

The Mo-Hud

Knockoff



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

July 2021

The REport

It's 11pm... I mean, race season. Do you know where your fellow MoHud members are?

On any weekend recently, they may have been:

- Working (and shivering) as flaggers, announcers or other positions at the Trans Am race Memorial Day weekend at Lime Rock Park, Lakeville, CT
- Racing and volunteering (and shivering) Memorial Day weekend at the NNJR's Joe DeLuca and Linda Gronlund Freedom Majors @ Pocono Raceway, Long Pond, PA
- Autocrossing at the 2021 Tire Rack SCCA Peru Champ Tour @ Grissom Aeroplex, Peru, IN
- Attending the June membership meeting at the Gateway Diner, Albany, NY
- Racing, volunteering, presenting whiskey for tasting, serving margaritas and crawling the paddock at NER's Paddock Crawl @ Lime Rock Park, Lakeville, CT
- Competing in the Tire Rack Time Trials Nationals, NCM Motorsports Park, Bowling Green, KY
- Winning their class at NER's Hoon In June Rallysprint @ Team O'Neil Rally School, Dalton, NH
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I may have missed some folks and their event, and for that I apologize, but the point remains that our region is alive and well, and members are out taking full advantage of the opportunities presented with membership in the SCCA. We hope you feel safe enough to get back out there and make your membership work for you, too! There are plenty of events that could benefit from your participation, so we hope you can contribute your talents and skills.

A special thank you to our friends in NER for their wildly successful "Paddock Crawl" race weekend at Lime Rock Park. I have not seen a regional event of that size in quite some time. 229 registered race entries and 68 registered worker volunteers meant that we had plenty of staffing to handle huge numbers of cars on track. The "Wings & Things" race group, made up of various formula cars, featured 33 entries - an enormous field when typically this group has consisted of single digit entries over the last few years. It rivaled my 2017 Indy Runoffs experience in regards to formula car field size.

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The Paddock Crawl itself featured great weather and a lot of fellowship and camaraderie with our fellow SCCA members. Special thanks to Rich Welty and FL residents Trish & Jim Bucci for representing MoHud with their libation contributions to the feast. We were able to bring some new volunteers out to give flagging a try. If you see Tracey Burckhard or Phil DeJan, ask them what they thought of their experience. The impressions they shared with me were glowing.

Now to start preparing for the July 4th 2021 Tire Rack SCCA Time Trials National Tour at Palmer, MA; the July 11th MoHud Solo Event #2 at the Tech City Lot, Kingston, NY; NER's July 9th-10th Majors @ Thompson Speedway...

~ *EJ Smith* Regional Executive

Coming Events: July and...

- **July 3-4:** Saturday-Sunday. SCCA Time Trials at Palmer Motorsports Park in Palmer, Massachusetts. MoHud is sending a contingent; visit the SCCA website to learn more/ enter. Contact Aashish Vemulapalli for the lowdown. < aashish2@gmail.com >
- **July 3-4:** Saturday-Sunday. Glen Region's traditional July Sprints road racing at Watkins Glen. SCCA and Historic Racing Group.
- **July 7:** Wednesday. 6:30pm? No regular Membership Meeting in July, but there may be a Guptils ice-cream social. Stay tuned to the MoHud Facebook page and your e-mail in-box.
- **July 9-10:** Friday-Saturday. NERR Regional road racing at Thompson Motorsports, Thompson, Connecticut.
- **July 11:** Sunday. 8am – 5pm. MoHud Solo Event #2. Tech City, 550 Enterprise Drive, Kingston.
- **July 13:** Tuesday. 1:30 – 9:00pm. Track Night in America at Thompson. Register now; these fill up fast!
- **July 21:** Wednesday. 1:30 – 9:00pm. Track Night in America at Palmer. Register now; these fill up fast!
- **July 25:** Sunday. 8am – 5pm. Poughkeepsie Sports Car Club scheduled Solo Event. Tech City, 550 Enterprise Drive, Kingston.
- **August 12:** Thursday. 2pm until... Annual MoHud golf outing for the Jack and Pete Trophy. More on page 3 of this issue.

As always, keep checking with the MoHud website and Facebook page, as well as motorsportsreg.com to make sure you've found all the nearby or "road trip" events that interest you.

MOHUD UPTEENTH + ANNUAL GOLF OUTING

Thursday, August 12th , 2:00pm

Burden Lake Country Club



A Tribute to Jack and Pete and MoHud Friendships

\$36 = 9 holes + cart + eats*

*** burger or chicken or fish sandwiches... liquids on your own**

Maybe an Award or Two

**Sign up ahead of time with Dick Stewart:
stewartco@aol.com or 518-674-5683**

Time Trials: Nationals June 10-13 at NCM- Bowling Green Kentucky



Mike Park has become the poster child for SCCA Time Trials. You've seen it here, if not on Instagram...

Mike and Salvatore Baisly both put in hot laps, as the temps were somewhere around 100°. With 208 drivers running in seventeen classes, the NCM turnout proved once again that Time Trials have become a key series in offering "Fun With Cars."

Next TT is at Palmer, where MoHud will be out in strength.

SOLO – MoHud goes to Peru and Seneca

~ Russ Burckhard

Locally there wasn't anything going on with the Mohud Solo program in June. That didn't mean that there weren't events to go to. Poughkeepsie had a couple of events, and the National Tour was close. Well, if you consider a 10 hour drive close, that is. Tracey and I drove out to Peru, Indiana. We made a pit stop at the Indianapolis Motor Speedway on the way there and took a golf cart tour. This was the best way to get access to the facility. We took a bus ride around the track less than a week after Helio Castroneves won the Indy 500 there. We stopped at the start finish line and you could almost feel some of the excitement from the previous weekend still in the air. We bent down and we were able to kiss the same brick as he did. Once we were done in the bus with our lap. We went to a golf cart and did an in-depth tour of the track, the road course, pit lane, the Pagoda, garage area, and a bunch of other places. We finished the tour off at the museum. The Runoffs will be held there later this year and if you are going, I hope that you have the time to take the tour.

Peru did not start off the greatest. We decided to check into our hotel first and grab something to eat. Instead of a Burger King, we found an ice cream stand that sold food as well. Local places that do this are usually particularly good. This one, not so much. While it did not taste bad, it did not agree with my stomach. We could not find the site and eventually went to the event webpage for directions. After a twenty-minute drive we found that were twenty minutes away from the site in front of someone's house. We drove another twenty minutes back and then stumbled across the site. Now came time to change the tires. At the last PSCC event I broke a lug bolt in the wheel hub. I replaced the hub on the one side but was unable to get a new one for the other side. As luck would have it, there was one bolt that did not want to come out. Fortunately, I was able to get it out without breaking it. Mark VanDeCarr and Steve Eckelman from the Poughkeepsie region saved us a spot and were willing to help us out in getting the car fixed. We all piled into Mark's motorhome and drove off to an auto parts store to look for a tap. They wound up not having one, but I was able to get a few new lug bolts. Our next stop was Home Depot to get a grinder so that we could make our own tap. All of this took valuable time. By the time we returned, Mark and Steve missed tech. They were able to plead our case and we all were allowed to tech the next morning. Now that we made a tap, I was able to clean up the threads and get the race tires on. The site was still open for another hour, so we all were able to get a couple of course walks in. After we walked, we went back to the hotel to review the video of the course walk. By that time, lunch had enough of me and wanted out. The next day had to be better.



Peru is in the same time zone as us but it is 800 miles west, so the sunrise is a bit later than we are used to. We just about arrived when the sun popped up. A couple more course walks and we seemed to be ready. Tracey had to drive 1st heat and I had to drive 4th. This allowed us to be off when the other was driving.

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SOLO – Peru II

Tracey ran her first run and had a little trouble remembering the course. This causes hesitation and slows you down. She was worried because her competition, Michele in her Focus ST, was in the same type car that we traded for the Rabbit. Tracey knew what the car was capable of. It was just a matter of set up and driver ability. Michele ran first with Tracey chasing her on the course about 20 seconds later. This didn't allow Tracey to know how she would run until she got done and heard the announcer. The announcer confirmed that Tracey was over 1.5 seconds ahead. She was relieved at this point and could work on fixing her mistakes from the first run. Second run out Michele slowed down while Tracey bettered her time and increased her lead by .07 seconds. Time for her last run of the day. Michele ran better than her second run but not as good as her first so run 1 was her best. Tracey figured something out and took almost a second off on her final run. This left her with about a 2.5 second lead going into day 2.

Fast forward to the fourth heat and now it was my turn. I was the seventh driver out of ten to hit the course. I had trouble early and made small mistakes throughout the rest of the run and set a time that was 4th quick but just over a second out of the lead. My second run I fixed my early mistake and the run felt good. Looking at the time, I was about .8 seconds slower than my first run. This baffled me and took the wind out of my sails as I could not figure where I lost the time. My third run felt good until I made a late mistake. I figured it would be my worst run, but I did improve over my 2nd run. Had I not made that mistake, I might have saw an improvement over my first run. Despite all of this I was in 4th place 1.5 seconds out of the lead but 5th place was right on my heels less than a tenth behind. Back at the hotel I reviewed the videos and saw what we both needed to do to get better.



Day 2. Tracey went out and had a decent run and unfortunately hit a cone. Michele also hit a cone on her run but was about 2 seconds slower. I told Tracey that even though she had a cone, she was still in the lead and probably would not be able to be beaten. This took the pressure off her and she was able to work on her next run. Between the first and second run, Tracey and I walked to the area where she was struggling to see what she was doing wrong. She cleaned it up and ran about .4 seconds faster. Michele also cleaned her run and took almost a second off. At this point, there was no way that Michele could make up the deficit of day one so Tracey would be the Peru G Street Ladies Champion. Final runs. Michele found almost a second and a half. While this was a great run for her, it was not faster than Tracey's second run. Tracey's final run was her best and she took another 3 tenths off for her best run of the day.

My turn to see what I can do. First run out was fourth quick which moved me up to third and a lot closer to the leaders. Run two saw an improvement of about a half a second. Others improved and I was back in fourth. Not where I wanted to be, but still in the trophies. One more run to go and I knew I could improve. I was hauling. Fixed a few issues from my previous run and then ran to fast into a key turn. I clipped a cone and was offline for the next couple of turns. Raw time was slightly slower but it had the potential to be a good run, so I have that. The guy in fifth place found a second on his last run knocking me out of the trophies by just over a tenth of a second. I learned a lot and hopefully will be applying that at Seneca.

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SOLO – Peru to Seneca

Mark VanDeCarr and Steve Eckelman co-drove Steve's car and bumped their B Mod car to A mod in order to have some competition. Mark struggled the first day and was sitting sixth overall. His second day was much better with a time that was fourth fastest overall, but the first day gap was too much and he wound up sixth just less than a tenth out of fifth. Steve started both days with a DNF. His second runs were decent moving himself up the chart. On both days he improved his final run by over a second and a half. This placed him solidly in third place for the event and one spot short of a trophy.



Seneca was a welcome back to a familiar site for me even though it was just over ten years since I did my last Tour there. We also brought a lot of support with us from Mohud and Poughkeepsie. Showing up for their very first Tour were **Sheri** and **Philip DeJan, Matt Huchro,** and **Richard Leveque.** At their second tour ever and of the year were **Shelby Blanchette** and **Kirby Vaillant-White.** **Tracey Burckhard** was at her third Tour and the first time at the Seneca site for a tour. A few years back Kirby, Tracey, Johnathon Burckhard and I went to an event at the facility. Unfortunately, there was some repairs going on that prevented the hosts from being able to make a tour type course and we were stuck with a small, tight course. It was disappointing to me as I was hoping to show the others what a big course would be like. The rest of our competitors, **Dean VanDeCarr, Mark VanDeCarr, Steve Eckelman, Arne Beebe,** and myself all have multiple tours at Seneca. **Katie Weidenbacher** and **Sal Baisley** were also in attendance as our support team.

Saturday started with Tracey, Mark, Dean, and Steve in heat 1. Steve was first out followed by Dean. Dean had a faster time, but a cone put him behind Steve. Next out was Arne's car with NER driver Barb Seeger behind the wheel. Arne and Jeff Seeger are scheduled to run in the 4th heat in the car's CP class while Barb is in E Mod so that they all could run the same car. Barb's first run was slightly slower than the properly classed E Mod car that had run. Tracey was next out and she put out a decent first run. She said there was more to get, and she would do better next run. Mark was last to run and he put down a time that was two seconds faster than Dean's raw time. This put him 4th in class out of seven.

Second runs were up, and Dean went 2 seconds faster but picked up 2 cones leaving his time just slightly faster than his first. Steve went next and missed a gate and wound up with a DNF. Barb was next in Arne's car and she improved her time by over 2 seconds but came off of the course with a trail of oil smoke following it. An intake gasket had failed, and oil was leaking down the back of the block. This failure took the car out of competition for the rest of the day forcing Arne and Jeff to withdraw from the event. Tracey was next and she found some of the time that she was missing. She dropped just under 2 seconds and was confident that she could get faster next run. Mark's turn. He went out and he cut 1.1 seconds from his first time. The others also cut time and moved Mark to 5th overall.

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SOLO – Seneca II

Final runs for heat 1. Steve stayed on course and went over a second faster than his first run. Dean went just a tick slower than his second run but clean for an almost 4 second improvement. Tracey was next and she improved her time by another second. A late DNF took that away. Later video review saw a skipped cone in the slalom confirming the DNF. Mark was up for his final run, and he ran the exact same time as his 2nd run. At the end of the heat, B Mod has Mark in 5th, Dean in 6th, and Steve in 7th. Arne's CP car with Barb behind the wheel was in 3rd in E Mod. Tracey was in 1st in GS Ladies.

Second heat only saw Phil in competition in an extremely fast Street Mod class. To put it in perspective, Phil brought a plastic butter knife to a machine gun fight. This class is stacked with highly prepared cars and talented drivers as a few of them are National Champions. The eventual winner of the class took top Pax both days of the event. This didn't deter Phil. He went out and did his best run of the day on his first run. Others got lost and he was in 8th out of 12. He struggled on his 2nd run and wound up with a DNF. I am not sure what happened on his final run. He stayed on course, didn't hit any cones, but slowed by about 10 seconds. My guess is that he may have spun. At the end of the heat, Phil was sitting in 12th place.

Third heat Kirby and Matt's turn. Matt was in an incredibly competitive class with 20 entrants. I believe Matt was questioning his abilities leading up to the start of the heat. We had walked the course together earlier and I offered encouragement to him. It is easy to psych yourself out at this type of event. Especially at your first one. He made his first run and he put together a solid run. 6th place after everyone had run. Kirby was next to go. He came out with his best time of the heat that was good enough to put him in 5th out of 8 in a tough class, I think Matt's first run set his mind at a little bit of ease as he took .4 seconds off on his second run. Some others cleaned their runs up and despite the better time, he only dropped to 7th place. Kirby's missed a gate on his 2nd run and the DNF offered no improvement for him and dropped him to 6th place. Time for the final run. He knew a couple spots on course that he could do better and set out to get a better time. He came across the finish another .2 seconds quicker. A solid showing for his first national event. Going into day two, he was solidly in 9th place. Kirby went out and was about 2 seconds faster. That would have been great except he caught a cone taking the improvement away from him and knocking him down to 7th place at the end of day one.

Fourth heat saw the rest of us ready for our 1st runs. I was the first to go. My worst time of the day and another 4 seconds added to it with the 2 cones I hit. Not a great start, but at least I knew what I had to fix. Another competitor had an off course, so at least I wasn't last in the 7-car field. Arne and Jeff were to go after me, but due to mechanical issues, they were unable to start. This put Rich next. He went out and set his fastest time of the heat. Unfortunately, 5 cones slowed the run a staggering ten seconds. The cones were a better alternative as a DNF as he was struggling to control the car and keep it on course. The other EP driver was also dirty but had a better time leaving Rich 2nd in the 2-car class. Shelby is next up. Cones seem to be the theme of the heat so far and Shelby added another one to the totals. A decent run overall for her first run, but she will need to clean it up next run. The final competitor for MoHud was set to go. Sheri took off for her first run and struggled to follow the course. She missed a gate and came in with a DNF. She had an idea where but was unsure exactly what she missed. A course map helped her to see what the course layout was supposed to be. But driving it would be the test.

Second runs for the fourth heat were up. I cleaned up my run and took 1.5 off for a 5+ second total improvement. This is an improvement I needed. This moved me up to 3rd and into the trophies. Rich was sliding around struggling to control his Scirocco. It was a battle he lost as the car spun and collected a cone. No improvement this run, but he did learn a lot more about the car and the course. Shelby was next and this was her worst run. I think she said she over drove and missed a gate resulting in a DNF. Sheri went out next to see if she could see what she missed. Despite her efforts, she went off again resulting in still not having a time.

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SOLO – Seneca III

Final runs of the day. I set out knowing what to try and fix. I was doing a good job until I made my way to the P portion of the course. I hit the gas and the cars stability control kicked on and would not let the car accelerate. I made the next turn, and it did it again. 2 long acceleration point with nothing to show for it. The next time I hit the gas, everything was good, but the damage was done. VW does not allow the stability and traction controls to totally shut off and sometimes lets it control it when I rather have it off and control the lack of traction myself. Another slight mistake near the finish slowed my run a touch more resulting in being .8 second slower than my previous run. I was still in third overall. Rich was up next. Having spun in his previous attempts, he was set to dial it back a bit so he could get a clean run in. Without the cones, he came across the finish with a clean run almost 10 seconds faster than his previous best. Shelby was next. Coming off a DNF on her previous run, she was set to try to go faster. She did not disappoint. A 2.5 second time improvement and eliminating the 2 second cone penalty dropped her time almost 4.5 seconds from her previous best. What a great improvement. Sheri was next to go. Her 2 previous runs were off courses, and the pressure was on to record a time. Prior to going out, JoJo Corrales-Kean removed the camera from her car so that her and Sheri could review the footage to try to find what she was missing and get her a time. She also had help from the Mohud camp as they offered guidance and moral support. Sheri made her run, and you could hear cheers throughout the paddock as the announcer stated that her run was clean as she finished her run.

Runs were done and the course was reset. As they were finishing up, Mother Nature determined that we were all tired and did not want us to use our energy to walk the course. Thunder and lightning were circling the site and all activity was halted. Rain started to fall as the lightning was striking the surrounding area. This prompted all activity to be cancelled for the evening. That meant an early dinner and bedtime for us all.



We were as well rested as we could be for the start of Sundays competition. The organizers allowed an extra half hour for course walks. I did one and then noticed a change on my second walk. I was glad I did two or I would not have known about it. A gate was offset probably about 20 feet to change the entry angle to avoid an obstacle in the grass. It was the right call to keep everyone safe.

Dean, Steve, Barb, Tracey, and Mark were ready. Dean set out and put a solid run down. Steve forgot his sunglasses, so I gave him a spare pair that I had in the car. As they say, "no good deed goes unpunished". The glasses slid forward on his run and then fogged up, so he had trouble seeing the course. This caused a disappointing run with a hit cone to add insult to injury. Repairs to Arne's car were working and Barb was able to make her run. A good time was taken away with 2 cones being hit. The car seemed to be responding to the temporary fix of the oil leak. Tracey was next and she felt better going in than she did on Saturday. A good first run and knowledge of how to improve for the next one was what she had. Mark finished the first runs with a quick run that would be tough to beat later in the session.

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SOLO – Seneca IV

Final runs of the day. I set out knowing what to try and fix. I was doing a good job until I made my way to the P portion of the course. I hit the gas and the cars stability control kicked on and would not let the car accelerate. I made the next turn, and it did it again. 2 long acceleration point with nothing to show for it. The next time I hit the gas, everything was good, but the damage was done. VW does not allow the stability and traction controls to totally shut off and sometimes lets it control it when I rather have it off and control the lack of traction myself. Another slight mistake near the finish slowed my run a touch more resulting in being .8 second slower than my previous run. I was still in third overall. Rich was up next. Having spun in his previous attempts, he was set to dial it back a bit so he could get a clean run in. Without the cones, he came across the finish with a clean run almost 10 seconds faster than his previous best. Shelby was next. Coming off a DNF on her previous run, she was set to try to go faster. She did not disappoint. A 2.5 second time improvement and eliminating the 2 second cone penalty dropped her time almost 4.5 seconds from her previous best. What a great improvement. Sheri was next to go. Her 2 previous runs were off courses, and the pressure was on to record a time. Prior to going out, JoJo Corrales-Kean removed the camera from her car so that her and Sheri could review the footage to try to find what she was missing and get her a time. She also had help from the Mohud camp as they offered guidance and moral support. Sheri made her run, and you could hear cheers throughout the paddock as the announcer stated that her run was clean as she finished her run.

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SOLO – Seneca V

Day 2, cont'd... Second runs of the 1st heat. Dean ran his best of the heat almost a second faster. Steve ran back and got his sunglasses and was able to see his way to a 12 second improvement over his first run. Barb cleaned up her run and eliminated just over the four seconds from her previous run. Tracey found some of the time that she thought was out there and improved by just over two seconds. Mark struggled on his second run and hit a cone for a double loss of time, so he had no improvement.

Final runs for the 1st heat. B Mod's top 2 competitors had a mechanical failure on their first run. This helped the rest of the class by moving everyone up two positions in the standings. Dean slowed on his final run by .04 seconds placing him in fourth overall. Steve set his best time by about a second but it was not enough to get by Dean and he finished in 5th. Barb improved by almost a second but due to being under prepared for her class she finished in 3rd in Arne's car. Tracey was set for her final run. She found some of the extra time she was looking for and dropped another second. And for the second event in a row, she is the G Street Ladies Champion. Mark found another .3 seconds on his final run. This was not enough to move up any further, so he finished 3rd and in the trophies in BM.

Second heat on day two was all Phil. He set out for his first run and had a little trouble and caught a cone. His second run was a good one. He went a second faster and was clean. On his final run, he slowed slightly making his second run his best. This kept him in 12th position for the class. He had fun, learned a lot, and is looking forward to the next one.

Third heat run one. Matt was back up. He drove well and set a good time until the cone call came in. It was still good enough to move him up to 7th at the time. Kirby had a good run for his first run but had an exhaust problem that needed attention before his next run. I believe it was a hanger issue and was able to be repaired.

Third heat run two. Matt was in a close battle with those around him and needed to clean his run and improve his time. He did just that. A couple of tenths improvement was good, but he needed more, and he had 1 more run to get it. Kirby went out for his second run and wound up missing a gate. This was no help to him except for another view of the course. Hopefully, he could use that on his final run.

Final run for heat 3. Matt set sail and improved another 4 tenths of a second. It was a good showing for his first Tour in an extremely competitive class, He wound up 9th overall only .02 out of 8th and only 1.5 seconds from a trophy. Kirby was out next and was looking to improve his time. He was running so fast that he missed a cone in the slalom and finished the event with a DNF. This offered no help in his quest to move up the charts and left him in 7th place in class.

Final heat. I think I was over-heated. Being the last heat is tough. I drank a Gatorade and a water as I sat in the A/C waiting for my turn. I felt like my head was not in the game. As I launched the car, something did not feel right. The car stumbled on the shift and then the stability control kicked on in the slalom. This distracted me enough to briefly forget the course causing a bad line prior to a rhythm section. It took me to about halfway through the course to realize I did not shut off the stability control. It was like Saturday, but worse. It lasted the whole run. Too late to do anything, I pushed to get to the end. I over drove the heck out of the car, and it showed especially at the end when I had to over correct for a poor entry to avoid a cone at the expense of a bad line for the rest of the course. The only good part was I did not hit a cone. I was back in grid thinking I should have just stayed put instead of making that run. It was a learning experience, so it was not a total waste. This knocked me down to 4th and out of the trophies. >>>

SOLO – Seneca VI

Final Heat, cont'd...Rich was next up. Mark helped him with some set up and tire pressures. This is what he needed on Saturday. It was like a different car for him. Most people improved about a second from the previous day. His first run was over 4 seconds better. He already had a smile just being there. This made the smile even bigger. Shelby was next up. She put down a good run. It would have been her best if it were not for that pesky cone that fell over. Sheri was next. She was determined to stay on course. Unfortunately, she missed a gate early resulting in a DNF. It was an easy mistake to fix compared to Saturday so she should be good on her next run.

Second runs for the final heat. It was time to get into the game. I shut off stability and made my way to the course. I dialed it back some but was still over driving a little. I was just over a second faster and still had room for improvement. I should be able to get it next run. Rich was up. His first run was good. His second run was .04 better. Not a big improvement, but better is better. Shelby's turn. She was dirty on her first run and needed to clean it up. She did but slowed just a tick. Almost a two second improvement without the cone was a step in the right direction. Sheri went to the line and had the DNF on her mind from the previous run, but she also had the confidence that she could do it. When she came through the finish, she had a clean run. This was the run she needed to win her class.

Final runs. I sat in the car with the a/c on to cool off. I had already adjusted the tires, so I was just waiting my turn. I knew two spots where I needed improve and set out to do that. I was told to go and I put down a pretty good run. I went much better where I planned to improve. I had a small mistake at the end, but it was not terrible. I made my way to my grid spot and parked. It was at that point that I realized that I forgot to turn the a/c off. I looked up my time and saw that I just missed the final trophy position by about a tenth of a second. My guess is that I probably would have had that time if I shut the a/c off. Oh well. 4th place it was for me. **Rich** was next. He went for it trying to better his time, but as luck would have it, he went off course making his second run his best. It did not matter. What he had done was enough. He was the *Finger Lakes EP Champion*.

Shelby was up. She went out looking to drop some time. Instead, she found some time. She slowed down a couple of seconds. Her 2nd run was her best and enough to make her the *Finger Lakes STX Ladies Champion*. Not to be out done **Sheri** hit the course. After struggling with DNF's throughout the weekend, she was set to show the course who was boss. She came across the finish line not only clean, but over a second and a half faster than her previous run. This made her very much deserving of the *Finger Lakes H Street Ladies Championship*. All along with **Tracey**, *G Street Ladies Champion*.

Mohud and PSCC went to the Finger Lakes National Tour to show it that it was a force to be reckoned with. 4 Champions and a third in the trophies, half of the Mohud/PSCC crew brought home trophies. What a great showing! Congratulations to all of the winners.



SOLO – MoHud at the Seneca Nationals



Boys and Their Toys



We're Here to Party/ Compete



Most of the Class of '21



“I Push the Air in Here, and the Wheels Go Round and Round...”

Road Racing

New England Region Paddock Crawl - Lime Rock Park - June 11-12

Just like old times! The Buccis come North with the Margarita Machine, Evan Karl wins his last race before going to work at a real job, there's good racing, and some heartache.

Ron Bass	FV
JC Ogle	SM2
Ed Zemek	SM2
Chip VanSlyke	FF
Jim Bucci	B Spec
Chris Brassard	SRF3
Doug Garrison	SRF3
Johannes Krause	HP
Johnathan Waterhouse	B Spec
Jon Farbman	STU
Bob Wright	FX
Evan Karl	SM

Hoosier Super Tour - Watkins Glen - June 18-20

Charlie Campbell is on form for a 1st in EP, gets a 3rd in the new SM Miata. Jared Lendrum takes a top podium.

Charlie Campbell	EP and SM
Doug Garrison	SRF3
Jeff Lehner	SRF3
Pat Stringer	SRF3
Jared Lendrum	T3 & T4 (In one race? That's what Race Monitor says..)
Ken Lendrum	T4

Note: Because of the length of this month's KO, Campbell Racing reports for both Watkins and Pitt will appear in the August KO...



Road Racing

New England Region Paddock Crawl - Lime Rock Park - June 11-12



Traditional MoHud/Bucci Margaritas Joined by Welty Spirits



This Kid Stands Tall >



Tire Take-out? Smart's Smart Delivers



I'm From Tech and I'm Here to Help You



Heartache: Working all Weekend on the Car



New Faces Join Flagging

Rallycross



Dakar... WRC... Videos of angry-looking small cars racing on goat-tracks, through desert scrub, or in the suburbs of a Slovakian village. Exotic stuff, yes?

Why not in our own back yard? Well, **Caleb Pocock** can tell you that it's possible. First, toughen up your car. You were going to put a cage in your track day car anyway. Add another SPARCO seat for your navigator. Some helmet-to-helmet communications gear, spare tire and a winch strapped down in the trunk, nasty looking tires, a clipboard for the navigator, a Zone mouthguard to protect your teeth, and you're ready to go.



NER is putting on an event July 10 and 11 up in Union, Maine. Start prepping your car today and register at motorsports.reg. Or, for you stay-at-homes, look for rallycross videos on U-Tube or Facebook. Caleb's latest is incredible!



Membership Report- July 2021

-Jim Garry Mohud
Membership Chairman

As of June 21st, Mohawk Hudson Region's membership stood at 323 members. That is no change overall from last month despite picking up an additional seven new members during that time. This is the constant theme of the membership game, balancing member retention with member loss. What more can we do to retain members? We reach out to each new member. We let them know what kind of activities are available. Yet we lose members all the time, mostly the ones who are among the newest. Perhaps after a year or two many people simply decide that motorsports activities aren't for them. Or do they find a club more tailored to their needs? Can we learn to provide what they need?

Since our last Membership Report in late May we have seven new members. Their primary interest, if selected, is listed after their hometown.

- Spencer Woods** Mechanicville
- John Duleba** Athens
- Vincent Gentile** Saratoga Springs
- Steve Rutkowski** Duaneburg
- Kenneth Creary** White Plains - Rally, Track Days, Solo
- Nancy Buczeksmith** Delmar
- Harry Treadway** Ticonderoga - Club Racing.

Harry is the dad of Formula Ford racer extraordinaire Jeremy Treadway.

I met them both about 25 years ago at a Mohawk Hudson Region holiday banquet.



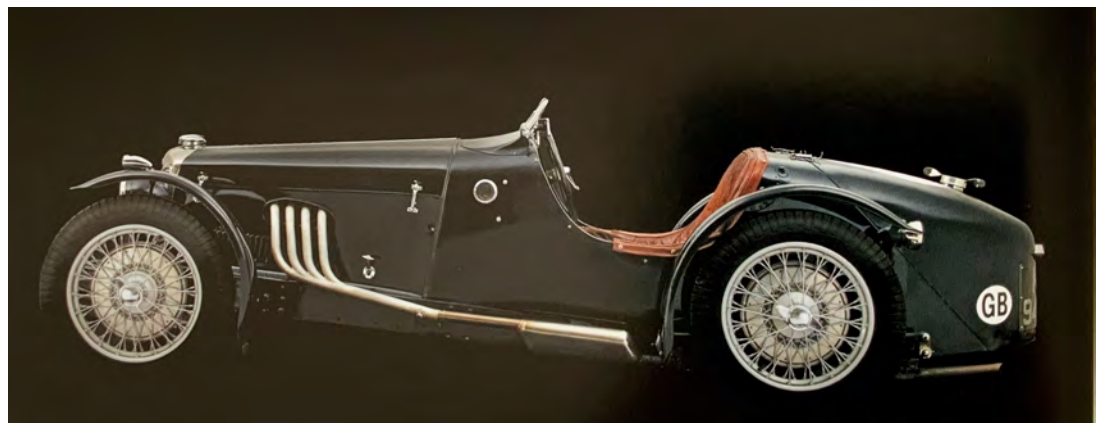
Welcome everyone!

Significant Anniversaries

Five Years

Sal Baisley - Sal has been autocrossing with us from his earliest days with MoHud but lately has been driving at Track Days.

Sheri Bucci DeJan - Sheri too has been a dedicated autocrosser and just last month attended her first National autocross event at Seneca Army Depot with husband Phil.



Mohawk-Hudson Region SCCA Membership Meeting of June 2nd, 2021; 7PM

Location: Gateway Diner Albany, NY

Officers Present: Eric Smith, Chip Van Slyke, Paul Malecki, Richard Alexander, Bruce Kosakoski, Salvatore Baisley, Shelby Blanchette

Total Members Present: 20

Shelby Blanchette makes a motion to accept minutes published in the Knock Off.

Sheri DeJan and Chip VanSlyke second.

Membership Report Eric Smith

- 325 Members
- 4 new members in June
- 5 Year anniversary for Shawn Thompson and Roxanne Ghoul, 10 Year anniversary for Lydon Peck, 35 years Lester Figarski

KnockOff Report Paul Malecki

- No significant news

Treasury Report Paul Malecki

- \$30,415.07 according to bank but according to software is \$29,229.80
- Bank statement reconciled correctly
- Solo event number 1 did not make much money
- Motor Sports Reg does take a percent of each payment
- Club has cut back on expenses overall

Solo Report Eric Smith

- 60 People at first event
- Head socks to sell for loaner helmets
- Next event July 11th
- DJ asks about lining courses, apparently issues with lime machine in past Per Eric Smith
- Shelby Blanchette mentions lining courses if lots of novice's present could be helpful
- Bill Fish suggests doing more difficult courses towards the middle or end of season

Street Survival Eric Smith

- Scheduled for October, may have actual date come July

Track Report Eric Smith

- 3 People, at least, signed up for Palmer Time Trials
- Salvatore Baisley going to KY for National Time Trials
- July 4th National Time Trial, 15 MoHud Members going at Palmer

Activities Eric Smith

- Possible Go Kart outing near Kingston, someone reached out to help organize, will consider later in the year due to people being busy in summertime.

Competition Paul Malecki

- Paddock Crawl, MoHud was well represented with a Margherita station with the Buccis and a Whiskey station with Richard Welty
- Per Richard Alexander mentions June 11th and 12th at Lime Rock NER Flagggers are needed, register as a worker on Motorsports.Reg

Old Business

- There is no live timing available with the new version of Axeware software
- Diane Malecki mentions might have a donor for new timing equipment

>>>

Mohawk-Hudson Region SCCA Membership Meeting of June 2nd, 2021, cont'd...
New Business Eric Smith

- Banquet, what price point are we looking at
- Paul Malecki suggests Saratoga Auto Museum
- Eric Smith mentions instead of Funplex outing for family night we will do a Guptils trip
- There is a MoHud golf tournament in August by Dick Stewart

Salvatore Baisley a makes a motion to end meeting.

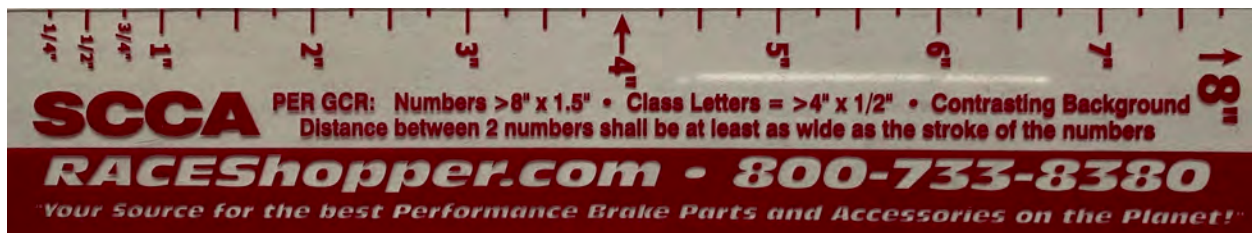
Diane Malecki seconds motion.

Meeting adjourned at 8:27PM

Minutes recorded and submitted by Shelby Blanchette

Tech Notes

This is a Roly Ruler



In Roly Haycox' heydays as a tech inspector, he went to war over illegible race car numbers. Too small, not contrasting with the car's color, hidden somewhere next to a taillight; all of these would incur his wrath.

GCR Section 9.3.29 (A. & B.) spells it out in detail. Solo Rules Section 3.7 (A-H), with a diagram at page 306 follow the same principles.

Several years ago the pictured rulers were printed in medium-quality plastic and distributed widely to spare racers the "wrath of Roly." Richard Welty has a horde of these useful tools, and usually parts with them with a smile and a comment.

And if you think the rules aren't enforced, you missed the scene at the Paddock Crawl were racers were admonished for not having class/weight numbers as well as race and overall class numbers.

This entire scheme is not just so that Greg Rickes can spot your car from the announcer's booth; it is vital for the old-fashioned backup of scoring an event by hand. Ask Marriane Krauss.

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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, 7pm, at locations as announced on the Region's Facebook page.



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The KnockOff Journal

This Month...

- An Autocrosser Goes to Indy ~ *Jim Garry*



Back in 1985 I stopped off at the Indianapolis Motor Speedway (IMS) on my way to the Solo National Championships, held in Salina, Kansas that year. My friends and I toured the track at 22 mph in a rickety old tour bus. We may have stopped at the museum but I don't recall. I had never been back until last month.

In early May my old friend Jim Locke from my time in Pittsburgh contacted me asking if I would crew at the Indy GP road course event for his Indy Lights team for which he serves as crew chief. One of his guys was going to miss the race and seeing as how I was retired and a racer at heart, would I be interested in stepping in.

Unexpectedly I did not jump at the chance. It was something I needed to think about because some self doubt made me worry I'd mess up something for the team. I was also concerned with flying and with covid. But after a few days and encouragement from my wife, I agreed to go.

The schedule called for test sessions on Wednesday, practice sessions on Thursday, qualifying and a short race on Friday. Then another qualifying and longer race on Saturday. The rest of the "Road To Indy" cars would be there also, USF2000 & Indy Pro 2000. And of course the Indy Cars and their drivers would be on hand. My friend asked if I could arrive early and help him reassemble the car. As is standard operating procedure for professional racing (as well as serious amateur racing), the car is disassembled after every race and inspected. So Jim picked me up from the airport on Monday around 4.



Base of operations for the week

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An Autocrosser Goes to Indy- II

We drove straight to the race car to get some work done on it. Jim rents space in the huge shop of famous SCCA racer Mirl Swan. The drive through the industrial park it's located is a who's who of famous race teams. Inside Mirl's cavernous shop were one shifter kart, one Formula Ford, and fifteen (15!) Formula Atlantics. Holy cow!

After a brief tour of the facility Jim introduced me to his car. It's a big car with serious aero and a Mazda 2 liter twin turbocharged engine made specifically for this series by Advanced Engine Research (AER) which is owned by Chris and Rob Dyson. The Dyson's race team is headquartered in Poughkeepsie, NY but AER is based in the U.K. This engine makes 450 HP and has another 50 on tap for push-to-pass. The first bit of work we did was to mate up the transmission to the engine. Jim and I pushed them together and then he instructed me to button it up and he moved on to something else.

"Unsupervised?", I called out. He ignored me.

Yes this job is a very simple task. But it struck me that this was a \$350,000 race car and my friend was assuming that I'd do the job appropriately. With no one looking over my shoulder. I've screwed up many simple tasks in the past several decades working on race cars of my own but moving through this most basic task a truth dawned on me. One that would come to me several times during the week. Despite the complexity and cost of this car, it was still just a car. And doing mechanical tasks on it wasn't like working with Scotty on Star Trek. There's no warp engine, no transporter, no phasers. During the week I even got to use plenty of tie wraps, cut them off, and then add more. I've even seen zip ties on the latest Martian rover.



Got Formula Atlantics?



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An Autocrosser Goes to Indy- III

After a few hours of work we left for a late dinner. But first Jim took me on a tour of Speedway, the town in which IMS is situated. He showed me the Dallara facility (Dallara makes the chassis for Indy Cars), famous restaurants where the likes of AJ Foyt, Mario Andretti, the Unsers, et al are often found, Sarah Fisher's kart facility, and more. He was especially pleased to show me "the Speedway gas station located in Speedway across from the Speedway". After a late meal we retreated to the hotel, sleeping in late (7:30 am) for the only time during the week.

After our leisurely rising, we spent the entire day assembling the car and then aligning and scaling it. It was striking that the job was exactly like what I've done for my Formula Fords and Sports Racer. Although the scales were much nicer, we used strings to set the toe, just like I do with my cheap race cars. Measuring ride height was just about the only truly zoomy method I experienced. (Take a look at the included photo.) The more I worked on the car, the more comfortable I got with it. The experience may have resulted in a little more confidence working with my own car. So much of what I was being directed to do was right out of my own playbook. Maybe, I thought, I'm not so dumb after all. And have read some of the same books as Jim.



Ride height measurement

We had lunch near the Speedway at the famous Charlie Brown's Pancake & Steak House. I scanned the joint for AJ but he wasn't there that day. Then Jim treated me to a couple of hours in the Speedway Museum before going back to work. It was very impressive and Jim is well versed in Indy Car lore and its race machines. We were the only people in the museum lying down on the floor to stare up at aero tunnels. Walking around the museum with him was better than paying for a guided tour. Indeed, a museum attendant listened in to Jim's story telling for a while.

We returned to Mirl Swan's garage to finish work on the car and were treated to stories from British race car engineer Mike Wright, from his days working as a Lola trackside engineer. The funniest was when one of the Lola designers was describing to him the fancy downforce enhancing devices that had been built for the latest creation. Mike told us he listened intently and then pointed out that the devices were extremely low to the ground and vulnerable. The designer stared at him, saying nothing. So Mike offered that the drivers might smash the bits on the track's curbs. The designer's eyes popped open in horror and he exclaimed in a high British accent, "THEY MUSTN'T!"

Wednesday morning we were up before 6 to get in line for registration at the Speedway registrar's office. After being credentialed we waited in the assigned parking lot where the Indy Lights teams waited with their transporters to be allowed into the facility. Once inside IMS and parked in our designated spots, we unloaded the race car and rolled it to Gasoline Alley along with all the tools, scales, tables, chairs, the "tugger", and more.



The author in the F1 Gasoline Alley

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An Autocrosser Goes to Indy- IV

We weren't in the part of Gasoline Alley where the Indy Cars are housed. Instead we were in the Formula One garages which have a garage door facing an "alley" and another facing the track. Lots of electricity, lots of space, and there's running water. There were even labels still in various places left by the last F1 team to use the garage.

Early that first morning Jim pushed the button that raised the garage door that faces the track. What a thrill as the door opened to the scene of the front straight at Indy and the stands. Cue the inspirational trumpet music.

While we set up for the week I got to meet the rest of the crew. The second mechanic is a semi-retired IndyCar mechanic who no longer wanted to do the complete IndyCar circuit. The shorter Indy Lights schedule was good for him. One of the helpers is a 19 year old who was possibly one of the most hard working, enthusiastic young people I've ever met; then another up and coming young man who is the data engineer; and a non-mechanic helper who also was in charge of food and race car transport.



View from our garage

All of these people have other jobs in their lives including the food & transport guy who is a funeral home owner. The final team member was missing and it was he I was subbing for. I did odd jobs as well as some wrenching and was always on standby to leap in when needed. During this weekend we had one other team member. Former Indy Car driver Gabby Chavez was the driver coach. Very nice guy. Knew his stuff. But it seemed he could have been more firm when talking to the driver, in my opinion.

The driver is Antonio Serravale, an 18 year old Canadian with several Canadian kart championships on his resume. His dad is a businessman who bankrolls the effort and attends all the races. This is the only one-car team on the grid. With multiple cars in a team there's lots of data and other resources to share. Our team didn't have that advantage.

We were housed in a garage with four other cars. These belonged to Andretti's Indy Lights team. The place was crawling with Andretti mechanics. I never saw their drivers as they were always ensconced in the transporter. I imagined them eating fruits and vegetables, exercising, driving a sim, and going over reams of data.

In case you're not familiar with the track configuration used for the Indy GP, it's a much, much improved version from the crummy track that the F1 cars used back in the day. Cars circulate down the front straight "backwards", heading from the entrance of oval Turn 1 down toward the exit of oval Turn 4 and then brake hard for a tight right hander onto an infield track. After a few sweepers and a chicane, the track heads down a long back straight into a medium speed left, followed by a short straight and then some long esses. Then the course takes drivers briefly back onto the main oval beyond oval Turn 2. Then a slow-ish right off the oval for more infield activity. The last corner, T14, is a sneaky increasing radius corner leading onto oval Turn 1, heading clockwise.

>>>

An Autocrosser Goes to Indy- V

The first thing that struck me about the track was affirmation of what I've heard many people say. It's so narrow! It's difficult to conceive of cars heading into Turn 1 flat out at speeds as high as 240 mph. Not only is the track narrow but the banking is unimpressive and there's simply no space for errors. Also very striking is the extreme narrowness of pit lane.

That first morning prior to test session #1 a very nice woman holding a computer tablet walked up to crew chief Jim, asked him a question, pressed some buttons on the tablet, smiled, and walked to the next garage bay.

"What was that about?" I asked Jim.

"She just turned on the engine", he informed me. He explained that although we could have started the engine up at any time, it would have stalled out immediately upon sensing any torque. The engines are leased and the engine company has full control. Secret testing outings are impossible. Indeed, during the week an AES engineer often strolled by and talked to Jim about the engine, referring to data gathered during the day. On Thursday he told us that our intercooler temps were higher than anyone else's. Upon inspection it turned out that the intercooler was installed in a minutely different fashion than the rest of the field and so ensued an hour's worth of messing around with hoses, insulation, and tie wraps.

A very cool moment occurred during one of the Wednesday test sessions when the clutch on the car got hot during a pit stop. This required several team members to push start the car to get it back out on track. Pushing the wing on my sports racer would have resulted in a completely destroyed wing and possibly severely shredded hands due to the resulting shards of thin carbon fiber. But the carbon fiber on these cars is very stout. So I and two other guys grabbed a handful of wing and pushed as hard as we could. It was quite a thrill to be running behind a 450 HP open wheeled formula car when two feet away its engine exploded to life, tires spinning rubber into my face. Yeehaw, THIS IS LIVING DAMMIT!

On Wednesday evening the 2.5 mile track was open for walking. Strolling down the narrow straight past the yard of bricks and the pagoda felt other worldly. The track was pretty familiar as I've been watching IndyCar races on TV forever and knew it well. Nevertheless, actually being on site and walking it in person was a tremendous experience. The place is so big that it's all sweeping vistas of track, green grass, and sky.

At one location we walked past a work cart that was stopped on the track. Guys wearing Firestone shirts and hats were drilling a hole into the pavement. They explained they were installing a track temperature sensor, something they had to do every other year due to batteries aging out.

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Yard of Bricks, in pit lane



The Yard of Bricks and The Pagoda

An Autocrosser Goes to Indy- VI

My memories of Thursday, Friday, and Saturday all blend into each other. It was one 5:45 am wake up after another with a 20 minute drive to the track as we chowed down on our fast food breakfasts. Then arrive before anyone else on the team and begin to get the car ready, which included heating up the oil system with a kerosene heater. Perhaps a last minute change and scaling. Then line up in Gasoline Alley with the other teams, smallest guy in the cockpit to steer (alas, not me), car hooked up to the "tugger". Tow it to pit lane, meet the driver, strap him in, do laps, change tires, do more laps, talk to the driver on the radio (well, not me, but I was listening in), listen to Gabby make some fine points. Then the session ends and we tow the car and our stuff back to the garage where the car is cleaned, inspected, and the data reviewed.

Several times during the week I was instructed to grab some wrenches and bolt check every bolt on my side of the car. It's something I resist doing too much with my own cars, I think out of boredom and the fact that autocrossing doesn't put much time on a car. But as a team member I did my duty diligently. Never discovered anything loose.

At one point during the week the crew chief, data engineer, and driver needed to talk in a quiet, private place, with low light to better see the monitor. It was pretty odd to see three guys and a lap top troop into one of the one-stall bathrooms. Jim said standing near a toilet while needing to pee made for a very difficult 15 minutes.

Pit lane tire changes weren't exactly the Indy Car 7 second affairs. My job was to follow behind the wheel gun guy and check tire torque with the 5' long torque wrench. I had to keep asking the driver to step on the brakes. And it was hard to remember to change torque direction for the right side tires ("right is wrong", or left handed). Probably took us a minute or a minute and a half to do all four. But since tire changes only took place during practice and qualifying, it was no big deal.

On Saturday after Indy Lights qualifying 2, I got to walk around and watch IndyCar qualifying. I watched from T7 (the left hander after the long back straight) and from the T12-13-14 complex. At T7 I had to stand quite a way from the action. But at my second vantage point I was in a parking lot that was perhaps 20' from the at-speed part of the entry to pitlane. The track was another 50' away. So it was pretty hot.

At one point I took video of Will Power charging down toward pit entrance. A day later I lay on my couch watching a recording of IndyCar quali and got to watch myself taking the video. Cool.



Jim & I. He let me sit in the car, albeit a foot too high because I couldn't squeeze my hips in between the seat bolsters of the young, skinny driver.

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An Autocrosser Goes to Indy- VII

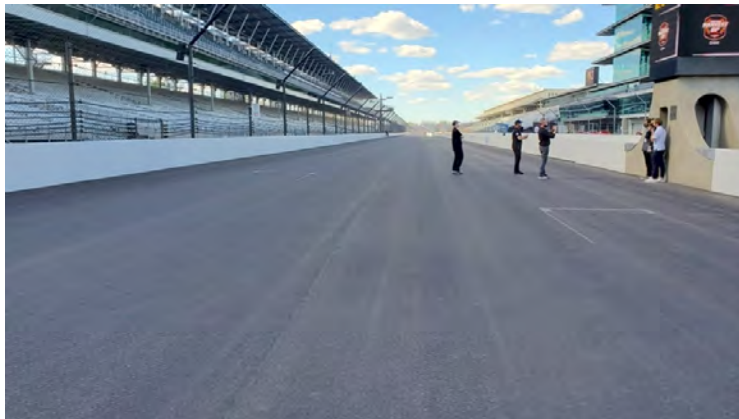
The final race went smoothly but with little excitement. Our driver's best finish this season to date was a 7th place in one of the St. Pete races. This weekend he wasn't very close to that. Being a small team with limited data to share doesn't help him. I also felt there was less discipline in his approach than would be optimal but what do I know. It's a father-run team. The advantage of teams like Andretti and Carlin are that there is one staff member in absolute command. The very experienced and smart crew chief on our team does not necessarily get the last word in all discussions.

It was a classic week in racing. Lots of hard work and effort with little to show for it except the knowledge that everyone worked their butts off and pulled for each other. I left for the airport in a Porsche driven by the driver's grandfather. The flight home offered the first chance to think about the week.



On pitlane with the race car

This was a tremendous opportunity and I'm very happy to have experienced it. It's very hard work. I told my friend Jim that it was a grueling business. He nodded his head and told me he appreciated that I understood that.



Except for the first morning, we always rose before six, grabbed a fast food breakfast and zoomed off to the track from our inexpensive motel 20 minutes away. Long hours, short on down time, not a steady diet. Dinner was always no earlier than 8, often after 9. Back to the motel around 10, maybe later.

*The front straight is incredibly narrow.
This is near the start line.*

From a teen, my friend has worked his entire life as a race car mechanic or crew chief. It's all he ever wanted to do other than be a race car driver, which he was very good at but never got "the break". He also owns an auto repair garage outside of Pittsburgh. There are 12 rounds in the Indy Lights season with two races at each round. But there's much more to his Indy Lights life than those long weeks. After each race Jim disassembles and inspects the car, usually alone. Then he builds it back up, aligns it, scales it, and inspects some more. Being a racer isn't an easy life. One must be absolutely dedicated or the grind will get to you. I'm honored to have been asked to fill in for a missing team member and grateful for the experience.

>>>

An Autocrosser Goes to Indy- VIII

I also learned that the keys to racing remain the same whether you're in a near top level professional racing team or driving an old Formula Ford in autocross. First, you need to warm it up, make sure the wheels are tight, and keep fuel in it. To be successful, you also need to drive it, hard. You learn nothing by cruising around, which is fine if that's the known goal. But how do you know you're driving it hard? You then need to feel the car and understand what's happening. Then you need to decide if the car can be better or if you need to leave it alone, for now.



The slow T1, looking at oval T4 with the front straight behind us

If you decide it should be better, then it helps to know which adjustment should be made. It isn't always obvious but there are logical processes to follow, the fine points of which are beyond the scope of my little article. But it involves all the adjustments most of us have tried on our own cars. Change the sway bar setting. Adjust the camber or ride height or make a shock change. Change the springs. And the great part is that it's all the same whether it be an autocross car or an Indy Car. Ain't it grand!

~Jim

Addendum

Here are a few more track photos taken while walking from infield track Turn 11 to Turn 14. This afforded great close up shots of the oval.



Infield T11, heading back onto the oval at Oval T2

The Tour Around Indy -cont'd

