



THE KNOCK OFF

Nov 2025 Issue

The Publication of the Mohawk-Hudson Region SCCA

Street Survival Comes to SAM

On Sunday, October 29th instructors, workers, and students turned out for the Fall session of the Tire Rack Street Survival program at the Saratoga Automobile Museum.



How to handle your car in the wet is an important skill that's hard to safely learn anywhere else.



If it's got that much body roll in the wet, I'm scared to see it in the dry.

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MoHud member Bill Hudson teaches students the special attention required by semi-trailers



www.mohud-scca.org



<https://www.facebook.com/groups/MoHudSCCA/>

What's Happening

- Nov 5, 2025** **Monthly membership meeting. Metro 7 Diner, Route 7, Latham NY.**
www.metro7diner.com
- Nov 29, 2025** **Racing Memories, Saratoga Automobile Museum, Avenue of the Pines, Saratoga Springs, NY.** www.saratogaautomuseum.org
- Dec 3, 2025** **Monthly membership meeting. Metro 7 Diner, Route 7, Latham NY.**
Bring a toy to donate! We'll either participate in Bob Karl's holiday toy collection or donate on behalf of MoHud. www.metro7diner.com
- Jan 15-23, 2026** **SCCA Annual Convention.** <https://www.scca.com/pages/nationalconvention>

Check out the full regional calendar at:

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

SCCA RACER AND NATIONAL ADMINISTRATOR ADDED TO RACING MEMORIES PROGRAM

Saratoga Springs, NY An outstanding slate of participants for Racing Memories 2025 at the Saratoga Automobile Museum got even stronger recently with the addition of a segment on the career of noted road racer and former President and CEO of SCCA Pro Racing, Tom Campbell.

A winning competitor in cars ranging from big bore Corvettes and Camaros to Mazda Miatas, Campbell was equally talented on the officiating and administrative fronts, +and he will share his experiences and insights when interviewed at the November 29, 2025, event.

Other segments of the traditional "Saturday after Thanksgiving" program will include "The Good Old Days Weren't That Great" by event organizer Ron Hedger, Paul Malecki's look back at Altamont Fairgrounds star Grandpa Gritzback, Hedger's interview of Paul Montenegro, promoter of the Dodge City Go-Kart track and highlights of the famed Eastern States 200 at the Orange County Fairgrounds Speedway by Area Auto Racing News columnist John Snyder.

The day's final segment will feature retired drivers Dave Leckonby, Don Scarborough, Donnie Ackner and Kenny Tremont Jr on a panel discussing the stars and cars of the early dirt era at the nearby Albany-Saratoga Speedway.

"Our audience last year loved the panel on the asphalt years at Albany-Saratoga, so this year we'll look at the conversion to dirt and the era of Gremlins and drag tires," summed up Hedger. "As always, attendees will be able to ask questions of the presenters after each segment. With more TVs to show the pictures, Ken Parrotte's "Hot Laps" program of vintage photos of all types of racing before the formal presentations at 11:45 am and the traditional shared memorabilia displays, it promises to be another terrific gathering of the region's racing clan."

Along with the opportunity to check out Mario Andretti's gleaming Indy 500 roadster in the Racing in New York gallery, attendees will be among the first to view the new Golub Gallery exhibit "PONTIAC – The Age of Muscle," set to open earlier in November. Lunch items from West Side Pizza will again be available.

The Saratoga Automobile Museum is located on the Avenue of the Pines in the Saratoga Spa State Park off Exit 13 of I-87, the Adirondack Northway. More information and advance sale tickets can be found online at www.saratogaautomuseum.org. As always, museum members will be admitted free of charge.

MoHud members,

If you were ever a member or participant of the Adirondack Motor Enthusiast Club (AMEC) we would like to invite you to a Racers Reunion dinner on **Saturday January 3rd 2026**. Time and place still to be determined.

If you ever ice raced, road rallied, auto crossed, rally crossed, did one of our Euro rally cross events, or our "Studs on Ice" time trials, did an economy run, or a hill climb, (yes we did all those things and more) Or if you were a worker or just a plain member we would like to invite you to this banquet and it is FREE!!!! AMEC is footing the bill. After 72 years as a very active local club AMEC is slowing down its activities and we thought it would be a nice way to wind down. There will not be a lot of formal stuff planned for this banquet its mostly just a get together to reminisce about all the fun we have had over the years.



Many MoHud members participated in AMEC events over the years, plus AMEC and MoHud worked together in the early years on many events. If you are interested or just want to touch base send an e mail to Dave Burnham racing48@nycap.rr.com and tell me if you would like to attend. Let me know how you participated in AMEC and what years you were active. Some Mo Hud members have already signed up! I will put you on our racers reunion e mail list and send out notices and updates over the next couple of months with the details.

I hope you will consider coming and having a fun evening with your racer friends. Thanks!

Dave Burnham

AMEC past president, VP, Secretary, and Club Historian, Mo Hud Member

Solo Report- SCCA Solo Nationals, 2025 - Part 2

By Jim Garry

For Part 1 please see <https://www.mohud-scca.org/ko/2025-10-KO.pdf>, page 6.

Thursday dawned quite cold, just as the weather apps for Lincoln had predicted. I woke up at 1 am in the RV shivering and had to put on sweatpants and a sweatshirt. Race tires, especially those as soft as our Hoosier R20 compound tires, do not like the cold. At all. Running in second heat there was no way the air temps were going to get much past 60° let alone the tires' desired mid-70s. It was the same for everyone, but Ken & I didn't have much seat time with the car in its reasonably good handling mode. So, from a confidence standpoint, hot sticky tires may have helped us more than other drivers. And there was another issue I wasn't aware of yet, which will be touched upon later in this article.



We turned mediocre run times. Yes, the longer 3rd gear was helpful. We definitely would have spent a lot more time than usual riding the rev limiter or making the time-consuming shift to fourth gear. Looking ahead to Friday, we reviewed the class times it seemed like a good drive on Friday could yield a shot at a low trophy, just like last year.



Late that afternoon my work assignment was Impound, helping to weigh cars. One fellow Impound worker was a boisterous type, telling the rest of us how to do our jobs. We all let it go since his method would get it done same as other methods. During a lull in work the loud guy started talking politics. I solved the problem by collecting my water bottle and relocating myself. But later during the weighing of cars he said something that was hurtful to one of

the drivers in a Ladies class car, although he probably thought he was just being clever. A few minutes later her co-driver walked over to talk to us and explained how it had upset her friend. I responded, telling her whoever said the words was out of line, and I asked her to accept an apology on behalf of everyone in Impound. She acknowledged it and returned to grid.

The loud mouth didn't like this and let me know. Normally in a situation where I don't know people, I avoid sticky discussions but I was able to calmly express my thoughts as he went on the offensive. Surprisingly I was mostly unruffled and communicated in an unexcited voice. He'd say his piece, walk away, and then immediately return to add something else, only to walk away and then return again. Thankfully on his 3rd time back he extended his hand which I shook. Although unwelcome and difficult, this got counted as another highlight.

Friday morning was even colder, the sunshine from Thursday having gone missing. Air temperatures were 5 to 8 degrees lower. My first run was very uninspired and thus slow. The feel of the car was not instilling enthusiasm. To add to this, the overcast sky meant my sunglasses couldn't be used. But the only un-tinted glasses on hand were my bifocals; the non-bifocal glasses being in the RV a half mile away. So the bifocals were used on that first run and by the time I reached the 3rd corner I wondered why everything looked so fuzzy ... and quickly realized that my glasses had risen up in the helmet causing me to see through the lower, bifocal part. Ken's photo below shows how this was corrected. To prevent them from riding up again, friend Craig Carr used gaffers tape to secure the middle of the frames to the tip of my nose. It looked dorky but worked! Right before my next run the sun peeked out momentarily and the photo was taken.



Helicopter over CM



Tape to hold the bifocals down.
Thanks Craig.

For my second run I sought to remedy my slowness with aggression but this only resulted in ruining the entry to the stair-step slalom. It was critical to be patient heading into this element and to precisely locate the car on the correct cones, especially the very first one. Normally I do well in these kinds of elements but on that run my misplaced aggression resulted in being far off line which meant being off line all the way through this long section. Way off. Very slow.

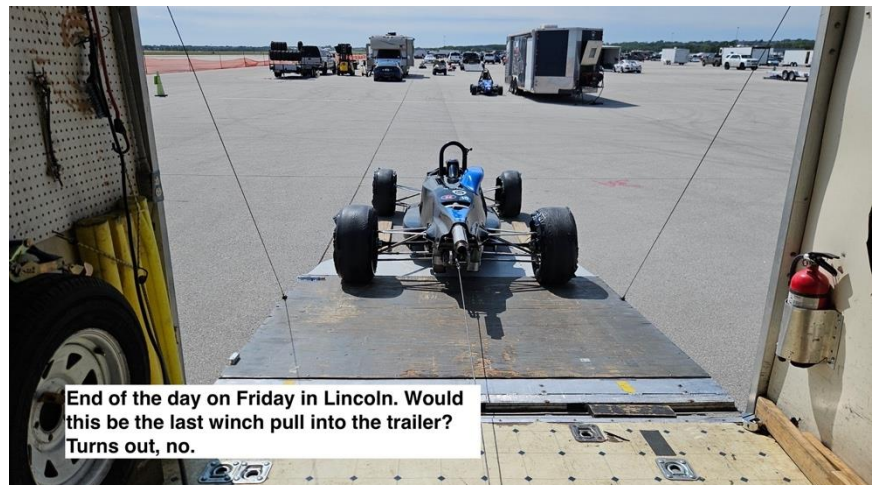
See what being behind the eight ball does to drivers! It puts them into what I term "desperation driving mode" and we overdrive. So, it was astounding when my second run time was a half second faster than the first run. It just went to show how lackadaisical that first run was.

The third run was competent and faster. Had it been my first run I would have been well positioned to build on it. Instead, my event was done, out of the trophies. Ken too was disappointed. To drive quickly in autocross or any motorsport, the car needs to provide sufficient confidence for the driver to not back down while being uncomfortable in fast transitions and corners. A vague car doesn't do that and while an "alien" driver certainly could have pulled more from this car, the grip and response were insufficient for ultimate speed.

And this car felt very vague on both days, although it was much better at the T&T on Tuesday in 75° and sunny conditions. One part of the problem was due to front camber. I now believe there is a king pin inclination oddity with these particular uprights resulting in poor camber gain. Thus this car demands a lot more static negative front camber than most Formula Fords, as mentioned in [Part 1](#) of this report. But on these cold mornings the low grip level meant the car wasn't leaning and thus only about half the tire was being used effectively, as indicated by the accumulation of pick-up around the middle circumference of the tire. The lack of front grip explains the car's vague feeling and increase in understeer. Clearly, making an adjustment to dial out some of the negative camber would have increased grip. But I was swayed by conservatism. And there was another factor at play that I would discover three weeks later.

As for the longer 3rd gear that we installed on Wednesday, it was not helpful on this course. While it saved us a bunch of time on Thursday, on this day it cost a little. Much more costly was our very poor driving but in fairness the vagueness of the car made driving difficult.

After Impound, Ken and I loaded the car into the trailer, did some packing, and then completed our work assignments (no interpersonal incidents there on the 2nd day). Afterward we returned to paddock to finish emptying out the RV, talked to some friends, and headed east to begin the 1,327 mile return trip.



A day after arriving home I tested positive for Covid.

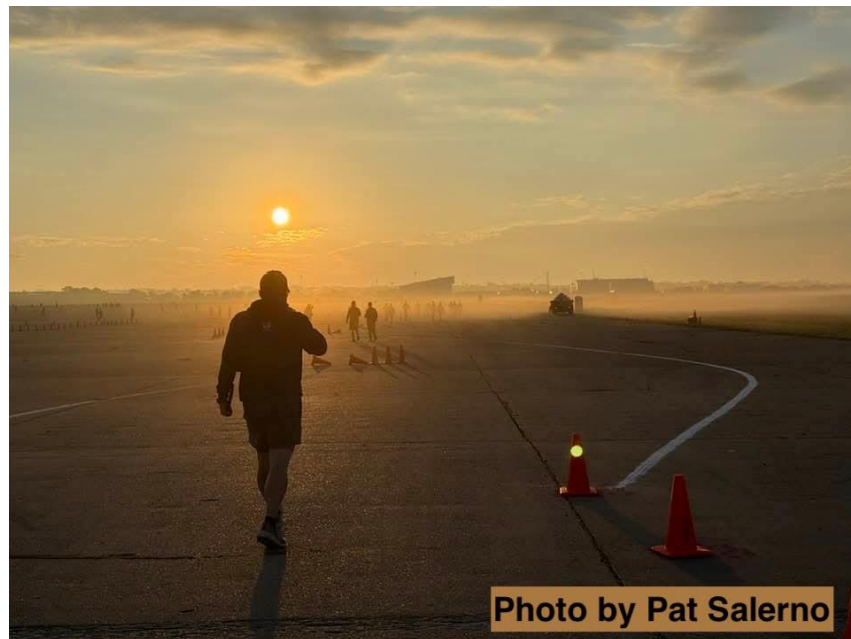
A couple of weeks later my ruminations led me to examine the force/velocity curves from the July shock revalve. Lo and behold, it turns out that the revalve was a bit backwards. Instead of the rear shocks being stiffer than the fronts, it was reversed. Why didn't I catch this earlier? Answer: ͇͇(͇)͇͇

After a couple hours of study, and thanks to a good range of adjustability, an alternate set of adjustments were devised to bring the shocks into a range of reasonable settings. In order to test for any improvement, a late September date at Devens was chosen based on the long range weather forecast. The weather guessers were right this time and it was a sunny, hot day. Gratifyingly the car was wonderful to drive! The front end stuck better than it ever had, the balance was great (after some anti roll bar

adjustments) and the car provided more fun autocrossing than at any time in the four seasons since it was assembled. Maybe I've found thing's sweet spot?

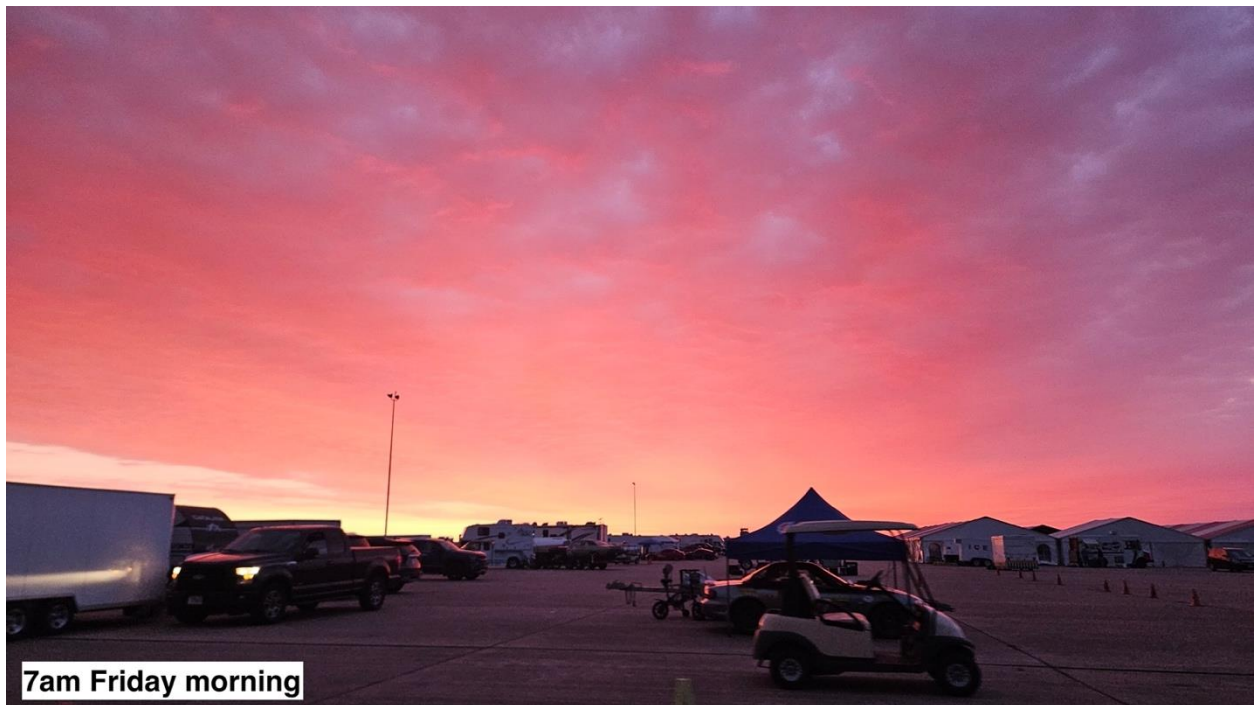
As for the future, and despite the great day of autocrossing, I wonder if I should continue with the high workload associated with this type of car. The original attraction to autocross was the driving, not the tinkering although it has come to provide a great deal of satisfaction. But sometimes that workload is a source of stress. So do I move to a less work-intensive class? Perhaps bumming rides for a year is in order to try out a variety of cars. Or can I find a young co-driver who wants to do the regular maintenance? This is likely a fictional character ... imagine Buddy Palumbo, the young protagonist from B.S. Levy's great book "The Last Open Road".

I need to decide what the car was trying to tell me on that beautiful Fall day at Devens. Was it "please don't leave me I'll be better. Here! Watch!". Or was the good behavior just its way of saying farewell?





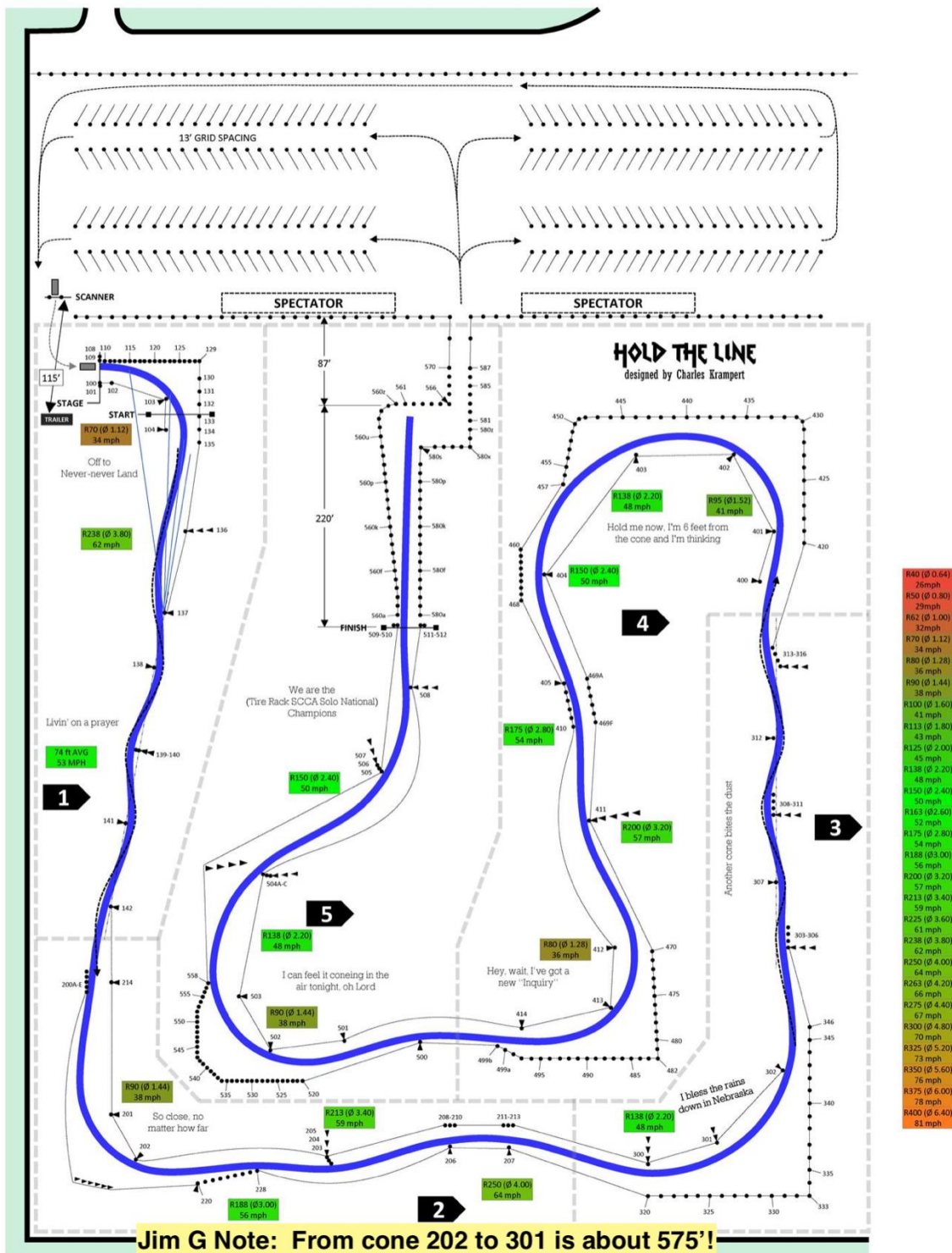
New England Region Team, 2025

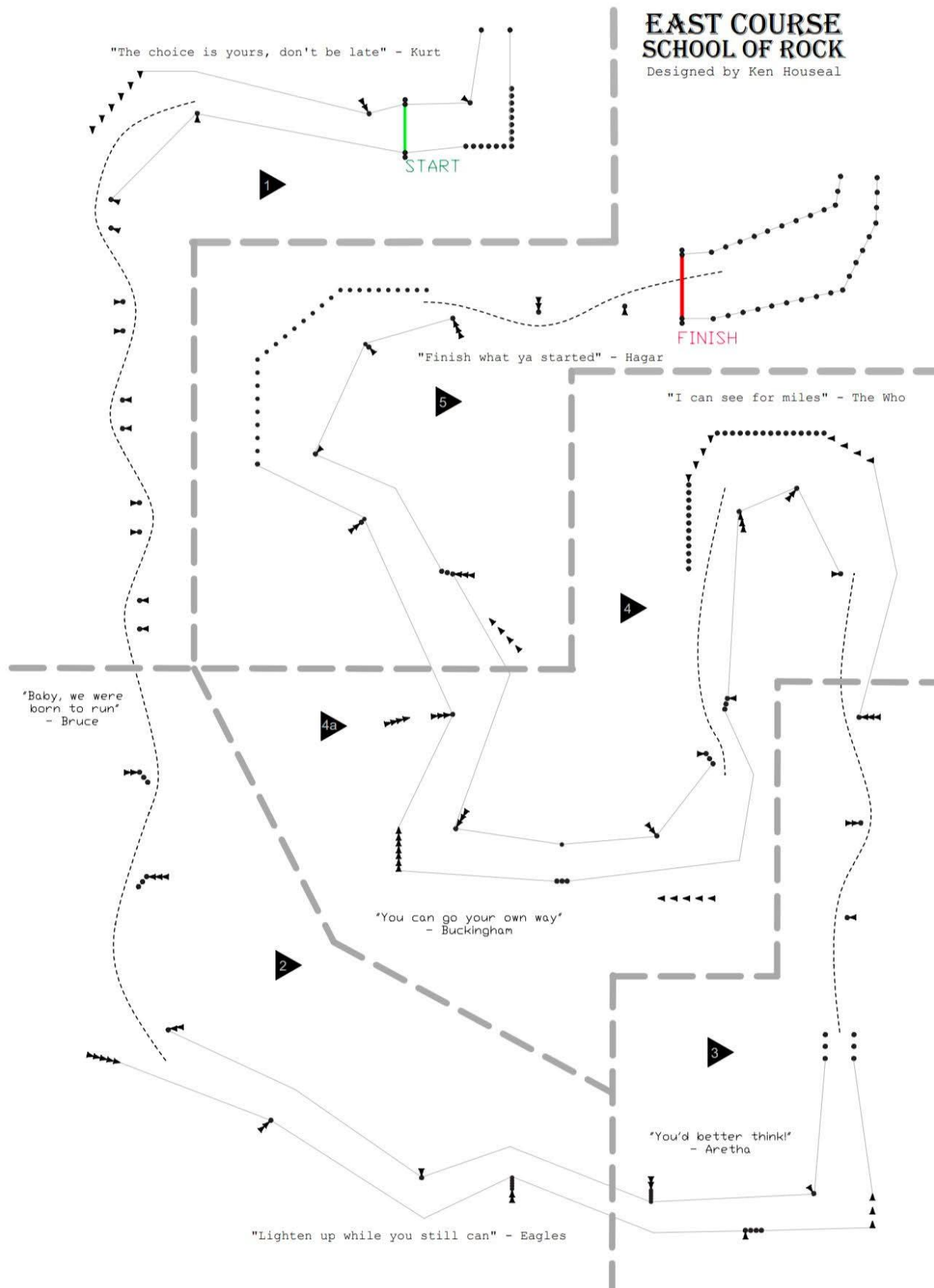


7am Friday morning









Tales from the Track

ROAD RACING

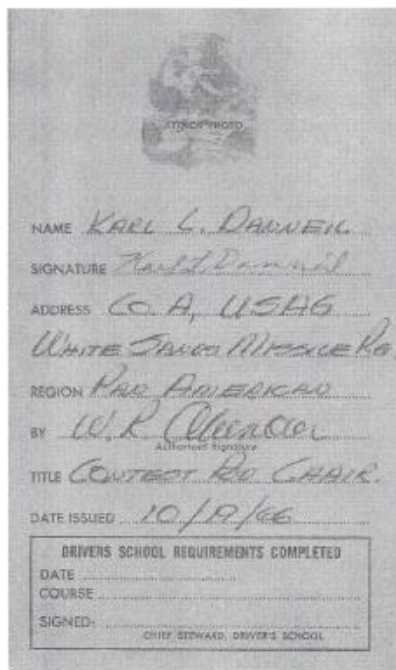
... Karl Danneils' Scrapbook

...as told to Paul M.

Last Month Jim Garry feted Karl Danneils for his 60th year anniversary of SCCA membership. As most of you know, Karl and Eleanor are currently the senior-seniority members of MoHud, granting them the privilege of saying whatever they please about anything remotely related.

Karl was nice enough to recently provide us with some items from his scrapbook, so, in his words:

"Attached is a copy of my SCCA Log Book in 1966 for my first driver school. I joined the Pan American region about one year before but have no papers from them. After I got to Pittsfield, it took a while to find MoHud...."



SCCA DRIVERS SCHOOL

NAME KARL L. DANNEILS

SIGNATURE Karl Danneils

ADDRESS C. A. USAG
White Sands Missile Rg.

REGION PAN AMERICAN

BY W. R. O'Connor
Authorized Signature

TITLE CONTEST RD. CHAIR.

DATE ISSUED 10/19/66

DRIVERS SCHOOL REQUIREMENTS COMPLETED

DATE _____

COURSE _____

SIGNED: _____
CHIEF STeward, DRIVERS SCHOOL



SCCA DRIVERS SCHOOL

Date: 10-6-66 Course: F-1 Summer

Car: Ford MK-2 Class: G-M

INSTRUCTOR'S RATING

Judgement	<u>3</u>	Courtesy	<u>4</u>
Technique	<u>4</u>	Comparative Lap Times	<u>4</u>
Attitude	<u>4</u>		
Reactions	<u>4</u>		

Rating system 1-5, 1 Lowest, 5 Highest

Total Time Spent on Course:

8 Hours _____ Min.

Satisfactory ☒

Not satisfactory ☐

Remarks: _____

Signed: W. R. O'Connor
Chief Steward

Nothing has changed over the last 60 years. They always find something to keep you from getting a perfect score in school...(pm)

ROAD RACING

... Karl Danneils' Scrapbook- page 2

**Karl's Drivers School ELVA
As Raced Afterward**



**The ELVA Some 40 Years Later
Some Body Work Needed
The Rest Can Be Buffed Out**



Membership Report

On October 22, 2025 Mohawk Hudson Region had 352 members. This is our 9th straight month without a decrease in membership count. Nice! We're still moving towards getting to where our membership numbers stood prior to the pandemic.

New Members in October

Nidia Castro, Charlton
Nico Pazminio, Charlton
Eric Steepe, Ballston Lake
Caitlin Strait, Charlton
Stefan Strait, Charlton
Richard Durocher, Averill Park
Clara Snyder, Halfmoon
Britton Floud, Ballston Lake

Thank you all for joining MoHud. We hope to see you at an event or a monthly meeting soon.

Significant Anniversaries in November

Michael Landau - 25 Years. I don't know Michael but am aware that he has raced motorcycles in addition to being a MoHud member. (EJ Smith adds: Dr. Landau is a retired endodontist who did a great job on a complex root canal for me. We ended up talking cars during each visit! From his bio on his former practice: "Dr. Landau is a lifelong car and motorcycle enthusiast and spends his spare time in the garage and at cruise nights. In the winter he is a downhill skier. A classic rock music fan, he enjoys attending live concerts. Dr. Landau retired in June of 2024")

Jon Farbman - 20 Years. Jon has been a member longer than twenty years but is shown as a 20 year member in the SCCA database because rejoins after a gap in membership is not credited in the database.

Greg Rickes reports: He raced a Lotus 7 in the late 60s/early 70s in the very competitive D Production class. He then took several decades off, came back in the 2000s to try the various classes the Miata can run, and had several class wins along the way. I haven't seen Jon in quite awhile but happy to see he is still a member (I think he was New York Region originally, joined MoHud when he moved to Greenwich, NY).



Photo of Jon in his DP Lotus 7

Mohawk-Hudson SCCA Treasurer's Report

By Pat Clair

November 2025

On **September 31, 2025**, the accounts totaled **\$30,268.79** –

• Checking/Money Market	\$15,083.00
• 6 Month CD #1 (Matures 11/04/2025)	\$10,171.34
• 6 Month CD #2 (Matures 03/08/2026)	\$ 5,013.45
• Savings	\$ 1.00

October banking activities:

- Solo - finalized income and expenses for season
- TRSS - Reimbursement(s)
- SCCA Membership Dues (September 2025) income
- EZ Pass - Refresh Account

As of **October 20, 2025**, the accounts totaled **\$29,856.51** –

• Checking/Money Market	\$14,670.72
• 6 Month CD #1 (Matures 11/04/2025)	\$10,171.34
• 6 Month CD #2 (Matures 03/08/2026)	\$ 5,013.45
• Savings	\$ 1.00

Upcoming Financial Transactions:

- MailChimp Subscription - Quarterly reimbursement (used for mass emails)
- MoHud Autumn GTA Rally income and expenses

“Some of the biggest memories are made at the little racetracks”

MINUTES OF THE MEETING

MEETING MINUTES FOR MEMBERSHIP MEETING ON 10/01/2025

MEETING WAS CALLED TO ORDER BY RE SAL BASILEY AT 700PM

A MOTION TO ACCEPT THE MEETING MINUTES FOR THE SEPTEMBER MEETING WAS BROUGHT TO A VOTE BY CHIP AND SECONDED BY BRUCE. ALL PRESENT MEMBERS VOTED AND THE MOTION PASSED "ALL FOR"

MEMBERSHIP REPORT

1. AS OF 10/01/2025 MEMBERSHIP IN THE CLUB WAS AT 350 WITH 6 OF THAT BEING NEW MEMBERS
2. SEE THE MEMBERSHIP REPORT WRITTEN BY JIM GARRY FOR MORE DETAILS INCLUDING NEW MEMBER INFORMATION AND SIGNIFICANT ANNIVERSARIES

TREASURES REPORT

1. SEE THE TREASURER'S REPORT FOR DETAILS AS THE SECRETARY HAS NO NOTES ON THE REPORT BECAUSE HE WAS GETTING CAKE FOR PETE K'S BIRTHDAY

SOLO REPORT

1. WE ARE HOLDING A 5TH EVENT AT THE KINGSTON LOT ON 10/05/2025 AND AS OF THE DAY OF THE MEETING WE HAVE 19 SIGNED UP
2. ANOTHER EVENT IS HELD AT THE KINGSTON LOT ON 10/12/2025 BY PSSC

TRSS REPORT

1. WE HAVE OUR FALL EVENT AT SAM AND SPAC ON 10/18/2025
2. CURRENTLY WE HAVE 19 STUDENTS AND 14 INSTRUCTORS
3. ANYONE LOOKING TO HELP OUT IN ANYWAY CONTACT MATT OR SAL FOR MORE INFO

ROAD RALLY

1. OUR FALL ROAD RALLY IN BEING HELD ON 10/26/2025
2. WILL BEING STARTING AT THE TAMARAC HIGH SCHOOL IN BRUNSWICK
3. CONTACT KEN R FOR MORE INFORMATION

TRACK

1. SAL TALKS ABOUT HIS EXPERIENCE AT THE TT NATIONALS

2. PITT RACE HAS ANNOUNCED THAT THEY WILL BEING CLOSING THE TRACK AT THE END OF THE 2025 SEASON

ACTIVITIES

1. NO ACTIVITIES ARE PLANNED AS OF NOW

ROAD RACING

1. THE NER CHAMPIONSHIP WEEKEND END RACE IS BEING HELD AT TMSP ON 10/17-18/2025

2. NO MOHUD MEMBERS WENT TO ROAD AMERICA FOR THE 2025 SEASON RUNOFFS

OLD BUSINESS

1. THE CHANGING OF THE BYLAWS CONTINUES AND WILL BE DISCUSSED IN THE NEW BUSINESS

2. THE CLUB DISCUSSED ATTENDING THE AUTO SHOW AT THE TIMES UNION AREA WITH THE SARATOGA AUTO MUSEUM. THIS MEANS THAT THE CAR BEING SHOWED WILL NEED TO BE ON DISPLAY ALL WEEKEND AND WITH THE RISK OF SOMETHING HAPPENING TO IT IS HIGH. SAL SAID HE DOESN'T MIND LEAVING HIS RX7, BUT HAS NOT CONFIRMED IT. NO FURTHER PROGRESS HAS BEEN MADE AND THE TOPIC WAS TABLED FOR NOW.

NEW BUSINESS

1. A MOTION TO CREATE A COMMITTEE TO START THE CHANGING OF THE BYLAWS AS STATED IN EJ S' BYLAWS REPORT WAS BROUGHT TO THE CLUB BY HARRY AND SECONDED BY RUSS. ALL PRESENT MEMBER VOTED AND THE MOTION PASSED "ALL FOR" THE COMMITTEE IS 3 MEMBERS "RICH, MATT AND PETE"

2. A MOTION TO CREATE A COMMITTEE FOR THE ELECTION OF THE 2026 CLUB OFFICERS WAS BROUGHT TO THE CLUB BY HARRY AND SECONDED BY DJ. ALL PRESENT MEMBERS VOTED AND THE MOTION PASSED. THE COMMITTEE IS 3 MEMBER " HARRY, DJ AND OSCAR"

3. THE ELECTION COMMITTEE WITH BE EMAILING THE CURRENT OFFICERS AND ANYONE WISHING TO BE AN OFFICER TO CREATE A ELECTION REPORT THAT WILL BE BROUGHT TO THE CLUB DURING THE NOVEMBER MEETING. BE ON THE LOOKOUT FOR THAT EMAIL TO MAKE YOUR WISHES HEARD.

A MOTION WAS BROUGHT TO THE CLUB TO END THE MEETING BY PETE AND SECONDED BY EJ. ALL PRESENT MEMBER VOTED AND THE MOTION PASSED "ALL FOR" THE MEETING ENDED AT 753PM

OUR NOVEMBER MEETING WILL BE HELD ON 11/05/2025 AT 700PM AT THE METRO 7 DINNER

Vincent Gentile, Secretary | 15 Pepper Lane, Saratoga Springs NY 12866 | MoHud.Secretary@gmail.com

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Tire Rack Street Survival Program

Matt Fraley

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Road Rally Chair

Ken Relation

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chipv87@gmail.com

Social Activities & Events Chair

Tracey Burckhard

TraceyBurckhard@gmail.com

Race Flagging & Communications Chair

Rich Alexander

dweebdad@msn.com

Merchandise Chair

Chip VanSlyke