

The Volunteer Experience at Thompson



**Tom and Linda Kirchman guide new volunteers
showing Tom's SRF3.**

As part of a movement to recruit track volunteers, paralleling the Club Racing Experience, NER sponsored and our own Sal Baisley coordinated, a "Volunteer Experience" event to help get folks interested who may otherwise be intimidated by the whole thing.

The REport

Hey all,

At the end of May the motorsports season is upon us between multiple autocrosses being held by our neighboring regions, as well as the NER season opener at NHMS and Trans AM at Lime Rock memorial day weekend. I hope everyone starts off their season on a better/less embarrassing step than I have, wrecking while warming tires at the CART time trial at Thompson while on an out lap. First session out on slicks for the year was pushing too much in the sub-60 degree temperature and had the

rear end of the car just after the Oval front straight causing me to pretty much hit the cement wall head on at around 40 mph. I am totally ok thanks to wearing all safety equipment despite not being wheel to wheel racing, but the car did not make it to NH the following weekend. On the plus side, as a part of all the maintenance I did on the trailer mentioned last month I now have a winch which I decided to bring at the last minute meaning loading the car was much easier.

So you have wrecked your car, what is the next step? First you need to evaluate the extent of the damage. In my case since I hit head on I needed to pull the motor out to check the frame. When I wrecked the main motor mount failed, meaning that the motor was already $\frac{1}{3}$ of the way out. After about 3 hours of angle grinding and brute force the motor was out and it appears that the damage seems to be separate from the suspension, meaning "all" that is needed is cutting off the front end of the car, re-welding the front on, and reinstalling the motor. So after the engine was out of the car within 24 from getting home I needed to pull the motor from the donor car that I already had on hand to start stealing parts off. Unfortunately for me, that car already had a front end collision (not nearly as severe), so another donor is in my future. Will definitely not be running Father's day weekend in that car but will hopefully be ready for July 4th weekend to run the night race. New phrase I have been repeating each step of the process is "Am I having fun yet?"

Despite not having my own car at the season opener, I managed to stay busy. I went up early to assist with the test day, starting at 7AM and ending

Continued on page 2...



at 8PM when I ran away from everyone looking to have annual inspections in tech. The next day was the volunteer experience, we were down to 6 participants due to the poor weather that we had almost all weekend, but they were attentive at every specialty we visited with a few coming back the next day to volunteer. We had plenty of action for them to witness which I claimed we did not orchestrate for them, but the timing was almost too perfect to believe. To wrap up the weekend I was in tech, thankfully we didn't have too much excitement as both Phil and I were the only ones working full time with a few racers giving assistance between races.

So what is coming next month? Lots of days hanging out at Lime Rock (which is ironic after missing Trans Am Memorial Day weekend). First off, timing again for the Empire Cup the last weekend of May. Next up is Track Night June 5th as the Novice Coach again, a great opportunity for anyone looking to make it on track for the first time (I can tell you how to not replicate my driving skills). Father's Day weekend once again hosts the Paddock Crawl, a fantastic opportunity to see some amazing amateur racing and a heck of a party Friday night with everyone invited. The following weekend Patroon has 2 days of events for both advanced and drivers of all skill levels. If I am totally crazy, I might make the trip down to hang out with the data guys. To wrap up the month of Lime Rock we have NASCAR trucks at the track, sure to be a good time for all those who attend. Meanwhile I will hopefully find another doner Focus and have some photos of a freshly re-prepared car for July's update.

Hoping to see all of you at an event in the future or our first Summer ice cream meetup at Guptill's on June 4th,

Sal

From the Editor

Due to an error by the editor, I missed the May membership report. So, this month we have a special 2-month membership report with lots of significant anniversaries.

So *please* check out the membership report with special extended bios of Charlie Cambell and Dennis Curley.

This includes my own 30th anniversary. The stats are in the membership report. I'll use this space for some good old-fashioned reminiscing.

I, like many, began in SCCA autocrossing. In 1994, several local clubs collaborated to form a championship series. Besides MoHud, the collaborators included car clubs such as Patroon BMW, Hudson-Champlain Porsche, Tri-Vettes, and the Empire Motorsports Club.

Remembering 1994-1995 got me thinking about all the different autocross sites we have used in 30 years. Between the various local clubs and Mohud, autocrosses were held at sites like: SUNY Cobleskill (my first event ever in my Pontiac 6000), the Peripheral Parking lot at the State Office Campus, the Edinburg Cart track, Colonie Center, Crossgates Mall, the "Drop Zone", HVCC, SUNY Albany, Brodie Mountain, the Lanesboro Mall (MA), Griffiss Air Force Base, Stratton Air National Guard Base, SUNY Adirondack, the McCarty-Avenue parking lot, and even the Lime-Rock Park Cart track! Hard to imagine today.

Found in the archives as I looked for old photos:



At WGI circa 2002 from left to right:
Myself, Pete Smith, Brian Blizzard, Jim Sheridan(Sr), Jim Sheridan, John Sheridan, Gene Tricozzi, and Jack Hanifan

Besides that, check out our road racing committee chair Paul Maleki's retelling his adventures trying to import a car from Canada and his opinions on the best racing movie.

What's Happening

May 31, 2025 **Spring Auto Show, Saratoga Automobile Museum, Avenue of the Pines, Saratoga NY. 9am-2pm.**

June 4, 2025 **Membership Outing. Guptill's Ice Cream, Route 9, Cohoes. 6:30pm**

June 13-14 **Mohud Road Racing Championship Event #1. The Lime Rock Park Paddock Crawl, Lakeville, CT.**

<https://www.motorsportreg.com/index.cfm/event/event.dashboard/uidEvent/116CE3C4-ABE8-7E3B-37FEEAAADB59E217/uidMember/390004F7-FB6E-2891-FA2465B3010C1FF8>

Sept 1-5, 2025 **Solo National Championship – Lincoln Airpark, NE**

Sept 29-Oct 5, 2025 **The Runoffs National Championship – Road America, Elkhart Lake, WI**

Check out the full regional calendar at:

https://calendar.google.com/calendar/embed?src=4l0pcskqj0sbmtq8scke5et658%40group.calendar.google.com&ctz=America%2FNew_York

Tales from the Track

2025 Mohud Road Racing Championship Schedule:

June 13-14	Lime Rock Paddock Crawl (regional)
July 4-5	Thompson Midnight Madness (regional)
August 15-16	Thompson Last Chance Majors
Sept 6-7	Palmer Pig Roast (regional)
October 17-18	Thompson Championship (divisional)

See the April edition of the Knockoff for full rules.

Solo Report

Solo Schedule 2025

All events at: 550 Enterprise Dr, Kingston NY

Points Events:

1. July 13 <https://www.motorsportreg.com/events/mohud-solo-2025-event-1-tech-city-kingston-ny-scca-mohawk-hudson-574770>
2. July 27 <https://www.motorsportreg.com/events/mohud-solo-2025-event-1-tech-city-kingston-ny-scca-mohawk-hudson-574770>
3. August 10 <https://www.motorsportreg.com/events/mohud-solo-2025-event-3-tech-city-kingston-ny-scca-mohawk-hudson-014215>
4. August 24 <https://www.motorsportreg.com/events/mohud-solo-2025-event-4-tech-city-kingston-ny-scca-mohawk-hudson-367680>



For event details go to: <https://www.mohud-scca.org/solo/schedule-results/>

Membership Report

Due to an error on the part of the Editor, the May anniversaries and membership report was missed. This month we present a special edition of the membership report with lots of bonus content for membership anniversaries.

Mohawk Hudson Region's membership count has bumped up a little this month and we're now at 337 members as of April 21, 2025. This is due to a combination of 20 new members since December, some returning members, and timely renewal of existing members. We haven't been at this membership number since spring of 2022 when we experienced a brief post-pandemic rise which quickly dropped and flattened. Still trying to figure out how to return to pre-pandemic levels.

New Members in April

Jeffrey Sienkiewicz, Saratoga Springs

Stephen Law, Petersburg

Howard Staats Jr, Ravena

Fernando Quinonez, Brooklyn

New Members in May

Chase Marino, New Paltz

Timothy Burke, Clifton Park

Welcome! We hope to meet you soon at one of our events or at Guptils in June.

Significant Anniversaries in May and June

Five Years

Austen Levesque - Austen holds a Competition License and has raced at Lime Rock, Thompson, and Watkins Glen.

Ten Years

Adam Wright - Adam is MoHud's Time Trials and Track Day chair and holds five licenses in the Time Trials program: Coach, Event Lead, Safety Steward, Tech Inspector, & Driver License Advisor. He is also our outgoing Street Survival liaison. Anyone care to take on the role?

Saul Morse - Former autocrosser and all around good guy. Perhaps he'll come to an autocross this year in one of his cool cars.

Scott Monti - Scott is a terrific autocrosser, usually finishing near the top of the factor at our events, sometimes at the very top. He also attends events in many other regions including National Tours.

Fifteen Years

John Corey - John's anniversary of 15 years is not accurate but it's what's listed by SCCA National. Unfortunately, when an SCCA member lets a significant amount of time go by before renewing membership, we lose credit for the previous time in the club. I don't know the total length of John's membership but it's more than fifteen years. That aside, this veteran MoHud member is probably best known for his exploits competing in a number of "Great American Race" rallytours, but at any given time he's into more projects than Thomas Edison ever thought of. Check out the June 2020 KnockOff for his article on Cyclekarts. <https://www.mohud-scca.org/ko/2020-06-KO.pdf>

Twenty-Five Years

David Dartt - David maintains his Competition License. His last race was at NJMP this past October. Below is a photo of him at Lime Rock with his Legends car.\

Charlie Campbell - Twenty Five Years. Charlie's a serious and excellent road racer and has contended many Runoffs with brother Tom serving as crew chief, engineer, and mechanic. They've got podium finishes. Recently Charlie and Tom announced their retirement from Runoffs competition.



Charlie Campbell

Charlie's 25 Year SCCA "Career", by Tom Campbell May 2025

Charlie's "career" in SCCA road racing started in the early 90's by crewing for his brother Tom who was running in GT1 at the time. When Tom downsized from GT1 to Spec Miata in 2002 Charlie continued to crew. At the end of the year Tom offered his SM to Charlie for a drivers school at Watkins Glen. That was the start of an amazingly fast learning curve. Over the winter Charlie built his own SM. But, being Charlie, he bought two wrecked Miatas: one damaged in the front, one damaged in the rear. He cut them apart, welded the two good halves together, built his own cage, and bought the necessary competition parts to complete the project. He was now a "race car driver"!

Over the next few years Charlie and Tom enjoyed racing together at the Northeast Tracks, including many endurance events where they shared the same car. IN 2008 they were the NE Division Endurance Champions.

Tom left SM in 2006, moving to F Production. At the end of 2010 Tom offered Charlie his FP car to try at the last Watkins Glen race of the year. He was instantly fast, faster than Tom had been in the NEDIV National a few months earlier. He won the race that weekend but the Chief Steward, Tom, had to disqualify him for being underweight. Charlie weighs substantially less than Tom and neither thought to rebalast the car when they switched drivers.

The next year Tom decided to have Charlie drive the FP car and campaign to win the NE Division Championship and attend the SCCA National Championship Runoffs. This is the start of the Campbell Brothers Racing modern era. Tom prepared his FP car, Charlie prepared his SM, and Charlie would drive both.

Charlie has won the NE Division Championship every year since then. His first Runoffs result, 2011, was a podium finish in 3rd place. Since then in 13 Runoffs appearances he has 6 podium finishes and, other than 3 mechanical failures (all Tom's responsibility), has not finished lower than 5th. In 2016 he was recognized as the NE Division Driver of the Year when he was the Division Champion in both classes. He also currently has 7 track records on the list of all the tracks in the country.

As if that wasn't enough, Charlie also qualified as a Steward several years ago and actively supports events at Pittsburg and Watkins Glen. And he served as the Deputy Executive Steward for Area 10 for a couple years.

At the end of the 2024 season, Tom retired from being an owner, entrant, and chief mechanic and sold the FP to Charlie who sold his SM. Charlie is also going to cut back on the amount of time and travel involved but will continue enter selected events close to home.

Charlie has an outstanding record of accomplishments in his 25 years in SCCA.

Thirty Years

Chip Van Slyke

Chip, our current Knockoff editor, started in Solo in 1994 then joined in 1995 competing in a '73 Datsun 240Z, a '95 Plymouth Neon, and an '84 Citation FF. He switched to road racing in 2001 in a '91 ITA Acura Integra and continues in his 1986 FF Crossle 62. Over the years Chip has served as Solo chair, Activities Director, Director at large, and Treasurer.



First Race at LRP, July 2001



At the Drop Zone 1994. Taken by my Cousin and Co-driver Eric Kroth

Thirty Years, Continued

Ellie and Rich Alexander - Rich was a racer and now is a very active flagger attending events all over the country including the SCCA Runoffs and flagging at F1 events in Canada, Miami, Texas (COTA), and Las Vegas. Rich writes: "It's all Ellie's fault. I went to races as a spectator for years. For reasons still not fully understood, she gave me a trip to racing school (Jim Russell, Mt. Tremblant) for my 40th birthday. I was so excited by this it took me 7 years to get around to going. She followed that up with buying me my first race car, a Formula Vee, as a surprise Christmas Present. My daughter is the most recent driver of that car. Ellie came to all of my races and helped with the cars. When I started flagging, she started working grid and did that for many years."

Thirty-Five Years

Thomas With - Thomas holds a Divisional Grid & Pit race worker license and has worked countless races during his years in SCCA.

Forty Years

Anne Gifford - Anne and husband Paul have for many years been members of MoHud and the Empire Sports Car Club which merged into MoHud a couple of decades ago. It would be great to see them at an event this summer.

Mike Larimer - Mike was a very active racer for many years, and faithfully served on the MoHud Board of Directors and as our Regional Executive.

Bill Hudson - Bill has been autocrossing his nicely prepared and maintained 1979 Chevy Camaro since the beginning. A terrific guy, he has been bringing a Curtis Lumber 18-wheeler to our Teen Street Survival Schools for years to talk to students about trucks on the road and demonstrate visual issues between trucks and cars. One of my fond memories is our drive to the 1986 Solo Nationals that we shared in my Mazda RX7. We passed a lot of the time on the road trip reading aloud passages from The Right Stuff, a best seller during that time.

Forty-Five Years

Finally, back in March Dennis Curley celebrated his 45th SCCA anniversary, all with Mohawk Hudson Region. I failed to include it in the Significant Anniversaries section because of an oversight to highlight his name in my spreadsheet. That has been corrected and I asked Dennis to send in a bio since he has lived in Florida for about 25 years and many current MoHudders may not know him. Others will be happy to hear from him. Here's what he shares with us in this issue of the KO:

I was recruited by my Clifton Park neighbor Harry Whitton in 1978. Harry as you may know was Grid Chief for Mo-Hud at the time. My first time as a volunteer on a log book for Grid was in July of that year for the Mo-Hud Regional. After two days playing with the cars, I was hooked to put it mildly and in 1980 I joined SCCA and got a real license.

Over the following years, I worked numerous regionals for Mo-Hud and nearby regions but I also worked professional races like ALMS, Formula 1, CART, HSR, Trans-Am, Mazda Pro Cup, NASCAR, and others. Most of the races were at Limerock and Watkins Glen, CART was at the Meadowlands. For the standing start drivers' box locator used in Formula 1, I held the locator sign at the Glen in 1980 for Eddie Cheever, Detroit in 1983 for Manfred Winkelhock and in 1985 for Elio DeAngelis. Travelling to these remote venues was a little like "MHR boys' night out" for Harry, Clark Nicholls, and me as we often had access to hospitality tents and local parties. It was a nice perk.



1983 - USGP Detroit - Dennis, Clark Nicholls, Harry Whitton

My service to Mo-Hud directly was primarily Grid functions. After the passing of Harry in August of 2000 I was listed in Mo-Hud records as Grid Chief, but often it was others who were doing the



Limerock Park - May 2007 Grand-Am, SCCA World Challenge, Clark Nicholls and Dennis

legwork. However, when our annual John Stim Memorial was to be a national point race, Jack Hanafin needed a Mo-Hud member who held a national license to run the grid. It was in the early 1980s and by that time I fit the bill on both counts.

In 1995, I retired from my day job at the New York State Thruway and soon thereafter began my snowbird life with trips to southern Florida where two of my children were living. In 1999 I moved in to a second home near them and also joined the Florida Region of SCCA. I did however keep Mo-Hud as my region of record as that was where I gained the

experience to handle varied track assignments. Not only did I volunteer at Moroso Motorsports Park (later redesigned and renamed to Palm Beach International Raceway – PBIR) it wasn't long before I was getting calls to help out at private events. This led to gigs with Peter Argetsinger, Brian Redman (Targa 60), and the Cavallino Classic (Ferraris). As time passed, I found assignments in the pits, on flag stations and control, working side by side with Race Director Bill Adam, a former Jaguar GTP team driver. For the Cavallino XIX, I was credentialed as their Driver Steward mostly because of my knowledge of PBIR.

On two occasions, Clark Nicholls was visiting Florida and we both worked flag stations at Moroso and we did pit duty at the 12 Hours of Sebring 1998 and also the Rennsport II at Daytona 2004 (Porsches). The Daytona event was staffed by Central Florida Region



Mo-Hud at Moroso 2016

SCCA and at one point Clark and I were complimented by control over the radio for our performance as it was only two of us successfully managing the very long Daytona pit lane. Clark was at pit central and I was at pit out.



Limerock Park - May 2007 Grand-Am, SCCA World Challenge- Dennis and Peter Kroth

Over these many years, I have thoroughly enjoyed my track time even though it could be demanding and tiring. It kept me active in retirement and I was always in the company of good people who brought experience and a good attitude to the tasks at hand. Although I am no longer able to actively participate in SCCA track activities at age 85, I enjoy keeping in touch with the sport by maintaining my membership and of course through great memories of friends and events.

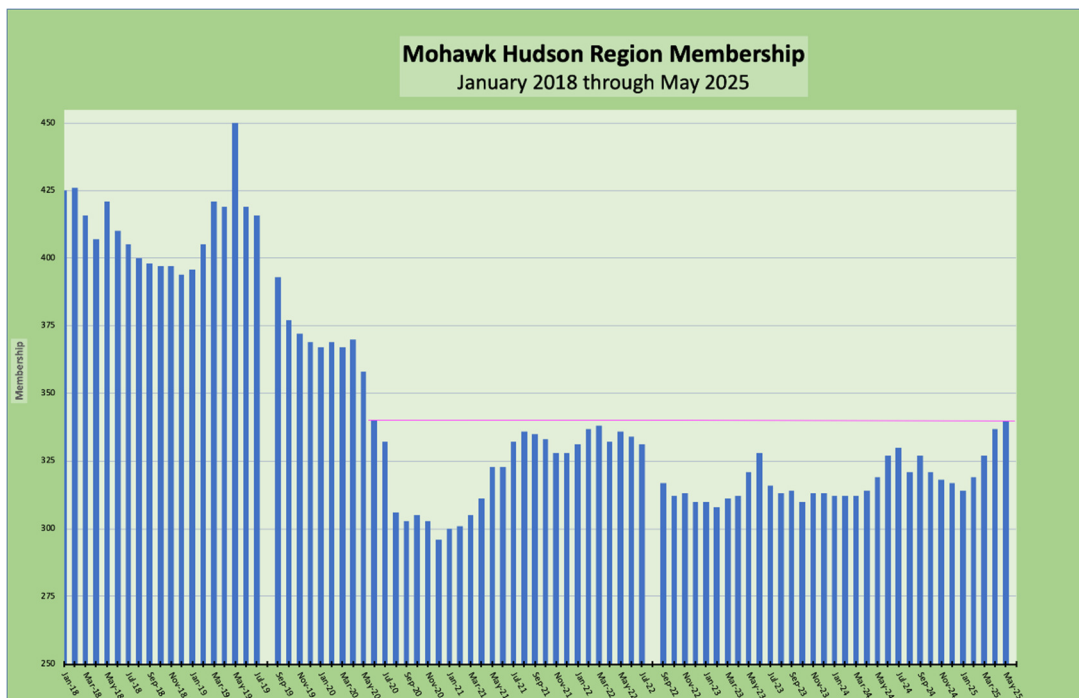


Limerock Park - 2011 - May - Dennis and grandson Jon



Limerock Park - Vintage - 9-7-2009
Dennis and Judy in a planning session

On May 19th, for the first time since June 2020, our membership total reached the 340 member level. Let's hope this recent trend will continue. See the graph.



The Collector's Shelf...

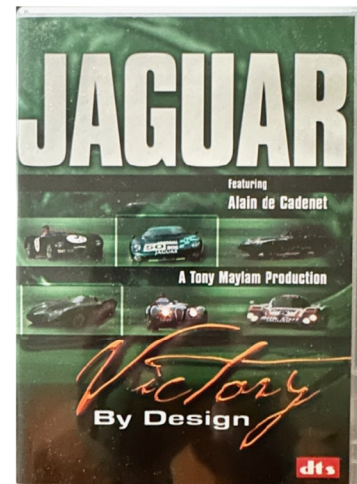
The Greatest Car Movies of All Time

No, not *LeMans*, *Ford V Ferrari*, *Cars*, *Rush*, *Winning*, or the soon to be released *F1 the Movie*. Exaggerated dramas, all of them. Too much people problems, not enough car.

The greatest car movies of all time are the six *Victory by Design* documentaries on CDs featuring Alain de Cadenet who parades before our eyes and ears histories of six of the most significant marques in automotive history: Maserati, Alfa Romeo, Aston Martin, Jaguar, Porsche, and Ferrari.

What's the big deal? Well, this is what I wrote several years ago about my favorite:

"Rather than going out to the garage to take the mufflers off your Jaguar, the best way of enjoying the full range of Jaguar sounds is to get a hold of Alain de Cadenet's video: *Jaguar; Victory by Design* and pop it in your home entertainment system. The cinematography is outstanding, and the sound is amazing. Roaring around private courses in California and the UK, every significant Jaguar from the SS to the XJ220 is run through its paces. The sound engineering not only captures the Jaguar roar, it gives you the exquisite aural experience of hearing switches flipped, pumps priming and all the other sounds that make you feel as if you are in the cockpit with Alain. When he shuts off an engine and rolls toward you (the camera), you can even hear the tires crackle on each little piece of gravel."



All six productions follow the same basic format: de Cadenet driving significant models, interspersed with relevant film clips from the time. The New York Times called it "car pornography." ...Absolutely!

The series was produced for Speedvision/Speed channel back in the late 1990s, eventually expanding to include Lotus, Corvette, Ford muscle cars, and Grand Prix Greats. You can catch a number of these in so-so quality on YouTube, but the six CDs are what you want. Scouring Amazon and eBay will get you individual CDs in the \$20 to \$40 range.

Right now: click on Google. Search...

~ PaulM.

Thinking About Importing a Race Car?

Good luck!

While the ice and slush was still with us a few months ago, we decided to look for a B-Spec BMW-Mini.

With minor searching we found a super prospect: 2008 B-Spec Mini in good condition, solid SCCA race history, reasonable price, and only 5 hours away. Just over the border in Canada.



Any thing special about bringing across the border? Umm... some Federal law and regs.

"US Code Title 49 § 30114. Special exemptions. The Secretary of Transportation may exempt a motor vehicle or item of motor vehicle equipment from section 30112(a) of this title [EPA, DOT/NHTS roadworthy equipment requirements] on terms the Secretary decides are necessary for research, investigations, demonstrations, training, competitive racing events, show, or display."

...Vehicles imported for those purposes are entered under Box 7 on the HS-7 Declaration form to be given to Customs at the time of importation. Unless the importer is a manufacturer... a NHTSA permission letter is needed... We grant approval for temporary importations under Box 7 in annual increments for up to three years if duty is not paid on the vehicle, for up to five years if duty is paid. We are not averse to granting extension to existing approvals if we receive a request in writing to do so, supported by a full explanation of why the extension is needed. Vehicles that are temporarily imported must be exported or destroyed upon the expiration of the period for which importation has been allowed"

These exemptions do not apply to cars 25 years or more older, nor do they apply to newer cars intended for road use. Older cars generally get a free pass, and newer production cars must be brought up to current EPA/DOT/NHTS standards.

The standard way of bringing goods into the US is to go through a Customs Broker. We tried several nationwide firms and several firms located in the Western New York area. None of them were interested in dealing with a race car.

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Importing a Race Car ...cont'd

If you want to bring a newer race car into the US for a season or two of racing, and can comply with the reexport-or-crush requirements, it's just a matter of paperwork ahead of time and at the border. Old-timers have stories about bringing cars into the country and having reported or considered the car destroyed in racing or stolen. However, the internet abounds with recitals that the Feds are stricter these days. Importer beware.

On the other hand, if you want to keep the car in the US with full ownership, you must take the chance that Federal bureaucrats will approve continued exemption until such time that the car's legal status is changed by age and/or law. A Hobson's Choice that we were not willing to deal with.

There are a few other import options that one could follow, including shell ownership entities and other imaginative paths, but they all appeared too expensive and time-consuming.

Fortunately, Mini specialist Frank Schwartz found us a winner down in Leesburg, Virginia. So Diane got out the checkbook and we travelled South to pick it up.



But wait! That's not what's in the driveway today!

Yup, but the story of how Diane got #44 is for telling over a beer...



~ PaulM.

Treasurer's Report

Mohawk-Hudson SCCA Treasurer's Report – June 2025 Knock Off

At the end of April 2025, the account balance was **\$25,351.12**.

May banking activities:

Income for the SCCA Membership dues (April 2025) and sold Road Racing logbooks.

Expenses include the Tire Rack Street Survival (TRSS) event permits (both April and November 2025); Bus maintenance, fuel and new EZ Pass initial funding/refresh; and new Road Racing logbooks and stickers.

Sal and I successfully opened a Broadview Federal Credit Union (BFCU) account and transferred some Citizens Bank (CB) funds into an interest-bearing Money Market/Checking, a 6-month Certificate of Deposit and a \$1 "anchor" Savings account.

The "personal" EZ Pass account was closed and a "business" EZ Pass account opened for the bus. The refund for the balance of the "personal" EZ Pass account will be deposited into the CB checking account.

SCCA, Motor Sports Registration and "business" EZ Pass transactions have been verified to use the new BFCU Money Market/Checking account.

As of May 26, 2025, the account balances total **\$25,818.56**.

Looking ahead:

At the end of May, interest will post for the BFCU Money Market and CD. Woo-hoo!

Waiting for the SCCA Foundation Grant to cover TRSS expenses.

When appropriate, close the CB checking account and move the remaining funds to BFCU Money Market/Checking.

July (13th and 27th) and August (10th and 24th) are the four MoHud Solo events at the IBM-Kingston lot. Come out to have fun, socialize and help cover the Port-a-Potty expenses!

MINUTES OF THE MEETING

MONTHLY MEMBERSHIP MEETING

WEDNESDAY, 5/07/2025

Meeting was held at The Hedge Bistro Meeting was called to order at 7PM by RE Sal Baisley

MEMBERSHIP REPORT - JIM GARRY

- As of the 7th of May, membership totaled 339, with 14 of them being new
- See the membership report published in the Knockoff for more details related to new members and important anniversaries

KNOCKOFF - CHIP VANSLYKE

- Anyone looking to add anything to the Knockoff, please have submission to Chip by the 20th of the month
- A motion to accept the minutes as published in the Knockoff for the month of April was brought by Eric Smith and seconded by Diane Malecki. All members present voted and the motion passed "ALL FOR"

TREASURER'S REPORT - PAT CLAIR

- As of the 7th of May, balance in the Citizens Bank account was \$10,103.50 and balance in the Broadview account was \$15,104.00, making a total of \$25,107.50
- We have started moving funds from the Citizens Bank account to the Broadview account. This is why we have 2 different account totals. This is only temporary

SOLO - RUSS BURKHART

- Nothing new as of now
- Dates for AutoX have been set and can be found in the official calendar
- No new sites have been found, but the search continues

TRSS - SAL BAISLEY

- We held another successful TRSS
- Our final tally was 19 students
- Only one car this year did not finish the event "normal BMW problems"
- A thank you for all volunteers who helped set up and instruct

- We are still in need of either Event Lead or a Chief Instructor for the October event held on 10/18/2025. Anyone looking to fill either of these roles, contact Sal

RALLY - KEN RELATION

- The rally held on 4/13 was a huge success with 10 teams competing
- Anyone looking for a play by play breakdown of the rally, feel free to contact Ken
- The fall rally will be held on 10/26/2025 and be starting in Rensselaer

TRACK - SAL BAISLEY

- There are many local track events, all of which can be found on the official calendar

ROAD RACING - SAL BAISLEY, RICH WELTY

- No more Tech Parties are scheduled
- The season has begun
- All RR event dates can be found on the official calendar

ACTIVITIES - TRACY BURKHART

- There is a possibility of going to attend a ValleyCats game at HVCC in June or July
- More info to follow

OLD BUSINESS

- No old business needed to be addressed

NEW BUSINESS

- The bus now has new tires and other basic maintenance completed
- We are still in the process of getting the bus inspected. The delay is due to registration issues
- The board has decided that if any other major issue arises with the bus that the club will need to investigate getting something new
- Until further notice, all monthly meetings will be held at Guptill's in Latham, same date and time

A motion to end the meeting was brought by Rich Welty and seconded by Ken Relation at 7:45PM. All members present voted and the motion passed "ALL FOR"

**Regional Executive**

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The Knock Off (newsletter)

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Chip VanSlyke