

The Mo-Hud

Knockoff



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

October 2020

The REport

First SCCA Presidential Town Hall Gathering Scheduled

The Sports Car Club of America opens a new chapter on Wednesday, Sept. 30, with the first of what will become quarterly Town Hall videoconference meetings hosted by SCCA President and CEO Mike Cobb. The SCCA Town Hall will begin at 8 p.m. CDT and conducted online through the GoToMeeting service.

The informative Town Hall is open to all SCCA members. Those wishing to join the session only need a computer or smartphone. However, pre-registration is required and can be accessed at

< <https://attendee.gotowebinar.com/register/4443651364537397006> >

On tap for the Sept. 30 Town Hall will be a 2020 year to date update, a look at SCCA's championship season, review of the upcoming Area Director elections and implementation of new bylaws, an update on the Junior Driver Program, and news about the 2021 SCCA National Convention. Time permitting, Cobb will also conduct a short Q&A with those in attendance.

New Meeting Start Time

Please join us on Wednesday, October 7 at 7:00PM (**Note new start time**) for the October general membership meeting. We will be returning to 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.

Champion Crowned

Congratulations to MoHud member Charlie Campbell, Northeast Conference U.S. Majors Tour 2020 Co-Champion. Best of luck to Campbell Racing at the 2020 SCCA National Championship Runoffs at Road America.

For the good of the sport - Jim Bucci Regional Executive

In this issue of the KO: A salute to our senior member – Roly Heacox; Solo, Road Racing, and Membership reports; Campbell Racing; and some tech comments.

Coming Events: October and...

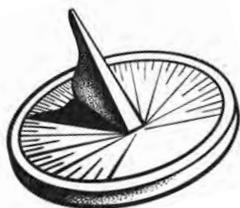
- **October 6:** Wednesday. 7:00pm. Monthly membership meeting at the Gateway Diner, 899 Central Avenue in Albany; easy to get to from the Everett Road exit of I-90. Come early for eats and talk.
- **October 18:** Sunday. Tire Rack Teen Survival at SPAC. Cancelled. COVID restrictions on State property. Kevin Belden urges us to mark our calendars for Sunday, April 25, 2021, for our next opportunity to be helpers and instructors in this rewarding exercise.
- **November 4:** Wednesday. 7:00pm. Monthly membership meeting. We may finally get back to Jeremy Baye's *1945 Speed & Custom Shop* on River Street in Troy. Watch the MoHud Facebook page and your inbox for any blast e-mails confirming.
- **January ??:** Annual Meeting and Awards Banquet. Date and location are still being hammered out.

Time Trials Tech: A Timing App on the Horizon?

Buried on the last page of the Road Rally article in September's SPORTSCAR is a report that the developer of the new Richta RoadRally app has been approached by SCCA to explore and develop a cellphone/ tablet-based app that do away with the need for Time Trial competitors to rent a transponder for the event. Richta RoadRally has developed a family of applications for rallymasters, rally workers, and rally competitors using GPS signals as the prime timing input.

Road racers have become inured to the high-cost MyLaps annual subscription cost required to keep their SCCA-approved timing transponders beeping. But a transponder is not something that most TT competitors would want to mount on their daily-driver cars. So a low-cost cellphone app could be one more item keeping the cost and complexity of TTiming on a modest level. Of course a GPS signal to or from a cell phone does not have the same accuracy of a dedicated transponder, but we expect the developer and SCCA to work on algorithms that reduce error before any software is approved for TT use.

Stay tuned.



Honoring Our Heritage: Roly Heacox ~ *Greg Rickes*

Last month's Knock-Off mentioned our senior member, Roly Heacox, but his exploits warrant additional exploration.

Roly is literally our connection with the history of Mohawk-Hudson Region. After being introduced to motorsports through a group called the Hilltoppers Sports Car Club Roly was accepted for membership in the SCCA (in those days you had to be sponsored by two members) in October 1957, about one year after the region received its charter.

He immediately jumped into club activities with 100% enthusiasm. He was a class winner in the region's 1958 gymkhana (the predecessor to today's autocross program), driving a massive Plymouth in the Large Sedan class. For 1959 and '60 he was Assistant Regional Executive, then stepped into the top leadership role of Regional Executive in 1961. Along the way he also competed in events like the Keene (NY) Hillclimb in his Jaguar XK120 hardtop, then pursued his SCCA racing license with a roadster version of the same car.



Many of Roly's exploits seem to involve the unusual aspect of winter events. He organized winter ice trial events, and was a pioneer in the original Lake George Ice Races.



Roly made two valiant attempts at the Canadian International Rallye. The format was daunting 1200 mile, divided into two 600 mile night stages, around the nether regions of Ontario, in the dead of winter. His effort in a three-cylinder DKW missed the cut-off time. Then in 1968 his MG1100 sedan retired after 800 miles with alternator failure, then waited hours in the middle of a frozen tundra for assistance to get back to civilization. On a more successful note he and his late wife Marilyn were the winners of the 1966 MoHud Snowflake Rallye.



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Roly; cont'd

Roly had a penchant for interesting British cars. In addition to the pair of Jaguars, he hillclimbed a Daimler SP250, and was a familiar sight at local rallies and gymkhanas with his blue MGB. The latter might not seem too unusual, but his blue roadster always got a second glance with its right-hand drive. All these cars were dual-purpose daily drivers in the best sports car tradition. He even had a brief try with a Lotus Elan.



Along the way one development in the club was the evolution of the varied disciplines that were part of the original sports car "gymkhana" into the performance-oriented autocross. Roly kept the original format alive with an annual event he hosted in large field near his home In Berne. The "tests" varied from year to year with challenges like driving a 360 degree circle (in forward AND reverse) while holding a length of rope attached to a pylon, taking a bite out of a hot-dog (suspended by a rope) from the driver or passenger seat , negotiating a slalom while your co-driver held a raw egg on spoon, or backing your car through a series of gates, culminating with a reverse into a "garage", while the driver wore a paper bag over his/her head, guided by instructions from your navigator. You never knew until you arrived what unique challenges awaited. There was much mirth and merriment throughout the day. The event's title, "Fun n Beer Gymkhana" should tell you all you need to know



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Roly Matures...

In his later years of involvement Roly added a long tenure as a Steward in the SCCA's racing program. (Seen here with Clark Nichols @ LRP).



I was privileged to join Roly at the Keene Hillclimb Reunion in 2010 and rode up the daunting course with him. His green Miata pictured here later became Evan Karl's first Spec Miata racer.



I hope that helps you to know and appreciate how much Roly Heacox has been woven into the fabric of Mohawk-Hudson Region, and that this will inspire you to send him a card or letter to keep him in touch with the club. The address is : Roly Heacox, c/o Marchand Manor 121 Main Street Sharon Springs NY 13459.

~ Greg

Solo / Autocross

Season Finale and a Fast Lap with Jim Garry

- Mohawk Hudson Region hosted its third and final autocross of the season on September 20th in this Covid compromised 2020 season. All events were held at a new-to-us site in Kingston called Tech City. Less than an hour from Albany, this 5.5 acre site (plus additional space for grid and paddock) is in reasonably good condition and allowed some fine courses to be set up by designer Jon Kirschman. Many thanks to Poughkeepsie Sports Car Club for their cooperation in use of this site.

Due to Covid protocols our event cap was restricted and entry was about 50 drivers per event. Masks, distancing, and other precautions were followed. The Department of Health was proud.

The season's final event featured eight, count 'em eight, runs apiece! And as usual, the event was very low stress but allowed for some splendid competition. Only one second separated the first through thirteenth drivers in the PAX results. At the same time, some fine battles occurred throughout the standings. But the biggest battle is always within ourselves as we strive to improve and maximize the application of autocross techniques to driving our cars as fast as we can through a challenging course. Pulling back into grid after passing through the timing lights, drivers could be seen jumping out of their cars to excitedly discuss their run with a friend in grid or sitting pensively in their cars debriefing themselves in order to prepare for their next run.

Jon's September design was an outstanding example of creating a course that offered surprising speeds combined with highly technical sections plus good visuals all while being very safe. There was a fun mix of straights and corners, with several especially enjoyable sections. Let's take a lap.

- At the stage line place the car as far to the right as you can and when the starter says it's OK, go fast while turning 90° left. Accelerate for about 100' while positioning the car to the left for the roughly 120° right hander that feeds into a moderately long straight. Take a good line here to go fast through the corner while also finding good corner exit speed by getting on the throttle as early as you can. Don't hit that last cone on the left.

The nice straight that follows leads us safely through some bumps and holes and up to a sneaky fast corner which feeds into a five cone slalom with just under 60' spacing. That corner doesn't need as much slowing down as perhaps first planned for. However enter too optimistically and the line into the slalom is spoiled.

Be on the first cone and get through the slalom as quickly as possible while not scrubbing too much speed, go to full throttle at around the fourth cone and head down a short chute into a fast open right hander which deposits you onto a long 200' straight. Maximum exit speed is the order of the day here but is complicated by a bumpy apex area which requires either adjusting your line, taking more of a lift than initially hoped, or really good shocks. Flat out might be possible in some cars but often results in lots of bouncing and compromised power-down.

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A Fast Solo Lap with Jim Garry, cont'd

That long straight leads to an initially tight but increasing radius 135-ish degree right hand corner which actually consists of a pair of corners of 90 and 45 degrees linked together. Brake late and hard to make the best of your straightline speed but not so late that you can't place the car onto the proper line. Oh and try to keep up good minimum cornering speed. Easy, right?

Then hard acceleration out and continue to turn right as you pass corner exit in order to set up for the exacting two cone chicane that follows. Excellent set up is demanded of drivers here but not always provided. Consciously move the car far to the right before braking hard, then turn left while trailing the brakes to help rotation. Stay close to the cone to cut distance and back side it in order to find another good setup to the second chicane cone. Now do pretty much the same thing while turning to the right around this cone. All of this enables the car to come out of this element facing in the right direction toward the next long left handed corner with the added bonus of a short burst of throttle. This two cone feature is but 175' long, yet failure to do this correctly could cost as much as 2 to 3 seconds. Awesome.

The final corner is another long increasing radius turn of close to 180° that starts off somewhat tight but soon opens up and allows a long curving foot-to-the-floor run to the finish. There is plenty of choice to stay tight, get way wide, or split the difference. You must make the decision of balancing speed versus distance versus earliest possible throttle. Enter fast, brake hard, find the line, and transition smoothly back to full throttle. Cool!

Many thanks to all for a great event with everyone pulling their weight and completing their worker assignments with expertise and good humor. Thanks to Russ and Tracey Burckhard for their coordination and leadership.

~ ~

Photos of Andy Furlong in the Atomic Rabbit negotiating the slalom, entering and exiting the fast right hander, heading down the straight and going through the increasing right hander.



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Andy Furlong at Tech City, cont'd...



Ed's note: For event and season results, go to the MoHud website; for some in-car videos, go to the MoHud Facebook site...

Road Racing

Palmer Motorsports Park, September 12-13

Evan Karl continued his 2020 domination of the Spec Miata class by winning all three of his races during the New England Region's annual *Pig Roast* weekend at Palmer Motorsports Park atop scenic Whiskey Hill, just a few miles Northeast of the bustling Massachusetts tourist towns of Sturbridge and Brimfield. Well, Brimfield was not really bustling that weekend, as the usual September flea market – the giant market that ties up two miles of Route 20 from dawn to dusk – had been Covid-cancelled. That cut down on the commute from Sturbridge to Palmer by about 30 minutes each way.

Surprising to some, Evan did not qualify on the pole for Saturday's race. But by the second lap he had passed not only the pole-sitter but a BMW mixed in with all the SMs; that allowed him some clean air. Despite the second-place SM getting by the BMW after several laps, the result was never in doubt. In Sunday morning's race, Evan started on the inside front, and that was that.

Sunday afternoon's race was much more exciting. After an extended yellow period that left less than 5 minutes to go, Evan got jumped by a three-car bump draft on the restart. He picked off the first one at turn 4, the second one at Turn 10. On the next lap the leader got squirrely going into 12 – clearly over his head – with Evan passing on the main straight. Next lap Evan was chased closely by the second place car who got squirrely again in 12, then fell back on the final lap. Great stuff!

Other MoHud racers in attendance were **Diane Malecki** (SM2), **Ken Relation** (T1), and **Ron Bass** (FV)1, who had various adventures involving tire walls and broken cylinder head bolts. If our information is correct, Ken did well enough to earn his full competition license.... Our good friend from NER, James Ray, took these nice shots of Evan and Ken.



Charlie Campbell on the podium at Pitt

- *Race report* in the KO Journal section...

- *Runoffs*: Charlie is scheduled to run the SM car at 1pm and the FP car at 3pm, on Friday, October 9th. No word as of this date on TV-streaming; check the SCCA website as the day gets closer...



Membership Report- August/September 2020

-Jim Garry

Mohud Membership Chairman

< mhr.membership@gmail.com >

In mid-September our membership stands at 303, down three from this time last month.

New members in August and September:

Edward Unkel	265 Bells Pond RD	Hudson
Andrew Mayer	28 Genung ST	Middletown. Solo Interest
Sean Sullivan	517 Pleasant Ridge RD	Poughquag
William McDonald	7111b Antioch RD	Middle Grove
Rudy Dousset	30 Pine Tree Ln Albany	Interests indicated are Club Racing, Pro Racing, Rallycross, Track Days, Solo

Welcome to all our new members. We look forward to meeting you at events and meetings.

Significant Anniversaries in October

Jack Stringer 5 years

- Jack has been a member for five years and originally signed up via the Teen Street Survival program. We hope to see him at an autocross next year.

Douglas Kelley 10 years

- Until a few years ago, Doug competed in Club Racing in the T1 class while racing a Camaro.

Leigh McBride 15 years

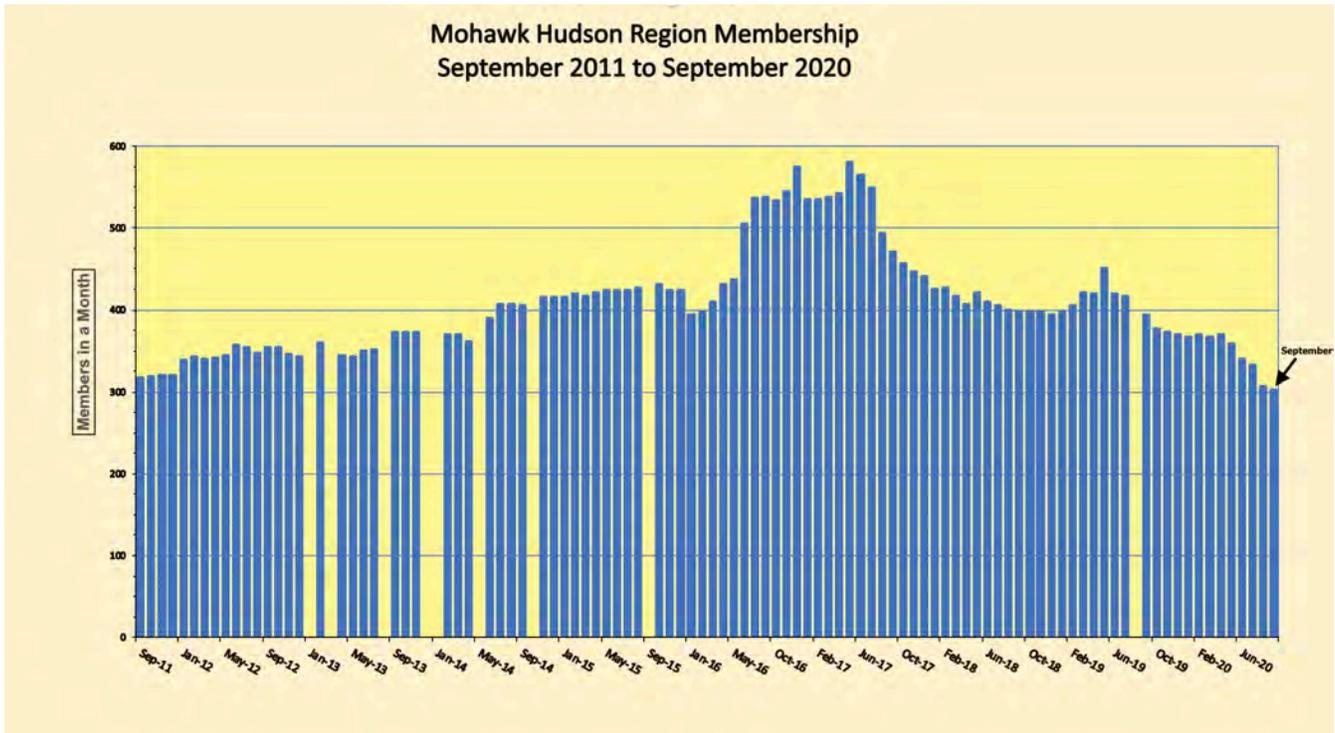
- Leigh has been flagging since the early 1980s and joined SCCA in the mid to late 90s. She continues as a dedicated SCCA flagger with a National F&C license. She is only credited with 15 years of SCCA membership due to a brief hiatus in the early 2000s.

Karl Danneil 55 years

- Karl's racing started in the late 1960s driving a front-engine Elva MK2 sports racer which he still owns. He followed that with an Elva MK6, a mid-engine version with an Alfa engine. That car has now gone to Belgium. In the 70s he teamed up with his wife Eleanor to campaign a Honda powered NTM D/Sports Racer. They both qualified for the National Championship Run-Offs when the event was still held at Road Atlanta. Karl now has a Viper and Jaguar F-Type he likes to drive in HPDE events. Karl continues to compete and have fun in the Mohud Solo program.



Membership Graph- September 2020



Flagging

Road racers couldn't race safely without the presence of flag marshals at critical points around the course.

No matter what the race event, a number of MoHud members are sure to be present. For instance, at the New England Region *Pig Roast* weekend, reported elsewhere in this issue, five members were on station:

EJ Smith
Pat Clair
Rich Alexander
Peter Kroth
Jon Coffin

Flagging is an excellent way to see and participate in races close-up. It makes for a great shared activity for couples. And while flagging is a serious job, flaggers have a great post-race social time.

Interested? See EJ, Rich, or any flagger at the next MoHud meeting.

MoHud Lends a Hand to the Saratoga Automobile Museum

2020 Motorcar Auction a Big Success

This year's Saratoga Auto Museum Motorcar Auction has been completed. This was the 4th annual auction and there were many new challenges this year because of COVID but at the end it was our most successful. We had to relocate to the main Saratoga Performing Arts Center parking lot and scale back to only a single auction day. The car count this year was 230 rather than about 350 in past years. But the sell rate was higher and the average value of the cars sold was also higher. This is the museum's most important fund raiser and this year, because of the forced shutdown all summer, a successful auction was critical to our financial survival.

The new venue worked very well. Although it lacked the ambience of the SPAC amphitheater and stage it actually worked better operationally. Everyone was pleased and perhaps we'll continue in this location. You can see how it was laid out in the attached aerial photo.

On behalf of the museum's Director, Carly Connors and myself, I would like to express our heartfelt appreciation for the help of all the Mohawk Hudson Region members who contributed their time and talent to help make this event run smoothly. These people logged over 50 man-days of work starting with the load-in of cars and through the final check out of cars a week later:

Tom Campbell	Diane Malecki	EJ Smith
Carol Campbell	Paul Malecki	Gene Tricozzi
Jim Garry	Connie McIntyre	Rich Welty
Jeff Gorss	Dave Reynolds	

For the museum and the Region ~ Tom Campbell



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 ejevo8@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 Report #3 by Tom Campbell



68th Cumberland Classic, August 28-30, Pittsburgh International Race Complex

This was the only the third but, sadly, also the last of the regular season races. But it was certainly the best we have had this year. It would be the last race before we head for the season ending National Championship Runoffs in early October at Road America in Wisconsin.

Day one, the usual test day before the event, didn't happen. We both decided it wasn't really necessary. There wasn't anything that needed "testing" and this is Charlie's "home" track so he doesn't need any familiarization laps. And we both had other things competing for our time.

This was a Super Tour race so the event is over three days. We arrived Thursday late afternoon and got set up. The weather forecast for the weekend called for heavy rain on both Friday and Saturday.

Friday morning started without the promised rain and they were able to get the full field of race groups through their first untimed practice sessions. The SM was its usual self: mid pack and consistent. The FP, however, was here with a new engine so the practice session was part of the break-in process and we weren't looking for any speed. A comfortable start to the weekend. The new engine worked flawlessly all weekend long and shows great promise for the Runoffs.

The unexpected nice weather ended about noon when the heavy rain did show up. The afternoon sessions were the first of two qualifying opportunities, the other being on Saturday morning. The SM was in an early race group and it was raining so hard that Charlie decided that he wouldn't bother to go out. He would take the chance that it would be better on Saturday even if it was raining. The FP car was in a later group and by then the rain had slacked a little. And I still needed to get some break-in time on the new motor so I sent Charlie out. Of course as he sat on the grid the rain picked up significantly. So he went out, did two timed laps and brought it back to the tent. The car ran well, the time was good for 3rd on the grid if Saturday's session was in worse conditions, and both Charlie and the car were soaked. But no damage done.

And then Saturday turned out to be a very nice day, no rain in sight. Morning qualifying went well for the SM (good decision to not bother on Friday). Charlie would start 11th and the car was continuing to run and handle well. The FP qualifying, on the other hand, was really troubling. Charlie only ran 4 laps and managed to spin out 5 times. It was just not handling at all well. It didn't help that he was trying to make some changes in his driving techniques and wasn't in his comfort zone. Somehow he managed to not do any damage to the car and following the last off-course excursion decided to end it. He did, however, manage one clean lap and it was good enough for third on the grid so mission accomplished.

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68th Cumberland Classic, cont'd

Saturday afternoon was for the first of the two races on the weekend and the good weather continued. The SM Race 1 was first and Charlie had a really outstanding race. He started 11th but was up to 8th at the end of the first lap. He continued to pick off first one and then another and by the end of the race was 5th having had a hard battle to take that position by only .6 second. He was very happy on all accounts.

Later in the afternoon was the FP Race 1. Starting third, he moved up to second going into the first turn and the first two cars pulled away from the rest of the field. He was lapping about 3 seconds a lap better than his qualifying times. New tires, a little setup magic and back to his old driving style made the difference. By lap 4 he had passed into the overall lead and proceeded to open a nice gap before backing off to an easier pace for the rest of the distance. He finished first overall and first in the FP class for our first win of the year.

On Sunday morning the SM race was the second on the schedule. For some reason the officials decided to start the race about 10 minutes ahead of the published schedule. This is not uncommon and they certainly made several announcements calling the cars to the grid. But by the time the cars started rolling off the grid there were 7 cars that had arrived late and weren't ready and had to start from the back of the pack. This included the intended pole sitter. So, although Charlie was gridded to start 11th he was actually 9th coming to the green flag. The first three cars hooked up and drafted away from the rest of the field. Then came a group of 5, including Charlie, also running nose to tail. By lap 6 Charlie had worked his way up to 6th and managed to get as high as 4th. By lap 10 the late-starting pole sitter had caught this small group, worked his way through and closed up on Charlie. A couple laps later Charlie was back to 5th and the two of them then went nose to tail for the rest of the race. This was the best Charlie has driven in SM in quite a while in races with this caliber of competition. He set his personal best lap record at this track as well.

After what seemed like an all-day wait (because it was) the final FP race got underway. Charlie was gridded second this time. He took the overall lead going into the first turn and didn't look back. Mid race the car began to get loose on some of the turns but not so bad that he couldn't compensate. He had a 4 second gap back to the second place car and backed off a little. By the end of the race the margin had grown to over 10 seconds as it looked like the second place car decided to accept his fate and also backed off a little. Unfortunately, nearing the end of the race one of the cars had a major off course excursion and crashed into a guard rail. It was going to take too long to clean up the mess and so the race was ended two laps early. I don't think anyone minded.

So this was really an outstanding weekend. Two hard earned 5th place finishes in SM and two wins in FP. And both cars come home in good shape. We leave for the Runoffs in 4 weeks. Charlie still has hopes of finishing his new car by then. I have some other business to take care of in addition to a substantial work list on the FP car to make sure it is the best that I can make it for that event. I'll let you know how this all works out when we get to Road America. Our first test day is on October 3rd.

-Tom and Charlie