

KNOCKOFF ff

OFFICIAL PUBLICATION OF THE MOHAWK-HUDSON REGION SPORTS CAR CLUB OF AMERICA

March 2016

The Knockoff is the official publication of the Mohawk-Hudson (MOHUD) Region, Sports Car Club of America (SCCA). Opinions expressed here are not necessarily those of MOHUD or the SCCA. The general membership meeting is held on the first Wednesday of every month at 7:30 PM at The Orchard Tavern, 68 N. Manning Blvd, Albany, NY. To subscribe, go to www.mohud-scca.org/about/knock-off to sign up for delivery to your email inbox.

The SCCA Foundation Raffle



\$5,000 cash for travel expenses. Pricing for the tickets is as follows:

1—\$20

3—\$50

5—\$75

10—\$125

20—\$200

Tickets can be purchased from:

SCCA Raffle

The drawing will be held on June 27, 2016.

The SCCA Foundation (the charitable arm of the SCCA) is sponsoring an "Off to the Races" raffle. The winner of the raffle will receive a

201b Formula One™ US Grand Prix ticket package that includes two (2) VIP Hospitality Passes at the Circuit of the Americas in Austin, Texas along with

Fun Fact:

In 2015, there were approximately 6,675 Rallycross and RoadRally participants and there were 76,572 Solo events entries.

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March RE Report: Dynamic Duo Does Vegas

Jim Bucci

Jack Hanifan and I traveled to Las Vegas for the SCCA national convention. The intent of this year's convention was to get back to the basics of training, social interactions, and honoring the achievements of SCCA members. Add in the introduction of Mission SCCA, and it made for a very busy weekend for Jack and me. There were several sessions on Solo, social media, and using technology to make your region stronger, that we couldn't attend. I encourage more of our members, especially those from our solo community, to strongly consider attending next year's

convention. Details of the "when" and the "where" should be released sometime in the early summer.

Mission SCCA kicked off at the convention. **The Mission** is how the SCCA and its members can take their abilities and turn them into making the SCCA THE organization that can build the future of motorsports.

At Thursday afternoon's Annual Meeting, Chairman of the SCCA Board of Directors and Area 10 director John Walsh recognized MoHud's own Tom Campbell for his efforts, as project manager, in getting the

SCCA national archives moved from Indiana to their new home at the International Motor Racing Research Center in Watkins Glen. Great job Tom!

One additional note. I will not be at the March General Membership meeting on Wednesday, March 4. Trish and I will be touring the Sunshine State visiting The Keys, friends and family, and deciding which area of Florida we want to retire to. Your host for the March meeting will be our Assistant Regional Executive, Eric Smith.

For the good of the sport,
-Jim Bucci-

How I Spent My Summer Vacation

Andrew Furlong



miles of it. Day one was 780ish, stopping for the night in Joliet Illinois. I got an early start on day 2 and made it to Lincoln around 3pm. The

then went over to the course area where the Pro-Solo was finishing up. I watched the Cam classes for a while, then went to take a look at the practice course where I had time reserved on Monday morning.

Last year I got my E-Prepared VW Rabbit running again after spending most of the previous 6 years sitting in the barn. I decided that 2015 would be my first time going to Solo Nationals in Lincoln. To prepare I ran some NER events to get more used to large, fast courses and basically made sure the car would be reliable. I knew neither the car nor I was 100% but figured I needed to start somewhere.

welcome tent was right by the entrance with enough room to park the truck and trailer out of the way, get registered, and check on my paddock spot. I went over to my paddock and within a couple of minutes, Arne Bebe came over, we determined I did not get a big enough spot to keep my trailer in paddock, and Arne volunteered his extra space for my trailer. Within about 1/2 hour of arriving on site, I had the car unloaded and was ready to bring the car to tech. The site is so large that it's about 1/2 mile from my paddock spot to tech! I got thru tech with no problems and

The practice course is big enough to use two separate grids, each with 30+ cars in it. Purchasing time on the practice course gets 4 runs in a 1 hour period with the local region providing the course workers. After they were done running for the day I was able to ride my bike around the course a couple of times so I'd know the course on Monday.

We could see a storm rolling in so I got the car closed up and stuff packed up for the night.

>Continued on page 5

Nationals

September 4 I got the car and truck loaded up and ready to head out Saturday morning.

The trip out was fairly uneventful, all 1280



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Member Meeting Minutes

Ron Bass

► Meeting called to order 7:30 pm.

January meeting minutes accepted as published in the January Knock Off.

Membership - current membership is 391 members, down 1 from last month. Lapsed membership last month of about 40 members was due to TRSS update that was uploaded at one time which was an anomaly. There were three new members in January.

Knock Off - Deadline is the 15th of the month for article submission. Web page - editor needs to be updated from Lisa, who has retired from the position, to Tim.

Treasurer - last month's income and expenses summarized.

Solo - advisory meeting was held this past weekend. This year will have a six event schedule plus two test and tunes. Tentative dates:

- May 14, 15
- June 25, 26
- July 24
- August 21
- September 25
- October 9

May 14th is the same date as the Auto Museum Car Show. May need to change the Solo date so that it does not conflict with the show.

Solo has loaner helmets. We will offer anyone borrowing a helmet a head liner for purchase. Will not be a requirement but voluntary that a liner be used.

TRSS - scheduled for Saturday April 23 at the Saratoga Auto Museum. Instructors and volunteers are needed, including set up for the night before.

Saratoga Auto Museum - the Museum will be running a bus to the NYC auto show, Wednesday, March 30. \$75 round trip includes entry. Pick up and drop off will be at the Museum. Next monthly meeting - Museum representative, Heidi Shull, will give a presentation on upcoming Museum schedule.

Activities - This Saturday, Feb 6th, Karting event at K1 Speed starting at 10:00 am. 2016 is MoHud's 60th anniversary. We're looking for ideas to celebrate the event - ideas include summer picnic, Hudson River Dutch Apple cruise.

Competition - Poconos Majors will not be held. It will be a Regional instead. Snell 2005 Helmets - are good for one

more year. Tech Party is scheduled for April 16. Track Night - scheduled for Thompson, Palmer, and Pocono. April membership meeting - John Walsh, Chairman, SCCA Board of Directors, may attend.

Old Business - Constitution and By Laws - proposed changes include term limits, duties of officers including Secretary, Activities Director, Competition Race Chair (currently does not include Solo), competition protest process (now handled by National), voting (bylaws specifies US mail based - better ways to do this electronically today). Draft revisions will be finalized for distribution to the membership for discussion within the next two months.

New Business - Jim and Jack attended the National Convention. Seminars were very informative. This year's SCCA theme will be "fun with cars" (Lisa Noble). One initiative - middle or high schools can purchase an electronic powered car kit from SCCA. The students assemble the car. This supports the Common Core Curriculum - STEM and Green Power. Hall of Fame - 5 members inducted, including Bob Henderson (a local Steward), Andy Pobst and Roger Penske.

Budget - Todd distributed the proposed budget to the membership.

March SOLO Report

Russ Burckhard

There was a conflict with the last schedule and I had to change a date. Here is the updated schedule. These dates have been confirmed and all of the Solo events will be held at the OGS McCarty Ave lot.

April 23 TRSS
May 14 Car Show at the Saratoga Auto Museum

May 21-22 Test and Tune/School Event 1
June 25-26 Test and Tune/School Event 2
July 24 Event 3
August 21 Event 4
Sept. 25 Event 5
October 9 Event 6

We will need to get a few people over to get the bus ready for the season. It will have to be done before the TRSS event on 4/23. I will post on Facebook as we get closer to that time.



March Membership Report

Jim Garry

Total membership is at **398**. That's an increase of 5 since last month.

New Members

Welcome to our new members who joined in February:

Sean Sheeran, Gansevoort. Solo interest.

Janice Balogh, Averill Park. Solo interest

Hope Mann, Albany. No specific interest.

Chad Stigi, Rensselaer. Solo interest.

Julie Fontana, Troy. Club Racing interest.

Jeremy Corriveau, Waterford. Club, Pro Racing, Rally, Solo interests.

George Seror, Averill Park. Pro Racing interests.

Significant Anniversaries

Ten Years

Hannah and Samuel Smith

Twenty Years

Robert Beierlein

Thirty Years

Carol Campbell

Forty Five Years

Walter Huber



How I Spent My Summer Vacation 2

Andrew Furlong

(Continued from page 2)

Arn and Diane had asked if I wanted to go to dinner with them that night so I went to find my hotel and get cleaned up. As I got to the hotel the skies opened up and it was raining sideways. Once it slowed down a bit I got to my room, cleaned up, and tried calling Diane to figure out where and when to meet. They were still in the storm and the hail was hitting so hard she could not hear me. When we finally met up they told me of violent hail, flooded and closed roads, and having to sit waiting for the storm to pass before being able to continue to their hotel. The lightning kept going for hours but the rain was mostly gone for the night.



Monday morning the courses were set up and I walked the West course several times as I'd be running there on Tuesday. My run time on the practice course was 10-11 so I brought the car over to grid about 9:45. They were running a little behind so I had time to see how the course was being run. I got to the line and took my first practice course run. Wow, the grip! The speed of the open course! I have not run on concrete since 2008 and this is the first time on concrete since switching to Avon tires. Being told the practice course does not have as much grip as the main course area made me sure that the trip was worth it just to be able to run such a great surface. The second and third runs were each faster but with lots of rev limiter in the first third of the course. I decided it was time to try 3rd in that section on my 4th run. Then we got shut down to deal with some pavement breakup. After about 15 minutes we got going again. I got a good start, got into 3rd, then lost track of where the course change had moved and bailed on

that section. Losing track of where the course goes when going significantly faster than our local courses allow would become a theme for me at Nationals as it turned out.

I got the car closed up for the day and went to walk course a few more times. I came back to the practice course when Arn was going to be running to see if he needed any help. I acted as spotter, made sure he got his times, and generally hung out. In the afternoon it started raining then switched over to a massive rainstorm so I hid in the truck for a while. Once it calmed down I went down to the "Big Fun Tent" where the welcome party was being held. By then they had run out of much of the food but were still grilling meat so had some beef and chicken. The talent show started and based on the level of talent shown by the opening act, I decided it was time to walk course a bit more. I ended up walking the West course 5 times that day and the East twice.

The West course was narrower with many elements that need to be taken just right to carry speed and a lot of cones available to hit. The East course was much more open with fewer cones but with a greater speed differential between the fast and slow sections. Very different course design philosophies but both being difficult to get right.



Tuesday morning was dry but both courses were very wet. I did a couple more walks of the West course. I was not running until 5th, last, heat and working 3rd heat so I spent some time watching the West course. The course was clearly wet but drying and fast times were anything under 70 seconds. Lots of cones were being hit.

My work assignment was impound

which includes weighing cars and checking whatever National decided should be checked on a given class of cars. For SMS that included wing height and chord width, for AM that included minimum track width. The scales were set up with a large platform so scales don't have to be moved for wheelbase adjustment and cars can drive on and off. One of my assignments was to tell the CS cars, all 62 of them, that they needed to jack up the car and take the tires off one side when in impound after running. Apparently it was in the supps and someone had gotten the word out so about half expected it. The other half were not prepared and not sure how they were going to do it.



I got done working and went back to get my car and bring it into grid. I got to grid and realized I had forgotten my video camera, but based on the 1/2 mile + distance to my truck was not going back for it. I got to meet Ian Mannix, one of the builders and the original owner of my car. Very cool. Things got started and they were starting to run when I realized I never set my tire pressures! I set them high in the morning as I did not know what the temps were going to do. One pound of air in the back is enough to go from understeer to neutral and the backs were about five over. I quickly jumped out, dropped the rears down to a safe level, jumped back in, got a mild tongue lashing from the grid guy, and boom, I'm on the line for my first National's run. I took it carefully but still pushed wide on the first hard right hand but held it together and had a clean run. Ian came over and suggested the car always worked best for them when just wailing on it. I lined up for my second run, with properly set tire pressures this time, and tried to just go for it.

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How I Spent My Summer Vacation 3

Andrew Furlong

(Continued from previous page)

I made it about half way before I lost track of where I was, pushed wide and hit a cone, but was over a second faster. For my third run I vowed to tone it down a little bit and keep it clean. It was working great until I lost focus again and thought I was in the left hand sweeper that had a wide exit. Sadly I was in the one with the wall of cones that pinched the exit. Boom two cones followed by a third while I tried to get back where I should have been. It was my fastest run but three cones meant I stood on my first run and was way down in 13th out of 15. Oops. I was disappointed in my times and driving but thought the course was great. In my opinion a course at a National Championship should be challenging and require the best, and I think this one did.

Once we got done in impound I got everything put away for the night and walked the East course a few times. I went back into town and got some dinner. There ended up being a whole group of us that did not know each other there so we made a big table and commiserated about how bad we all drove that day.

Wednesday morning I did a few more course walks and was reminded that there were far fewer cones to hit on this course but plenty of room to lose time on. I worked impound again then brought the car over to grid. EP was running the same heat as SSR so we had a front row seat for what proved to be an amazing battle, with the winner, Grant Reeve, winning by 0.004 seconds. I tried to keep in mind the mistakes I'd made the day before and on the practice course and managed to stay clean. My times for the day were 8th to 9th place but not enough faster to move me out of 13th. My final run I felt I really nailed the first half of the course then woops, here a I go again, losing track of where I was and braking late, running wide and losing a bunch of time. I ended up staying in 13th but moved much closer to 12th to 9th than I was Tuesday. The car gridded next to me had a mechanical after hitting

a cone, fixed it and took their next run (two driver car) and then the car died on course. They got it back and commenced a truly epic thrash, finally getting it started as the last seconds counted down, only to die on course again. The second driver was still able to get 2nd overall even with only one good run. I drove this course better but did not feel it was quite the level of challenge as the West course while still being very good and great fun.

After all of that, I got the car loaded and everything packed up. I was going to head to the hotel to get cleaned up and realized I could just make it to the awards banquet if I went straight there. So I drove out to the banquet, found the place, and headed on in. I got some food and started looking around to see if there was anyone I knew in the sea of 800-1000 people. Then I ran into Tom, no idea what his last name is and hopefully I've remembered Tom correctly. We met at the Saratoga car show in the spring where he said he just moved to Saratoga and was an old time MOHUD guy from 30-40 years ago. So I ended up sitting with him and a group from Wisconsin where he lived last and his son lives now. Small world sometimes. Many names were called and many awards were given out and a good time was had by all. I was very ready for some sleep by the end.

Thursday morning I picked up my trailer and set the cruise control on East and made it to western Ohio the first day and got home at 5pm on Friday. It was an equally uneventful trip home.

Before I even left Lincoln I knew I want to go back next year and see if I can make up for this year's poor driving. I'm pretty sure it will include going to other bigger events and sites to get better at dealing with large, fast courses. I had a great time and think I'll be making this a regular thing for the next few years.

I did have a few non-sequitor observations on the trip:

- I went 1078 miles before I saw another autocrosser heading

to Nationals. Wow this country sure is big.

- JC Whitney is a real place with a real building southwest of Chicago.
- The RV and Motorhome Hall of Fame is in Elkhart, Indiana. Who knew it was there? Who knew it was a thing?
- Towing a bright green VW Rabbit that looks like a cartoon on an open trailer on Labor Day weekend is a really good way of getting your picture taken. A lot. I'm pretty sure it was in the hundreds. Lots of people waved, lots of silly grins, an occasional thumbs up. Apparently people like silly rabbits.
- Lots of people came over to ask if my car was Kevin Wenzel's. Not one single person asked if it was Ian Mannix's. They both built and drove it but somehow it was Kevin's in everyone's minds.

Miscellaneous Goo...

<http://www.mohud-scca.org/>

ADVERTISING RATES

Type	Size	1 Issue	6 Issues
Full Pg	10x7	\$20.00	\$100.00
Half Pg	5x7	\$15.00	\$75.00
Half Pg	10x3	\$15.00	\$75.00
Qtr Pg	5x3	\$10.00	\$50.00
Bus Crd	3x2	\$5.00	\$25.00

All ads must be prepaid. Non-commercial classified ads run in three (3) consecutive issues and are FREE to MEMBERS.

QUOTE OF THE MONTH

(from www.askmen.com)

"There are only two kinds of people in the world, the Irish and those who wish they were."

- "Top 50 Irish Quotes"