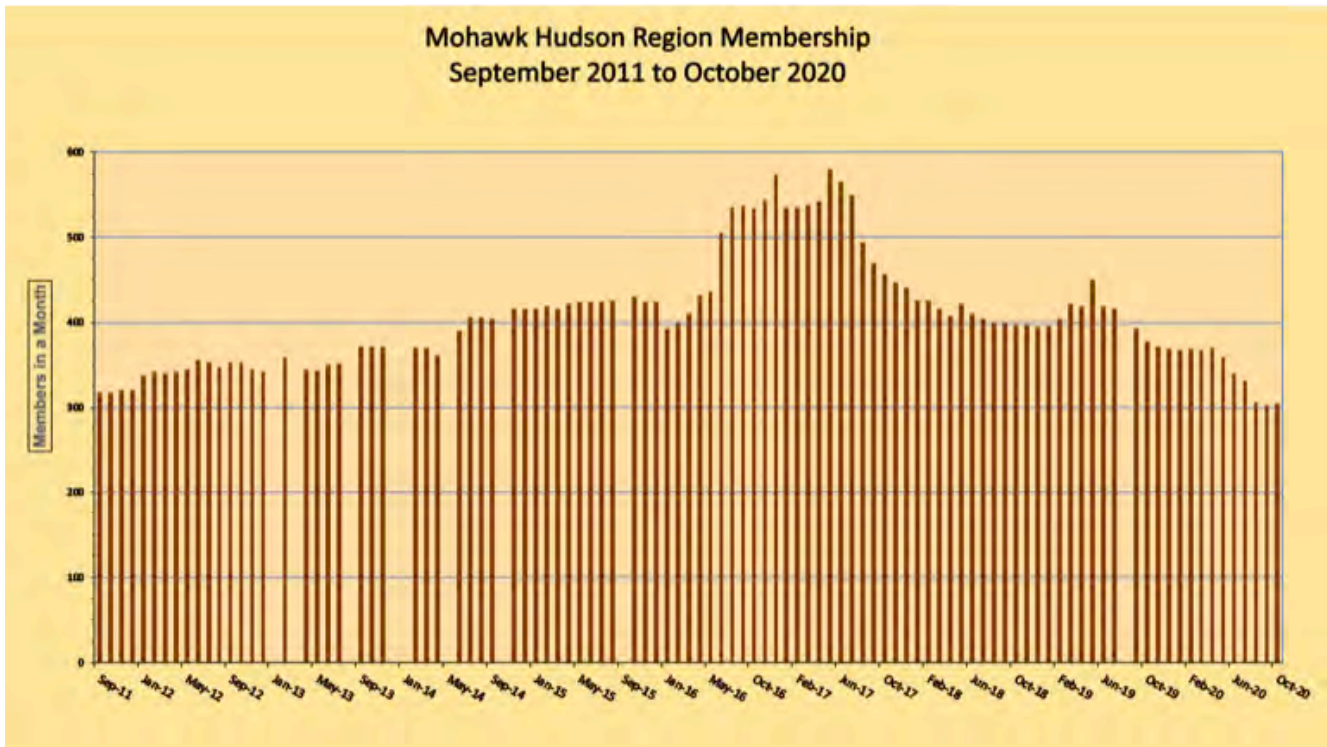
He lived in Houston for some years working with NASA's Manned Spacecraft Center which is when he first raced a Lotus 7. He recalls his first driver's suit was made out of cotton and "fireproofed" in a tub of borax solution and air dried.

After moving back to NY in the late '60s he campaigned a Lotus Super Seven on ovals which included some quarter-mile bullrings and Plattsburg's 5/8th mile track. He says it was the first time that crowd ever heard a car shift in a race. He won an SCCA NEDiv D-Production Class Championship in 1970.

Out of the sport between 1973 and 2005 he began racing a Spec Miata and is currently building an STU Miata which has a 6-speed Quaife sequential gearbox and rotary engine.



The Monthly Membership Chart



Notice:

At the November Membership meeting, the following proposition will be offered:

‘Moved to suspend and modify the Mohawk-Hudson Region SCCA Bylaws to allow for all date provisions as they relate to the 2020 Annual Meeting to read “January 2021” and date provisions as they relate to the election of 2021 officers be modified to read “December” rather than “November.” ’

This notice is for information purposes, and is not required by the ByLaws

Board of Directors – September 29, 2020 via Zoom

Call to order - 7:08 pm

Officer Elections – Nominating Committee for 2021 officers will be established at the October General Membership meeting. Meeting will be at the Gateway Diner at 7:00 pm (instead of the normal 7:30 pm start time).

Treasurer - previous month's income and expenses summarized as well as financial status compared to last year at the end of the year.

Knock Off - Paul expressed appreciation for those members that have recently submitted articles.

October Meeting Agenda - suggested items for discussion: is there an interest in having an Awards Banquet in January;

Membership - we've picked up 4 new members in September.

Meeting adjourned at 7:40 pm.

- Ron Bass

General Membership Meeting Minutes

October 7, 2020; Gateway Diner, Albany Call to order 7:00 pm.

Treasurer - previous month's income and expenses summarized.

Solo - there were 3 events this year. Participants fully complied with COVID requirements. The SCCA Kart Program was temporarily suspended this year and the program is being updated.

Street Survival - was cancelled this past year because Saratoga Park did not authorize use of the venue due to the COVID situation.

Road Racing - Evan Karl, Ron Bass, Ken Relation and Diane Malecki attended Palmer. Evan and Chip VanSlyke attended Thompson. Thompson Highlights - Evan Karl placed first in his three Spec Miata races. Chip placed third in race #1 and 2nd place in race #2.

Knock Off - there are more members contributing articles. Paul expressed his appreciation.

Rally - Ken Relation has laid out a potential course. Not yet certain if the event will be scheduled - concern is rally participation (will there be enough participants) as well as after rally dinner and the need to socially distant.

New Business - we are thinking about changing the venue for the January Annual Awards Banquet. Under consideration is the Saratoga Auto Museum.

Officer Election 2021 - Diane Malecki will chair the Nominating Committee. Slate of officers will be presented at the November meeting. Please contact Diane if you are interested in running for office.

Meeting adjourned 7:45 pm.

- Ron Bass

Mo-Hud Officers and Contacts

Regional Executive (RE)

Jim Bucci hdjimbu@gmail.com

Assistant RE

Eric "EJ" Smith EJEvo8@gmail.com

Treasurer

Paul Malecki paul@dianenpaulmalecki.org

Secretary

Ron Bass m3apx@aol.com

Club Racing Chair

Jim Bucci

Rally Chair

Ken Relation

SOLO Chair

Russ Burckhard russtduck@gmail.com

Membership Chair

Jim Garry mhr.membership@gmail.com

Scrutineering (Tech)

Richard Welty: See his Facebook page

Chief, Flagging & Comm.

Richard Alexander dwebdad@msn.com

Activities Director

Open. Contact Jim Bucci if interested ...

Merchandise

Chip VanSlyke chipperv@earthlink.net

Director

Bruce Kosakoski bkbbmw@gmail.com

Director

Chip VanSlyke chipperv@earthlink.net

WebMaster

Eric "EJ" Smith ejvo8@gmail.com

NeDiv License Chair

Dick Patullo (NER) patullo@verizon.net

KnockOff

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. 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...

- Campbell Racing 2020 Runoffs Report by Tom Campbell

The Runoffs: Road America (Elkhart Lake Wisconsin): October 3-11

Another National Championship Runoffs has come and gone and with it the 2020 Racing season for Campbell Brothers Racing. Despite all the difficulties this year and the short season, there are a couple high points: Charlie won (in a tie) the Northeast Conference Championship in F Production. And he was second in the Hoosier Super Tour National Points Championship. And then it was off to the Runoffs.

We arrived at the track on Friday afternoon and set up the motorhome, trailers and the big canopy, our home for the next 9 days. Saturday was an "off track day" when we prepared the cars, got them through the required tech requirements, and spent some time greeting friends we only see at this annual event. We also had to pull the transmission out of the FP car for a repair before the test day on Sunday. It had been acting up at the last event and the transmission builder was at the track and ready to make the fix. Of course, it was about 6 man-hours of work to get it out and back in while the repair only took about 10 minutes. But problem solved and it worked well after that. One other thing on Saturday: a trip to Walmart to buy a couple electric heaters. It was getting down into the high 30's at night and my motorhome doesn't carry enough propane to run the heater non-stop for what looked like several days of very cold weather.

This year's Runoffs was a little strange. Total entry was down a little to past years but there were still almost 600 cars. People were running around with masks on and for the most part staying a "social" distance from each other. There were no parties and few real meetings. Lots of Zoom stuff going on as well as text messages to all participants. >>>

Getting Ready



The Runoffs: II

Sunday was test day for the FP car. We were in the first group starting at 8:00. But it was very cold and the track was still damp from some overnight rain. so we skipped the first session. There were three more sessions during the day and they all went well. The track time provided good information on engine tuning and brake adjustments, as well as some initial data on tire pressures and temperatures.

Monday was test day for the SM car. There were only three sessions and they, also, went well. Also on Monday, we took the FP car to the dyno and the engine builder did some tuning magic that only he can do. He does this each year at the Runoffs and it keeps the engines running with as much power as they are capable of.



On the Dyno

SM qualifying was mostly frustration. Q1 on Tuesday went well. 37th of the 75 cars entered. Not bad for the first day. Q2, on Wednesday, was a big mess. An early incident brought the session to a halt before most anyone, including Charlie, had a chance to set a fast lap. The group was finally able to restart with only 6 minutes remaining. By the time the pack got around to the start line there was only enough time for a single fast timed lap. And Charlie wasn't in a good position to make that work. So, at the end of the day, he moved back a few spots on the grid. On Thursday the final qualifying session, Q3, was a disaster. Many others were able to improve their times and move up on the grid. Charlie, on the other hand, had a transmission failure on the second lap and had to pull out without a good timed lap. At the end of qualifying he was shown as 51st on the grid for the race on Friday. And, obviously, he had a transmission to change Thursday evening.

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The Runoffs: III

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FP qualifying was also a series of challenges. In Q1 the best we could do was 10th in a field of 23. Significantly slower than we had been when we were here in June. Some suspension tuning helped but the biggest problem was that I had made a wrong choice of tire compounds. A couple others had tried the "soft" tires also and all agreed that they just weren't going to work on this track at these temperatures. So we switched to the harder tires for Q2 and times improved significantly. Of course, so did the times of several others but we were able to improve to 6th on the grid. I tried a couple changes for Q3 to see if there could be some additional improvement. Bad Idea. A couple of cars from behind us improved but we were about nine tenths of a second slower. At the end of qualifying we would be starting the race from the 8th spot. There were two Lotus ahead of us, an Accura, and 4 other Miatas. An interesting note: there were 6 Miatas lined up in positions 4 through 9 and the lap times were all within a half second of each other. We spent Thursday evening and Friday morning undoing the changes we tried in Q3

People often ask what other cars we race against. The time there were 23 cars on the grid: 2 Lotus; 2 Accura; 2 VW Rabbits; 2 MGs (one MGB and one Midget); 2 Honda CRX; a single Volvo P1800; a Turner (a British car from the 60's); and 11 Miatas.

Time for the racing! There is a total of 26 races spread over three days, Friday, Saturday and Sunday. The order of the races changes from year to year. This year both of our races were on Friday, the SM at 1:00 and the FP at 3:00. This makes it a little tough on the driver, but Charlie is up to the task. We have, on occasion, run the two cars in back to back races.



On the Grid

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The Runoffs: IV

The SM race was, as is often the case, just crazy. There were 77 cars on the grid sheet. Charlie was starting 51st. By the end of the first lap Charlie had gained 10 spots. He continued to gain each lap and by half distance was up to 32nd. The cars had quickly split up into small drafting groups (3, 4 or 5 cars) through the field. They also started driving off or knocking each other off the track. There were several local yellow flags while cars got back on track. And there were 4 full course yellow flags slowing the cars behind the pace car while the wreckers helped others get out of harm's way. The last restart was with 2 laps to go. Charlie had worked up to 24th by then. He was able to get a couple more and, at the end of the race was in 22nd place - a gain of 29 places. It was one of his best races and, we think, his best Runoffs finish. He is still smiling.

Then we get to the FP race. We had all sorts of visions of grandeur going into the race. The crew had worked since the last qualifying session to completed check the alignment, getting it spot on where it should be. It was discovered that the front brake rotors were wearing badly so new ones were installed. We would start on a new set of tires. It was clear that we couldn't run as fast as the two Lotus or the Accura but we could, perhaps, be the best Miata in the field.

There is a reason why they don't hand out the trophies until after the race is run. Two cars didn't make it through the first lap. This included the pole sitter, one of the Lotus, who went out on lap 2 with a suspension failure. By Lap 3 two others were out and then it was our turn. A rear axle failure put us out on lap 4, and another of the Miatas with the same problem 5 laps later. And on the attrition went. Wrecks (all single car I believe), at least two blown engines; including the Accura who started second and led three quarters of the race. At the end there were only 8 cars running under the checker flag. It was a bizarre race.

So the week at the races ends. A special note of appreciation to Neal Tovsen who drove over from Minneapolis to crew for the week; and Mike Larimer who regularly joins us at the Runoffs from Georgia. It would have been a struggle without their help.

Everyone had a good time, we stayed safe and we didn't hurt the machinery too badly. Both Charlie and I have our winter work lists scoped out to get ready for the start of the 2021 season, probably at VIR in April.

Thanks to you all for your ongoing interest in what we are doing, we enjoy sharing it with you.

- Tom and Charlie

Ed's Note: Mike Larimer should be known to MoHuders with a few years of membership under their belts. Mike moved to the area from Ohio some years back, where he had done quite well with an F-Production Spridget, winning the CenDiv regional championship in 1988. The Spridget then went to Pete Smith, and then a year ago Pete sold the car to some other guy in the club.

