



# The Knockoff

NEWSLETTER OF THE MOHAWK-HUDSON REGION SPORTS CAR CLUB OF AMERICA (Mo-Hud)

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**August 2025**



**This haunting shot** by EJ Smith of Thompson Speedway just before the “Midnight Madness” races in July brings to mind the interplay of GE’s Schenectady works and area motorsports over the last 10 decades.

Starting in 1926, many GE facilities became off-the-books metalworking and foundry shops fabricating parts for sprint car racers at Altamont and other upstate racetracks. But the company’s formal contribution to motorsports dates – sort of -- to June 17<sup>th</sup>, 1938, when GE engineers installed floodlights at the Altamont oval for an experiment in nighttime illumination of a fast-paced sports event.

Up to then, stadium illumination had been rudimentary and focused on baseball games. The GE lighting experiment at Altamont was undertaken to study feasibility of new high-powered incandescent lamps to light horseracing tracks. The lights were still there on Saturday the 18<sup>th</sup> when AAA sanctioned races were held on the oval, but as the sprint cars ran in the afternoon, the GE lights rate only an asterisk in motorsports records.

More important to KnockOff readers is the connection which goes back to January, 1956, when MoHud was chartered on behalf of five petitioners, the majority of them GE engineers.

Thank you, Thomas Edison...

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# Calendar

**Aug 2** - MoHud Competition Car display at SAM Auto Show. Due to a rainy May, the SAM has postponed their Spring Car Show until Aug 2<sup>nd</sup>. Contact Tracey Burckhard or Chip Van Slyke to volunteer your SCCA autox/road race competition car to be part of our display.

**Aug 6** - Membership outing @ [Guptill's Ice Cream](#). 6:30pm, bring your fun car and enjoy some ice cream while visiting with fellow members.

**Aug 11** - MoHud Solo Event 3, Kingston IBM Lot. Registration open.

**Aug 25** - MoHud Solo Event 4, Kingston IBM Lot. Registration open.

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

**Sept 3** - MoHud Membership meeting. Details TBA

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

**Oct 1** - MoHud Membership meeting. Details TBA

**Oct 18** - MoHud/Patroon/SAM Tire Rack Street Survival

**Oct 26** - MoHud GTA Rally. Details TBA

**Nov 5** - MoHud Membership meeting. Details TBA

**Dec 3** - MoHud Membership meeting. Details TBA.

**Jan 17** - MoHud Annual Meeting & Awards Banquet, The Factory Eatery & Spirits, Ballston Spa.



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Herodotus, Pat Clair, Greg Rickes, EJ Smith, Jim Garry, Thomas Edison, and Sam Altman contributed in one way or another to this issue of the KO. James Ray from NER was dragged in as well. Count (Elliot) Zborowski drove the whole thing. If nobody steps up to relieve Chip VanSlyke as Editor, you, dear reader, may be subjected to more of the same...



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# Membership Report

~ Jim Garry

Mohawk Hudson Region membership is at 346 as of July 23rd. Up until now we had seen an increase in each of the previous five months. At least we didn't decrease this month but are holding steady at last month's number. Over the past six months we have not decreased our membership count and have had a total increase of 34 members. As mentioned last month in this column, it's still one hundred members less than six years ago but is good news and should leave us all hopeful about interest in SCCA in this area of New York.

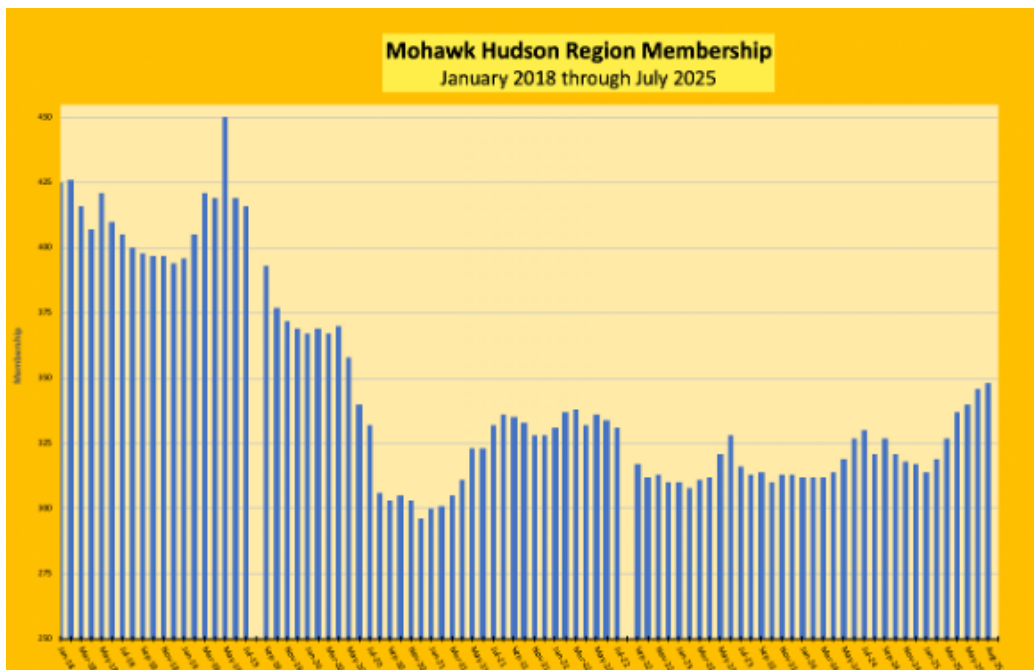
## New Members in June and July

Surya Chakrabarti,	Schenectady	
Larry Eckler,	Copake	
Chenxuguang Zhu,	Troy	
Andrew Bent,	East Nassau.	Interested in Club and Pro Racing, Rally, Solo
Tanner Schrader,	Feura Bush	
Michael Acebo,	East Marion	
Martyn Moore-Bridger,	Copake Falls.	Interested in Track Days
Richard Lord,	Queensbury	

## Significant Anniversaries

*Twenty Five Years* – Alex Shchipkov - Alex hasn't autocrossed recently but he is one of the fiercest drivers I know. We hope to see him come back out in the near future.

*Thirty Five Years* - James Neese - Thank you for your loyalty to Mohawk Hudson Region for all these years.



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# Treasurer's Report

~ Pat Clair

**At the end of June 2025**, the accounts totaled **\$16,612.02**.

July banking activities:

- Solo Event #1 (07/13/2025).
- Income for the SCCA Membership dues (June 2025).
- Miscellaneous Administrative expenses.

As of July 21, 2025, the accounts totaled **\$17,696.14**.

Looking ahead:

- SCCA Foundation Grant funds deposit for TRSS.
- EZ Pass refund for closed "Personal" account.
- MoHud Solo Events:

#2 (07/27/2025),

#3 (08/10/2025),

#4 (08/24/2025).

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## Solo Bits

~ Pat Clair

MoHud's July 13<sup>th</sup> Solo event at Tech City in Kingston drew 64 participants (47 members and 17 non-members)! The weather was mostly overcast and a nice temperature. Perfect for the drivers.



MoHud RE Sal Baisley at MoHud Solo #1, 07/13/2025. (at Tech City, Kingston, NY)

"It's not how FAST you drive - it's how you drive FAST".

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## And Speaking of Members...

**Got a note from Dave Hathaway** pointing out that he was omitted from last month's list of MoHudders participating in the Paddock Crawl at Lime Rock. He served as a pit marshal. (Remember that fact.)

These days Dave is best known for his shepherding of the Donovan Motorsports E-Type Jaguars in the garages and at vintage events.

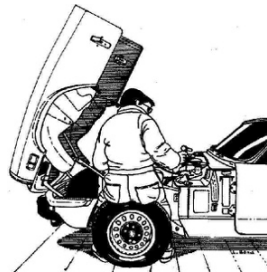


Dave joined SCCA in the 1960s and is a Lifetime Member. Although he hails from NER territory over in Massachusetts he was part of a group called the Pittsfield/ Berkshire Motor Sports Club that focused west to the Capital District rather than east to NER.

In the 1970's he was known as a racer. Those with long memories tell us that he partnered with Bob Claffie to race a Spitfire under the banner of Parsimonious Racing, and may have raced a LeCar in that almost forgotten series. By the 1980s he was MoHud Assistant RE (1980-81-82) and was MoHud's unofficial program director, arranging events and speakers.

There's a story out there that the first race event Dave worked was at Lime Rock in the late '50s. He was a pit marshal of sorts. As a teenager he was too young to be allowed on pit road (such as it was) but he was positioned on the roof of one of the trackside buildings and his job was to sound a loud horn whenever a car came off the track and into the pits!

Now you know "the rest of the story"; the point being that unlike old soldiers, who Douglas MacArthur said "...just fade away..." , old racers just keep on going.





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## August, 1974...

Mohawk-Hudson Region SCCA - Knock-Off

### OUR OWN RACE - Lime Rock Park, Aug. 3

Overcast skies greeted workers and entrants of the Mohawk-Hudson Region's combined NARRC-NYSRRC race, but thanks to the prescience of Butch Sciaara Mo-Hud once again overcame the odds of 80% rain probability to hold a dry race meeting. The total entry was around 170 cars, down from last years 200 plus. Surprisingly the formula car contingent did not turn out in the expected overwhelming numbers, thus accounting for the smaller than anticipated entry of less than 40FFs, 10 FSCCA and SVs and 35 FVE in addition to around 85 assorted closed-wheelers. There were some problems in the organization of practice, and a few people were unfortunately deprived of their victory laps : these problems while not overwhelming were annoying to competitors, and the reason they cropped up is pretty simple ; with the Region only putting on one race a year, our people simply don't get enough practice at race administration. More races for Mo-Hud next year ?

Race #1 was for G&H Prod. and C/Sedan. Bob Wanta had the Dyno Corp. Spitfire on the pole, and from the start had an easy time winning GP and overall. The HP cars of John Barry and Fred Wentzell put on the main action of race #1 as they traded the HP honors as second overall for most of the race with Wentzell eventually perservering. Dave Hathaway had a run in fourth place, second GP, that was almost anti-climactic: the previous weekend at Thompson he ruined his engine. Steve Thompson "loaned" David a new bottom end and The Garage/Parsimonious Racing crew labored mightily to get a new engine put together. To top things off Dave had problems with clutch slip in practice, which meant a hasty transmission pull before his race. Then he drove more or less all alone in the race. Mo-Hud's John Stim likewise had little challenge in CS, scoring another win in his Datsun 1200. What began as a three-way race behind Stim between the Bugeyes of Mike Banning Bruce Goldman and John Bogart ended in Banning's favor as Goldman spun and Bogart got outraced.

The "box score" doesn't tell the story of race #2 for C/SR and E&F Prod. As the field came down the hill on lap 1, led by Ted Wenz, Mo-Hud's Don Valenti went off backwards, side-swiped the Armco, then came back on to the main straight, facing in the right direction but sitting "dead in the water". Those behind went all over the track and the verge to avoid, but the Healey 100-4 of Jim Reilly was left without any room and slammed into the back of the Porsche 914. Dirt, smoke, and debris littered the track as we waited long seconds for both drivers to move clear of their cars. They both did, and while the corner crews worked to secure the area with both cars sitting right in the middle of the track, the pack descended to complete lap 2. The officials, seeing the conditions just up the track hung out the red flag, which in turned caused some hair-raising antics as the rest of the field tried to get stopped. Neither driver involved was more than superficially injured, but both the classic Healey and the immaculate 914 looked like "totals". On the restart M-H driver Ted Wenz again moved the Comp. Research Elva C/SR into the lead ; his main challenge was on the move from the back of the pack. Jim Petrie (Lotus 23 C/SR) had problems getting underway on the original pace lap and had to take up a position at the rear, along with another potent C/SR driven by Stu Forer. These two moved swiftly through traffic, though Forer pulled out on lap 4, and soon Petrie was up to second. But Wenz was clearly more than a match for the Lotus, as Petrie was unable to close the gap. Bruce Gunther, except for his displacement by Petrie was unchallenged in third in his Bobsy C/SR, while Alan Howes had little trouble winning EP in his Porsche over Eliot Brown's MGB. Ed Benner was at the front in FP, but the chief contest of this race was between Mo-Hud drivers Harold Cameron (Midget) and Bob Claffie (Spitfire) for second in FP. Harold and Bob had a real race of it changing position every lap. It would have been a race down to the line if Harold hadn't gotten a flat tire with just a few laps to go; though his race with the Parsimonious FP car was lost, he tried to hang onto the car until the end, finally pulling in to be credited with 12 laps completed.

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# Toolbox Update

## When to Buy Harbor Freight Tools

When it's time to buy tools Harbor Freight often provides an economical but sometimes perilous option. Sometimes you get a bargain, sometimes you waste time and break things. Here's a handy decision tree for your next tool purchasing dilemma.

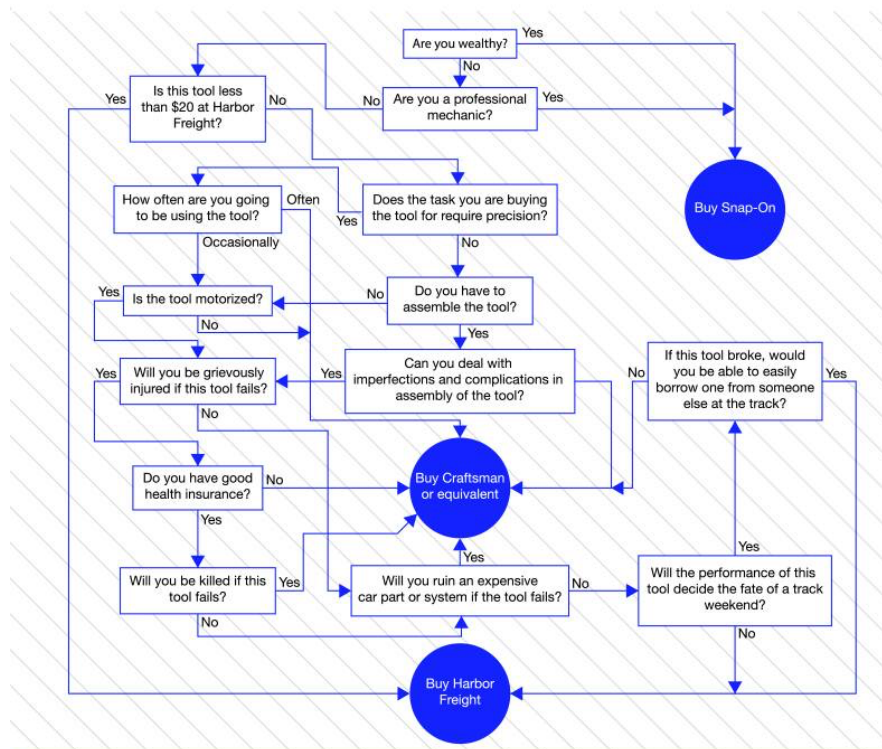


Chart insert: Do you work on Kubota tractors?

No: Return to original chart

Yes: Buy Snap-On



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# MoHud at Midnight Madness

NER and Historic Race Group

Thompson, July 5<sup>th</sup>, 2025

The Night Race Results...

## Group 3

Christopher Zarzycki	Caraca D FV	7 <sup>th</sup> in Formula FVR (FVR allows alternative wheels/tires)
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## Group 4

Max LuxRamos	BMW Mini	2 <sup>nd</sup> in B-Spec
James Cutler	Mazda 3	1 <sup>st</sup> in C-Spec

## Group 5 - HRG

W. Scott Stickle	Jaguar E-Type	2 <sup>nd</sup> in HRG5
George Harmuth	Triumph Spitfire	1 <sup>st</sup> in HRG1

## Group 8

Austen Levesque	Toyota GT86	3 <sup>rd</sup> in T3
Salvatore Baisley	Miata	1 <sup>st</sup> in ITEZ
Edwrd Zemeck	Miata	6 <sup>th</sup> in SM2
Jared Lendrum	Subaru STI	4 <sup>th</sup> in T3

Note: Max went to 1<sup>st</sup> in NERRC B-Spec standings after Midnight Madness

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On the left we see what my AI assistant thinks is a Triumph Spitfire race car. On the right we see James Ray's photos of a real racing Spitfire; George Harmuth's #7 at Thompson. AI drawings can be fun/frustrating in what they give you, but James' postings in Flickr show the real thing. To find a shot of a specific car at a specific race, look to his postings as Flickr 54, or scroll through the "NER SCCA Club Racers" Facebook site until you spot one of his postings. Make sure you give him credit and thanks...

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