



THE



KNOCK OFF

Oct 2025 Issue

The Publication of the Mohawk-Hudson Region SCCA

MoHud at the Fun One

Watkins Glen International, Sept 13-14

By Teresa Lux Ramos

Road racing was on again as several members of MoHud traveled to the SCCA Finger Lakes Region for the "Fun One" at Watkins Glen September 13th and 14th.



TJ Hanifan at speed in the Carousel

Situated high on a hill, one can see the sun rise and set from the track. Hot air balloons were spotted on Saturday to the north. The weekend included six race groups and a time trial event. Qualifying and racing on Saturday happened on the 3.4 mile long course while Sunday's occurred on the 2.4 mile short course. Doug Garrison (SFR3) shared that the short track at Watkins Glen is the fastest track he runs in his class. MoHud racers came out in force.

Johannes and Marianne Krauss, Vince Gentile, and Sal Baisley volunteered. A change of pace for Sal, instead of working in Tech he was the Time Trial Steward on Saturday. A bit of history learned from Marianne Krauss was that in the past MoHud exclusively hosted the SCCA club racing events at Lime Rock.

Adam Figarsky	Group 4	SM2
Austen Levesque	Group1	T3
Bill Dergosits	Group1	T4
Chip Van Slyke	Group 2	FF
Diane Malecki	Group1	HP
DJ McArdle	Time Trial	ST1
Doug Garrison	Group 5	SFR3
Jared Lendrum	Group1	B-Spec
Jim Cutler	Group1	C-Spec
Matt Fraley	Time Trial	ST4
Max Lux Ramos	Group1	B-Spec
Patrick Stringer	Group 5	SFR3
Paul Malecki	Group1	HP
TJ Hanifan	Group 4	SSM

Continued on Page 2...



www.mohud-scca.org



www.facebook.com/groups/MoHudSCCA/

MoHud at the Fun One, Continued

Racer Highlights:

Doug Garrison (SFR3) improved his race finish on Sunday after making some adjustments on his car Saturday evening which made him faster as he had hoped. Doug has been racing with the same car for over 25 years; this is his 5th event this year. He got his start using a co-worker's car (Sprint Renault). His first race after getting his novice permit was at Lime Rock. Doug decided after a year or two renting cars would be expensive, so he purchased his current car. He has been racing ever since in addition to being the Training officer for the Town of Greenport Fire Department – a volunteer for over 50 years.

Carrying on a MoHud family tradition, TJ Hanifan came out for his annual race with the #55 SSM car. TJ has been a racer since 1997; "racing is a lot of fun." He has also raced in the FP and Spec Miata classes. TJ finished first in class in both races besting his short course qualifying time in the race by almost a second.

Dirt track racer turned C-Spec racer Jim Cutler set a new C-Spec track record for the long and short course. The time to beat for future C-Spec races on the long course is 2:31.703. On the short track the record is now set at 1:42.477.

From the Editor

September marks my last racing event of the year. I'd like to do the NERRC and NEDIV championship at Thompson, but my engine woes continue and I don't see much point to beating on this motor any longer. I may be down but I'm not out. Data collection and leak down testing tell me what (I think) I need to do



Valve Job 2024- Didn't do the Trick

in the off-season and I can't wait to get started. Of course, the temptation is to get going right away but there's plenty of time and it's time to give the pocketbook a rest. The good news is the bottom end of the motor appears to be sealing well and most of my sealing issues are in the head which was cleaned but not given a valve job in the spring.

Curiously, the weak cylinders seem to have stayed that way through last September's valve job so I suspect valves and guides are to blame. That, plus a short list of bottom end issues including getting the compression ratio right and lightening the pistons to the legal minimum, should get me back to being competitive next year.

This month is packed with updates from the field. See race coverage from two events by two authors as well as Jim Garry's annual sojourn to Lincoln NE.

Many thanks to our story contributors including **Teresa Lux Ramos** ([page 4](#)), **Jim Garry**([page 6](#)), **Pat Clair** ([page 4](#), [15](#)), and **Paul Malecki** ([page 10](#)) !

What's Happening

- Oct 1, 2025** **Monthly membership meeting, Metro 7 Diner, 1090 Troy-Schenectady Road, Latham NY**
- Sept 29-Oct 5, 2025** **The Runoffs National Championship – Road America, Elkhart Lake WI**
<https://www.scca.com/runoffs>
- Oct 5, 2025** **Solo Event #5, IBM Kingston.**
<https://msreg.com/MoHud-Solo-2025-Event5>
- Oct 19, 2025** **Tire Rack Street Survival, Saratoga Auto Museum/SPAC Lot**
Student Registration:
<https://www.motorsportreg.com/index.cfm/event/register.trss/uidEvent/D1722384-0CE2-F63F-EBE470711B9B4686>
Instructor Registration: <https://msreg.com/TRSSInstructorReg10-19-2025>
- Oct 26, 2025** **Falling Leaves GTA Rally. Brunswick-Brittonkill HS**
<https://www.motorsportreg.com/events/falling-leaves-gta-rally-brunswick-brittonkill-hs-scca-mohawk-hudson-001921>

Check out the full regional calendar at:

https://calendar.google.com/calendar/embed?src=4l0pcskqj0sbmtg8scke5et658%40group.calendar.google.com&ctz=America%2FNew_York

Tales from the Track

New England Region Pig Roast (Sep 6 – 8, 2025), Palmer Motorsports Park, Palmer MA

By Teresa Lux Ramos

NER hosted their 6th road racing weekend at Palmer on September 6th and 7th -the annual Pig Roast topped off with the famous Ice Cream Truck. Due to the inclement weather, the numbers varied between who was registered and who participated in the different sessions.



Sept 6th Weather at Palmer (Courtesy of Pat Clair)

Race 1 was reduced to 15 minutes plus a lap in the hopes of beating the storms but when lightning was spotted 8 miles away during the beginning of Group 5, racers were black flagged and workers were quickly picked up by the Whiskey Hill bus and two ambulances. Max LuxRamos, a driver turned flagger for the weekend, stated this is the only time as a driver he was happy to be taken off track by an ambulance. While Palmer was spared from the worst of the storm with tornados to the southeast in NY and west in MA, racing was complete for the day as many enjoyed each conversation under the big tent. Luckily, there was a break from the rain in time for dinner.

At the time of the black flag, some of the cars had not completed a full green lap so the Race Steward gave them the opportunity to start anew during the rain on Sunday morning with a full race. Rain continued throughout the conclusion of Race One for Groups 6 and 7 into Race 2 tapering off around Group 3. To fit all

the races in by 6pm, Races 2 and 3 were reduced to 14 minutes plus a lap and there were no victory laps.

MoHud was well represented with racers and volunteers. Vince Gentile and Richard Welty inspected cars and logbooks in Tech; Drew Bent, Greg Biel, Paul Hintz, EJ Smith, and Max LuxRamos were registered as Flaggers; and Theresa Lux assisted in Timing and Scoring. A few of the MoHud members also helped serve the buffet dinner which consisted of bbq chicken, pulled pork, mac & cheese, coleslaw, and cornbread.



Rich Welty and Vince Gentile in Tech

Sal Baisley (#68 Mazda RX-7-IT7) was the first MoHud driver on track in Group 1 in his 3rd club race of the year. Sal "double dipped" helping as an instructor in Group 7 with CRE.



Sal's IT7 RX-7

During the rain on Sunday morning for Group 1 Race 2, Sal completed enough laps to count as a finisher of the race although he was not on track for the full session. At the end of the racing weekend in Race 3, Sal also came in one lap early with engine issues as CRE finished out their last lap. Utilizing every second on the track during his regular races, Sal placed 2nd, 3rd, and ended in 2nd place for the Feature Race.

Austen Levesque (#88 Toyota GT86-T3) was the solo MoHud driver in Group 3 racing against a slightly smaller number of registered cars. Five cars competed in T3, Austen taking home the 2nd place finish in the Feature Race.

Group 2 was packed with cars including Nick Galuardi (#5 VW Protoform P2-FV), Chris Zarzycki (#21 2001 Caracal D FV-FVR) and Ron Bass (#57 1998 Volkswagen Mysterian-FVR).



Nick Galuardi's Protoform Formula Vee

During Qualifying and Race 1, Nick was battling the #4 FV for the lead coming out as the winner with the pole position and first place in Race 1. Rain played a factor in his performance in Race 2. Nick noted "racing out in the rain helps highlight what the car can do"; this being a new car to Nick and he is still learning the limits and abilities of the car. Nick held onto the 2nd place position for Race 2 and the Feature Race. Group 2 requested two pace laps for Race 2 in the rain and a moment of silence was observed before the start of Race 3 to honor fallen Formula driver Jonathan Weisheit after his passing due to a racing accident in August at Summit Point Raceway.

SCCA Solo Nationals 2025- Part 1

By Jim Garry

Late on Friday, our 6th day in Lincoln, Ken and I finished our 5th heat worker duties and drove the golf cart the half mile back to our paddock spot. Rather than stay the night, we hit the road. By DeSoto, Iowa the van was on fumes (shoulda filled up in Lincoln) and we stopped for gas at a Casey's. While Ken pumped, I decided to use the rest room. Opening the door to the store I inadvertently farted. It was loud. The three people in line at the cash register turned around in unison and looked at me. I started to look away but then thought, *well, I AM heading to the bathroom.* So I looked right at them, maybe feeling a bit defiant since I had just wrecked another Nationals result. The young guy gave me a crisp nod as he reached back to the clerk for his change. The older guy winked. And the middle-aged woman gave me a very warm smile. In Iowa people are very down to earth. This was definitely a highlight of my trip.



As usual, the season started the previous October with continued development of the 1994 Citation Formula Ford I bought in February 2020 that was only a chassis plus bodywork, some wheels, a new fuel cell, and the steering rack. No engine or gearbox or suspension or axles or ... It took until 2022 to get



Artsy photo of turbines in Iowa

the car to an autocross. Following some difficult years which included engine and transmission failures of these sourced items and consistently poor handling there was significant progress during 2024 culminating in a Nationals trophy that year. But the car's handling continued to be subpar. For the winter of 2025 the primary tasks were to measure the actual anti-roll bar rates and to map the suspension in three dimensions to help analyze the suspension using computer software.

The results allowed a better understanding of the car's shortcomings including an almost non-existent rear anti-roll bar rate, a very stiff front anti-roll bar, terrible Ackermann, an issue with the front roll center, and some lesser problems. Before the season started the Ackermann was improved, a new stiffer rear bar and softer front bar were made, and the roll center was improved. During the course of the season the rear bar had to be modified twice more, stiffening it each time, the front bar softened again, springs changed a few times, and shocks re-valved.

Rather than offering a blow by blow of my season, the general story involved setbacks due to breakage, physical health, and not being as astute as I should have been. As the season progressed it seemed that the car wanted higher camber settings than is typical for a Formula Ford and higher rake. Understandably there was some resistance to using such settings and so it was a slow process of being convinced as the understeer slowly diminished with partial changes and results improved. By mid-August, after the Finger Lakes Tour, we had sufficient feedback to convince us and we finished dialing in the needed settings. The car felt much better after that.

Our last event prior to Lincoln was a New England Region event at Devens on August 17th. I set up the course but it was designed by my friend Karen Babb, renowned Nationals course designer and SCCA Hall of Famer. A perfect way to get much needed Nationals-like seat time.

The course was very well received as a pre-Nationals warm-up but disappointingly I only got ½ of a run on it. There's evidence to show that the right rear radius rod (see photo) must have suffered a weakening incident at the previous event when pylons got stuck under it causing flexing to occur. Eventual failure occurred at the August 17th event. That failure allowed significant movement in a direction not engineered for which snapped a sturdy rod end at the pushrod (which connects the shocks/springs to the upright). With the right rear spring effectively no longer attached, the right rear of the car dropped onto the pavement at about 50 mph. The lower right is where the oil supply line leaves the reservoir on its way to the oil pump.



The result was 4.5 quarts of oil dumped onto the pavement, a snapped radius rod, a snapped rod end, 3 other bent rod ends, and a slightly bent pushrod. This seemed more like damage found at a road race.

Ken and I helped clean up the spill and with help from many NER folks the car was loaded onto the trailer. Ken stayed the day to finish out his worker stint. Since I set up the course my work responsibilities were complete and I drove straight to Snapdragon Engineering, a fabricator I've employed many times over the years. He had a customer's Formula Atlantic in his shop which he moved aside in order to accept my car since this was, in his words, an emergency.

He completed all repairs in less than a week and I was able to retrieve the car, mount the Nationals tires, do a nut & bolt check, carry out an alignment plus scaling, and wax the bodywork. After a sudden low, things were looking up. Maybe we'd do even better than 2024's last trophy in class.

I've left out one point of significance in how we finished at Nationals this year. The car has kept me hopping since I started this project five and a half years ago. It had been wearing me down and preventing me from doing some of the things on my retirement list. My emotional outlook all this autocross season included not only enjoyment but also anxiety, frustration, and feeling worn out. As the trip to Nationals approached I simply wasn't in the mood, even admitting this out loud to Ken during the long drive.

But after a quiet, easy journey we arrived on Sunday afternoon, picked up our rented RV (to be able to stay on site), shopped for food, and prepared for the week. Monday is always the first day the Nationals courses are open to walking. It was chilly and raining pretty hard at times, and we went through lots of clothes and footwear. Both courses were about $\frac{3}{4}$ mile long and we walked our Thursday course (the West course) about 6 times, and the Friday course (East) another 3. The walking was good for clearing



the mind but I still had the lurking thought that I might rather be home. This was the first time I had ever experienced this at the National Championship. I was just lacking a desire to compete. A few times I looked forward to the tow home.

On Tuesday we each took four runs on the Test and Tune course. This course is run on the same pavement as the Nationals courses but seeing as how this course hasn't changed in many, many years it is highly polished and features lower grip. It's not a good idea to make changes based on this course,

just get seat time and scrub tires. Having driven the race car I was feeling a bit better about being in Lincoln. Visiting with friends who I rarely see was also a boost.

Of note, we hardly used any fuel. I wrote that off as being due to the short T&T course, only 27 seconds for my car. But I recalled that it had been happening for at least a month. Looking back now it's shocking that rather than investigate this issue, I wrote it off as being due to poor measuring. Perhaps all the other tasks were overloading me. I had scheduled a chassis dyno session for late July but cancelled due to a need for downtime. Besides, the engine seemed decent enough although I have nothing to compare it with. It's not like the Northeast is thick with C Mod cars these days.

In addition to the T&T on Tuesday, on Wednesday I crewed for old friend Craig Carr in D Mod, watched a few runs here and there both days, and walked courses each evening. I tend to read the courses quickly and always thought I had an advantage driving on the first two days rather than the last two days but that wouldn't be of help this year.

The walking made clear that the West course had at least one very long flat out section with two other flat out sections almost as long. Since my car has short gearing, the long straights meant we'd be bumping on the rev limiter in 3rd gear for long periods. So on Wednesday afternoon we decided to change to a longer 3rd. Carrying out this change meant we wouldn't have to run on the rev limiter or make the upshift to 4th, which is the only long throw in the box and costs measurable time. It was a very hot job and required a couple of hours despite seasoned FF racers who change gears a lot, able to do it in 30 minutes. We got help from former CM champion Don Elzinga and current CM champion Ben Martinez. This was another highlight of the week and was one of many examples of SCCA members helping each other during the week in Lincoln. I stumbled into bed around 830 pm that night, exhausted from working in the sun and walking another four miles. I also had a bit of a sore throat. Must be allergies, I thought.



End of Part 1

Next month: Competition begins!

Road Racing

By Paul Malecki

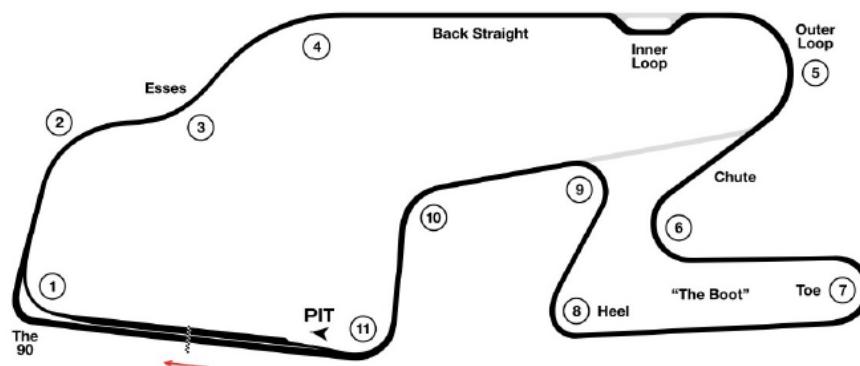
Racing at the Back of the Pack

Diane n' Paul at the Fun One - Watkins Glen September 12-14, 2025
O Fortuna...

If you want to keep your SCCA Competition License you've got to race at least one weekend a year. And here it was - September already.

The last few years we've been racing B-Spec BMW Minis in H-Production. Great momentum cars in a class that allows us to have some real competition, even if it's at the back of the pack. Rented them through Frank Schwartz' Grasspaddock operation. "Show up and race," at a reasonable cost. "Reasonable" being relative to owning, preparing, and racing your own car.

This Spring Diane decided she wanted her own Mini, and so after some interesting adventures, she now owns an R58 Mini coupe. The idea was that she could run in HP and I could race in B-Spec. Great idea, but it has been constrained by regional race organizers recently putting about half of a weekend's field in a single overpopulated run group. For the Fun Run it resulted in some 58 cars, from E-Production down to H-Production, and every other under-2-liter car imaginable, in Group 1. The only practical solution for us was for Diane to run her car and me to run a Mini from Grasspaddock.



The official Watkins Glen International raceway map you see above is rather bland, as the named parts do not sound very exciting, nor does it portray the dramatic elevation changes that make this 3.45 mile course the favorite track of many drivers. For more colorful landmark descriptions, ask any fan of international racing and they'll tell you that the "Inner Loop" is really the "Bus Stop" (LeMans; Spa), the "Outer Loop" is the Carousel (Nurburgring), and that the 1956 hilltop course mimicked the original local road circuit, while that circuit mimicked the post-war Spa circuit. And no, the hilltop course was not designed by DOT computers; they used printouts of USGS topo maps and some 3-D aerial photos from the WW-II USAAF Cherry Valley project.

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Racing at the Back of the Pack II

We had run in an SCDA event at Watkins a few weeks earlier, so we had some experience in finding the racing line, as opposed to the virtual experience of videos and cheat sheets. That's not to pooh-pooh an aid such as Ross Bently's "Track Walk," video, but you just gotta do it, not study it.

Friday the 12th was a test-and-tune opportunity sponsored by Finger Lakes Region and run by WGI personnel. We signed up and left the morning of the 11th. In what we hoped was not a bad omen, one of the trailer tires ran afoul of Mayor Sheehan's new razor-sharp curbs on Brevator Street alongside the State Office Campus. Tire shredded itself just before T-way Exit 26. No problem. Off ramp to the I-88 truckstop, call to a nearby tire store, slo ride there, a new tire, and off again in less than an hour. Made it in plenty of time for early registration at the track.



Friday was spent working on corners, especially from the Carousel on. Both our times came down as the day went on, but it was slow progress. I concentrated on Turn 6, where standard wisdom is to come down in the middle of the Chute and then graze the left-hand curb, drift out a bit to the right, then back left to enter Turn 7.

No! I was coached by SCDA to get left of middle down the chute, get one-half of the left front tire on the outer edge of the curbing, and let that curbing and the lower course edging slingshot you around. Every lap it was "I hope this works." And it did. During the next two days I was able to stay with a lot of cars until they started powering up through Turn 7.

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Racing at the Back of the Pack III

Saturday's races were on the "Long Course," challenging and fun. Scheduling was somewhat different from the usual Regional weekend, as all 6 race groups were scheduled to finish by 1pm so that a Time Trial event could be run in the afternoon. So we were at the track, suited up and belted in at the crack of dawn.

While Groups 2 through 6 had an average of 23 cars entered, our Group 1 had 57 entered -- at least 15 too many. Should have been a Group 1A and a Group 1B, split along the class performance averages that the mothership in Wichita keeps track of in their databases.

A few minutes after 8am, Group 1 qualifying was off to a ragged start. As usual, one's mind settles down after a lap, and I was pleased to see my Garmin showing a jump down in lap times. Diane reported the same. At the end we were at the back of the pack, but no steward came around telling us to go home, so the weekend's first test was passed.

Saturday's race started 2 hours after qualifying. First two laps I tried to hang on to a vintage TR-3, but he kept pulling away. I rationalized that he must have the 2-liter engine, and I knew there were a bunch of Weber carburetors, famous for delivering high-end power. under the hood/bonnet.

Mid-race, coming out of turn 1, I had a bit of excitement. Sensed something on my left, on the *other side of the curbing*, where there's not a lot of pavement from curbing to the grass. In a microsecond I recognized the B-Spec bullet train: Jared Lendrum, Max LuxRamos, and Frank Schwarz. Omigod! Lifted the gas and inched the steering a bit to the right. They made it by with at least two feet to spare, at maybe 80mph!

When you are on the track with so many cars having such a speed differential it's difficult to keep up your lap times, as your mirror is always filled with cars, and you tend to super-lift on the straights to let a bunch go by. So imagine our surprise at the post-race presentation when Diane was awarded 3rd in HP and I was 2nd. Dan DeBell, driving a wicked Volvo 142e was first in HP, finishing just behind Max overall.



Racing at the Back of the Pack IV

Well ahead of us in Saturday's Group 1, Jared and Max finished 2nd and 3rd in B-Spec, Austen Levesque was 3rd in T3, Wm Dergosits was 1st in T4, and Jim Cutler was 1st in C-Spec. New Track Record (2:31.703) for C-Spec by James Cutler

Sunday we ran the "short course," known these days as the "NASCAR Course." This bypasses the "Boot" and measures 2.45 miles compared to 3.45 miles for the full course. If 50+ cars on the long course was too many for best racing, 54 cars starting on the short course promised carnage.

Qualifying was spent learning the racing line out of the Carousel onto the short straight to turns 9 and 10. Compared to Saturday's course, on the first lap you'd enter turn 10 faster, then carry that through 11 and through the main straight. That would lead to a faster 2nd lap and beyond. The primary difference for Diane and me was the constant need to lift, as our mirrors were filled with faster cars all the time.

Race strategy for us was to simply keep out of everyone's way. I figured that if I could just make it to the checkered flag, I couldn't do worse than 3rd in HP.

The start was frenetic. On the first racing lap I came out of the Carousel to find two cars, facing each other on opposite sides of the track, leaving everyone to funnel through a gap of two car widths. That was the first lap with 54 cars on the short course... Then coming out of turn 1 for my second lap, I spotted course flaggers rapidly waving yellow and white flags. Slowing, I saw a four-car accident in the uphill esses, with debris scattered all over the course between turns 2 and 3. My peripheral vision caught a glimpse of Jared's car, sitting battered over on the right. Unwelcome fortune.

Black flags came out and we all motored to pit lane in typical Northway jerk-and-bump fashion, then sat there for about 20 minutes. Diane decided to pull out, having done 2 laps in meeting her yearly license requirements. Max had also pulled out; he had suffered at least one solid bump from others, leaving his car damaged and his chances for a podium gone to zero.

We finally restarted. I got in 10 laps of letting other cars by. At the end, for kicks, I went over the tech garage scales as if I were a medalist. Surprise! I was 2nd in HP, although Dan DeBell lapped me for 1st. Only two medals were given for HP, so Diane missed out on another 3rd. Austen Levesque was 3rd in T3, Wm. Dergosits was 1st in T4, Jim Cutler was 1st in C-Spec with another course record, Max was scored 4th in B-Spec, and Jared was scored as 5th in B-Spec.

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Racing at the Back of the Pack V

Race weekend was over for us; we had started to pack up, when right next to our garage space I spotted a smiling Chip VanSlyke rolling to the tech garage scales after finishing 3rd in Formula Ford. Like our medals, good fortune!



Reflecting on the weekend as experienced by MoHud's Group 1 Fun One runners, there were good moments and some not-so-good moments. We were all reminded that in racing, as in the rest of life, *Fortuna caeca est*.

O FORTUNA
VELUT LUNA
STATU VARIABILIS,
SEMPER CRESCIS
AUT DECRESCIS;
VITA DETESTABILIS
NUNC OB DURAT
ET TUNC CURAT
LUDO MENTIS ACIEM,
EGESTATEM,
POTESTATEM
DISSOLVIT UT GLACIEM.



O FORTUNE,
LIKE THE MOON
YOU ARE CHANGEABLE,
EVER WAXING
EVER WANING;
HATEFUL LIFE
FIRST OPPRESSES
AND THEN SOOTHES
PLAYING WITH MENTAL CLARITY;
POVERTY
AND POWER
IT MELTS THEM LIKE ICE.



Mohawk-Hudson SCCA Treasurer's Report

By Pat Clair

On **August 31, 2025**, the accounts totaled **\$28,256.90** –

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|--------------------------------------|-------------|
| • Checking/Money Market | \$18,119.29 |
| • 6 Month CD #1 (Matures 11/04/2025) | \$10,136.61 |
| • Savings | \$ 1.00 |

September banking activities:

- Solo events - income and expenses
- Transfer funds to new 6 month CD #2 (Minimum deposit \$5000)
- SCCA Membership Dues (August 2025) income
- Oct 2025 TRSS - Bare Bones Furniture **DONATION** (Thank You!)

As of **September 21, 2025**, the accounts totaled **\$30,203.90** –

- | | |
|--------------------------------------|-------------|
| • Checking/Money Market | \$15,066.29 |
| • 6 Month CD #1 (Matures 11/04/2025) | \$10,136.61 |
| • 6 Month CD #2 (Matures 03/08/2026) | \$ 5,000.00 |
| • Savings | \$ 1.00 |

Upcoming October Financial Transactions:

- Solo - Finalize August expenses
- MailChimp Subscription - Quarterly reimbursement (used for mass emails)
- Solo #5 Event
- Tire Rack Street Survival - Autumn
- MoHud Autumn GTA Rally

“If you have everything under control, you’re not moving fast enough.”

~ Mario Andretti ~

Membership Report

By Jim Garry

This month we held steady with total membership, still at 350. This is the 8th month in a row that we've either increased our membership total or held steady.

New members since August 1

Robert Maynard, Amsterdam. Areas of interest: Track days, Solo, Time Trials/PDX

Richard Rogers, Scotia. Areas of interest: Rally, RallyCross, Track Days, Solo, Time Trials/PDX

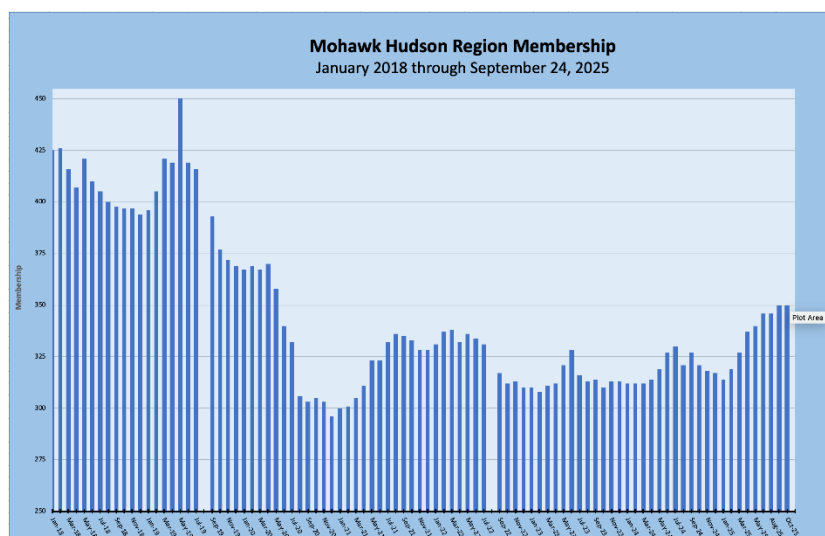
Bethany Zamek, Schenectady

Nathan Michael, Averill Park

Christopher Lane, Latham

Liz Boardway, Amsterdam

A hearty welcome to all!



Significant Anniversaries for October

Karl Danneil, 60 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. Until recently he continued to drive in HPDE events and MoHud Solo events.

MINUTES OF THE MEETING



Mohawk-Hudson Region, Sports Car Club of America

MONTHLY MEMBERSHIP MEETING
WEDNESDAY 9/03/2025

MEETING WAS HELD AT HEDGE BISTRO AND WAS CALL TO ORDER AT 7PM BY RE SAL BAISLEY

1. MEMBERSHIP REPORT
 - a. AS OF THE 3RD OF SEPTEMBER MEMBERSHIP TOTALLED 350 WITH 14 BEING NEW AND RETURNING MEMBERS
 - b. SEE THE MEMBERSHIP REPORT PUBLISHED IN THE KNOCKOFF FOR A MORE DETAILS RELATED TO NEW MEMBERS AND IMPORTANT ANNIVERSARIES
2. KNOCKOFF
 - a. ANYONE LOOKING TO ADD ANYTHING TO THE KNOCKOFF, PLEASE HAVE SUBMISSION TO CHIP BY THE 20TH OF THE MONTH
 - b. A MOTION TO ACCEPT THE MINUTES AS PUBLISHED IN THE AUGUST KNOCKOFF WAS BROUGHT BY CHIP VANSLYKE AND SECONDED BY EJ SMITH, ALL MEMBERS PRESENT VOTED AND THE MOTION PASSED "ALL FOR"
 - c. WE ARE AWARE OF THE TYPOS AND OTHER ISSUES WITH THE KNOCKOFF REPORT, WE ARE TRYING OUR BEST TO FIX THE ISSUES
3. TREASURES REPORT
 - a. AS OF THE DAY OF THE MEETING TOTAL FOR BOTH THE CHECKING AND THE CD ACCOUNTS IS \$29683.93
 - b. WE HAVE RECEIVED THE FUNDS FROM MSR FOR SOLO 4 AND FROM STREET SURVIVAL
 - c. SEE THE TREASURES REPORT IN THE KNOCKOFF FOR MORE DETAILS
4. SOLO REPORT
 - a. ALL FOUR EVENTS HAVE HAPPENED
 - b. EVENT 1 HAD 65 DRIVERS, EVENT 2 HAD RAIN AND 35 DRIVERS AND EVENTS 3 AND 4 HAD 43 DRIVERS
 - c. ATTENDENTS A LITTLE LOW THEY WE WOULD LIKE, BUT WE ARE HAPPY NONE THE LESS
 - d. OCTOBER 5TH WE WITH BE HOLDING A 5 EVENTS AT THE KINGSTON LOT
5. STREET SURVIVAL
 - a. 17 STUDENTS SO FAR WITH 7 SPOTS STILL AVAILABLE
 - b. MAKING NEW FLYERS AND FACEBOOK POSTS
 - c. STILL LOOKING FOR IN AND OUT OF CAR HELP FOR THE EVENT
 - d. DATE FOR THE EVENT IS 10/19/2025 AT THE AUTO MUSEUM AND SPAC
6. ROAD RALLY
 - a. RALLY WILL BE HELD ON 10/26/2025
 - b. LEAVING FROM RESSELER COUNTY ENDING IN AVERIL PARK
 - c. ANY COMMENTS QUESTION OR CONCERNS GET A HOLD OF KEN
7. TRACK
 - a. SEE THE MOHUD CALENDAR FOR DATES AND LOCATIONS FOR EVENTS
 - b. LOOKING FOR VOLUNTEERS TO HELP WITH THE EVENT
8. ACTIVITIES
 - a. A FEW MEMBERS HAVE STARTED A SIM RACING LEAGUE FOR ALL SKILL GROUPS THAT HAS BEEN GROWING IN POPULARITY OVER THE PASSED FEW MONTHS
 - b. ANYONE LOOKING TO GET INVOLVED FEEL FREE TO MESSAGE KEN OR HARRY FOR MORE DETAILS
9. ROAD RACING
 - a. FEW EVENTS REMAINING INCLUDING PALMER PIG ROAST, FUN ONE AT THE GLEN AND CHAMP WEEKEND AT THOMPSON
 - b. AFTER 17 YEARS OF FLAGGING EVENTS PETER KROTH HAS OFFICIALLY EXTINGUISHED HIS FIRST REAL CAR FIRE. HOWEVER AFTER OVER 20 YEARS OF TECH AND OTHER TRACK RELATED EVENTS RICH WEALTHY HOLDS THE RECORD WITH 3. SAL BAISLEY HAS AN HONORABLE MENTION OF 1 FIRE EXTINGUISHED ON HIS SECOND FLAGGING EVENT, WHICH WAS NOT ON HIS OWN CAR



Mohawk-Hudson Region, Sports Car Club of America

10. OLD BUSINESS

- a. NO OLD BUSINESS NEEDED TO BE DISCUSSED

11. NEW BUSINESS

- a. SCCA HAS STARTED TO CHANGE LANGUAGE IN THE CONSTITUTION AND THE BYLAWS AND HAVE ASKED THE REGIONS TO DO THE SAME WITH THE HOPES OF WASHING OUT A MALE ONLY INFLUENCE FOR A MORE GENDER NEUTRAL TERMINOLOGY.
- b. OUR CONSTITUTION CURRENTLY HAS 2 SPOTS THAT WOULD NEED TO BE AMENDED. ARTICLE 5 SECTION 2 WOULD NEED TO BE CHANGED TO CHAIR PERSONS AND ARTICLE 6 SECTION 6 WOULD HAVE TO BE CHANGE TO THEIR OWN PERSON BUSINESS INTEREST. EJ HAS A REPORT ON THE CHANGES AND WITH ANSWER ANY QUESTIONS PEOPLE HAVE ABOUT THESE SAID CHANGES
- c. BE ON THE LOOK OUT FOR ANY COMMUNICATION FROM THE CLUB REGARDING THIS MATTER AS WE NEED TO HAVE A CLUB WIDE VOTE TO FINALIZE THESE CHANGES
- d. SARATOGA AUTO MUSEUM WILL BE AT THE MVP AREA CAR SHOW IN NOVEMBER AND IT WAS BROUGHT UP THAT MAYBE MOHUD SHOULD HAVE A PRESENTS AT, SAM IS WILLING TO SHARE THE SPACE TO HELP LOWER THE COST OF THE EVENT ON THE CLUB. EJ IS GOING TO LOOK INTO THE EVENT WITH MEG AT SAM TO GET MORE INFO.
- e. OFFICER ELECTIONS ARE COMING UP, ANYONE LOOKING TO BECOME AN OFFICER FEEL FREE TO MAKE YOUR WISHES KNOWN
- f. A MOTION TO BOND PAT CLAIR AS THE MOHUD TREASURER WAS BROUGHT BY SAL BAISLEY AND WAS SECONDED BY RICH WEALTHY. ALL PRESENT MEMBERS VOTED AND THE MOTION PASSED "ALL FOR"
- g. NOW THAT OUR MONEY HAS BEEN SWITCHED TO INTEREST BEARING ACCOUNTS PAT WOULD LIKE TO TRY STACKING CD ACCOUNTS. THIS IS WITH THE HOPES OF GAINING MORE INCOME FROM THE ACCOUNTS. A MOTION TO ALLOW PAT TO MOVE FORWARD WITH HER CD ACCOUNT PLAN WAS BROUGHT BY HARRY AND SECONDED BY SHERRI. ALL PRESENT MEMBERS VOTED AND THE MOTION PASSED "ALL FOR"

MEETING ENDED AT 810PM AND OUR NEXT MEETING WITH BE HELD AT THE METRO 7 DINNER ON OCTOBER 1ST

**Regional Executive**

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