



THE KNOCK OFF

January 2026 Issue

The Publication of the Mohawk-Hudson Region SCCA

Happy New Year!



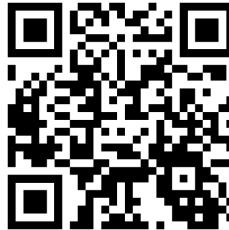
This month, regular contributor Paul Malecki takes us down memory lane with some fun history of a particular Bugatti engine. Read about it in "A Purloined Engine" on Page 14.

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www.mohud-scca.org



From the Editor

Happy New Year! A time for reflection. This month I would like to reflect on this publication since next month marks my 2-year anniversary since I started as editor. I would like to thank all those who have contributed along the way. I can't believe how often we manage to get to 20+ pages of newsletter.



When I took over the job, it was soon after a discussion at the BOD where we discussed the merits of continuing this old-fashioned newsletter. Since I stuck up for it, soon the time would come for me to put my money (or time really) where my mouth was. And while I had perceived this job as a grind looking from the outside, as I got into it, I came to appreciate the opportunity for creativity and to share my experiences and knowledge with the club. But it hasn't been a one man show. What follows is a list in alphabetical order of Knockoff contributors for the last two years I apologize if I missed anyone.

Harry Adalian

Sal Baisley

Dave Burnham

Tom Campbell

Pat Clair

Lorelei Cuomo

Jim Garry

Vince Gentile

Theresa Lux

Paul Malecki

Ken Relation

Greg Rickes

EJ Smith

Thanks for making this publication something we can be proud of!

-Chip, Editor

What's Happening

Jan 17, 2026

Annual Awards Banquet, 5-9pm, The Factory Eatery and Spirits, Ballston Spa NY. <https://www.motorsportreg.com/events/mohud-2026-annual-meeting-banquet-factory-eatery-spirits-scca-mohawk-hudson-007695>

Don't forget: Registration ends January 13!

January 15-23, 2026

SCCA National Convention (Virtual)

<https://whova.com/portal/registration/sElnZ@Pns-IsGuOtJCGg/>

January 22-25

Rolex 24 Hours of Daytona.

<https://www.daytonainternationalspeedway.com/events/rolex24-at-daytona/>

February 21, 2026

NEDiv Convention, Radisson Lackawanna Station Hotel, Scranton PA.

<https://www.motorsportreg.com/events/2026-scca-nediv-convention-clubhouse-northeast-division-267218>

Check out the full regional calendar at:

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

Breaking News

December 8, 2025

-South Jersey Region SCCA Board of Directors

Attention Competitors:

The Board of Directors of the South Jersey Region was notified of the upcoming expiration of the Snell Memorial Foundation Testing Standard SA 2015 on December 31, 2025. The New Jersey Administrative Code Title 13 - LAW AND PUBLIC SAFETY, Chapter 62 states that upon the expiration of this standard, ALL helmets certified SA 2015 will be invalid for use in sanctioned motorsports in the state of New Jersey.

How Does This Impact Me as a Competitor?

Beginning January 1, 2026, all drivers competing within the state of New Jersey will be required to have either a SM / SA 2020 or a SM / SA 2025 rated helmet. Helmets rated SM / SA 2015 will NOT be valid for use.

FIA Helmets will be permitted with valid dates.

What Should I Do if my Current Helmet is rated SM / SA 2015?

A new helmet with a SM / SA 2020 or SM / SA 2025 rating will be needed to compete in sanctioned events in the state of New Jersey.

SPECIAL NOTE:

There may be representatives from the State and / or track management present at any sanctioned event to enforce the adherence of competitors to this requirement. Competitors found to be out of compliance will be ineligible to compete.

Editor's note:

The above note only applies to the state of New Jersey. The SCCA National Competition Board and BOD has extended Snell SA2015 to be valid for 2026. While the GCR usually says current and one previous, it is typical for two previous to be allowed for the 1st year of a new Snell standard to allow for the transition. This change has been made to the December GCR.

Tales from the Track

The results are in! After much number crunching we have the results of the 2025 Mo-Hud Road Racing Championship 5-event series. This series is contested at the three tracks closest to the center of our region, Lime Rock, Palmer, and Thompson.

1st Place: Max Lux Ramos, B-spec 103 points



2nd Place: Sal Baisley, ITEZ, IT7, 90 points



3rd Place: Austen Levesque, T3, 79 points



Photos courtesy of James Ray

Trophies will be awarded to the top 3 "podium" finishers at the awards banquet in January.

Full points detail shown below:

Name		LRP 6/14				Thompson 7/5				Thompson 8/16				Palmer 9/7				Thompson 10/18				
		Total Points	PIC	Nclass	Position points	Cars beaten	PIC	Nclass	Position points	Cars beaten	PIC	Nclass	Position points	Cars beaten	PIC	Nclass	Position points	Cars beaten	PIC	Nclass	Position points	Cars beaten
Max LuxRamos	B-spec	103	1	8	20	7	2	8	19	6	2	8	19	6			0	1	7	20	6	
Sal Baisley	ITEZ/IT7	90				0	1	2	20	1	1	6	20	5	2	5	19	3	2	5	19	3
Austen Levesque	T3	79	3	3	18	0	3	4	18	1				0	2	5	19	3	3	5	18	2
Chris Zarzycki	FV	74	8	13	13	5	7	8	14	1	3	5	18	2	8	16	13	8				0
Jim Cutler	C-Spec/f	45				0				0	1	6	20	5			0	1	1	20	0	
Chip VanSlyke	FF	42	2	2	19	0				0	1	4	20	3			0				0	
Scott Stickle	HRG5	42				0	1	3	20	2				0			0	2	3	19	1	
George Harmuth	HRG1	40				0	1	1	20	0				0			0	1	1	20	0	
Ron Bass		38				0				0				0	9	16	12	7	8	14	13	6
Doug Garrison	SRF3	33	9	19	12	10				0	18	19	10	1			0					0
Ed Zemeck	SM2	32	6	8	15	2	8	10	13	2				0			0				0	
Jared Lendrum	B-spec	30	8	8	13	0	4	4	17	0				0			0				0	
Chris Brassard	SRF3	28	6	19	15	13				0				0			0				0	
Pat Stringer	SRF3	24				0				0	8	19	13	11			0				0	
Tyler Reynolds	FV	20	7	13	14	6				0				0			0				0	
Elise Lendrum	CRE	19				0	5	8	16	3				0			0				0	
Jeff Lehner	SRF3	18				0				0	11	19	10	8			0				0	
Ken Relation	T1	18	3	3	18	0				0				0			0				0	
Michael Gabryszevs	IT7	17	4	4	17	0				0				0			0				0	
Christion Flagg	FVR	13	12	15	10	3				0				0			0				0	
Leon Zavos	FVR	11	14	15	10	1				0				0			0				0	

For full rules detail see the April Knockoff.

See you in 2026!

-Chip VanSlyke, Points Keeper

The DIY'er

Project: Paddock Vehicle

By Chip and Oscar VanSlyke

It's tough to get by at the track without a good paddock vehicle. Expansive tracks such as the Glen or tracks with bifurcated paddocks like Lime Rock and Thompson demand a lot of commuting on a given weekend. Bikes are great, I use one myself, but for fun it's hard to beat an electric bike. These toys have become very popular in the paddock in the last 5 years. And while prices have been dropping, there's nothing like solid American ingenuity and DIY spirit to make one of these a reality.

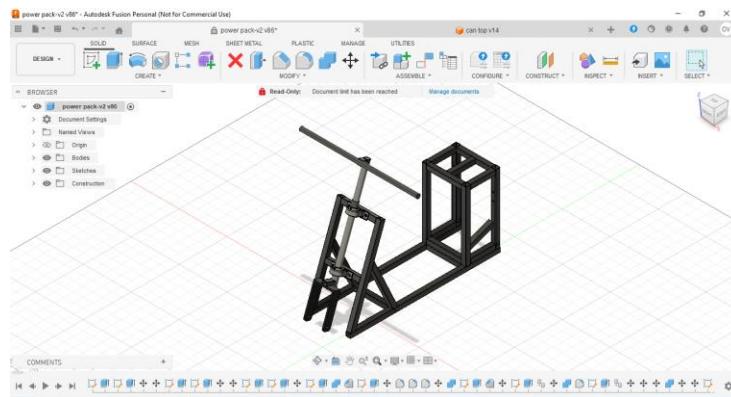
Oscar has more spare time than yours truly, especially during the summer, and he has seen these vehicles at the track and decided it's a worthwhile project. And from my perspective: what a great educational project for him and a useful device to boot.

We have had our share of builds at this point including a trolling motor powered, wood-framed go cart. But this time we want to aim higher in the power to weight ratio (aka fun) department. Since we both prefer to leave the electronics to the experts, I sourced an electric bike kit from Amazon including a 2000W, 48V DC traction motor, control box, and twist grip throttle to reduce the amount of home engineering.



Oscar did the design, welding and most of the assembly while I handled the cutting and engineering consultations. This included things like figuring out what the top speed would be and

whether it would have enough torque to go up hills. I also directed him to make the frame out of steel. No more fooling around with wood. This thing needs to be sturdy to handle the torque of a 2kW motor. Furthermore, metal lends itself more to the precision we will need for aligning things like chains, sprockets and brake discs.





Oscar did all the welding. Impressive for his first project. I set him up for success by basing the design on 1-inch square, .080 wall thick tubing and flux-cored MIG welding. This thickness material will be resistant to burn-through and the flux-cored MIG is about as easy as welding gets. When the metal gets below ~.060, burn through can become a problem especially with MIG.

One of the trickiest parts of building the frame was aligning the brake caliper bracket. For brakes we used a generic mountain bike rotor and caliper figuring that was also some engineering we would rather leave to others. But as most racers well know, disc brakes need to have a very low amount of runout to work without pulsing.



But since we planned to use 10-inch wheelbarrow wheels, high precision was not to be had. Who would have thought that the wheelbarrow designers wouldn't be expecting brakes to be mounted to their wheels? So we decided to have the rotor float axially on some all-thread stand-offs so it could run straight through the caliper but float laterally relative to the wheel. This made setting up the bracket on the frame a little easier (but it still took 2 tries.)



Steering was relatively straight-forward, using 2 pillow-block bearings from McMaster, a bolt-on bracket for the handlebars, and a fork fabrication left over from an earlier project.



The motor was 48 volt and battery was not included so we had to source that from Wal-Mart because Lithium batteries of that size cannot be mail-ordered in New York State. By random luck, Oscar found a plastic tackle box that was the perfect enclosure and for fun we added a battery gage.

Frame, power, brakes, steering. All the pieces were now ready.

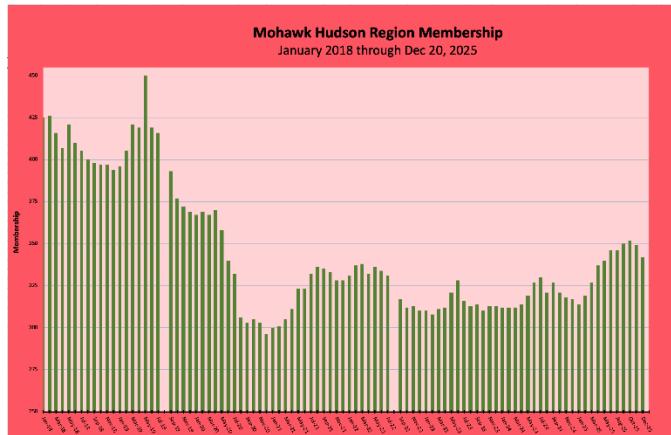


Next month: putting it all together. Is there any chance this will work?

Membership Report

-By Jim Garry

As of December 20th Mohawk Hudson Region membership had dropped to 342 after reaching a 5 year high of 352 in October.



New Members

None since October 25th.

Significant Anniversaries in January

5 Years

Nancy Ogle

10 Years

Paul Malecki - Paul rejoined SCCA ten years ago but his first era was in the 50s. His self-described tongue in cheek write up of his two separate eras in SCCA can be found below.

Diane Malecki - Diane holds an active Club Racing License and served with Paul as the Region's Teen Street Survival coordinator.

15 Years

David Reynolds

Tyler Reynolds - Tyler races a Formula Vee.

Becky Reynolds

Andrew Lauria

25 Years

John Dunbrook

55 Years

Marianne Krauss - Marianne is an SCCA Life Member and holds active licenses as a Club Racing Registrar and in Timing & Scoring. Marianne recounts "I started in SCCA as a flagger then did mostly timing while still flagging occasionally. Worked as a registrar and T & S while also crewing for my husband. Have a divisional T & S license and regional registrar license. Was Trophy Chair for NYR for many years. Also did registration and timing for Solo 2 events helped in setting up courses. Have participated in Rallies as a navigator, doing quite a few all night rallies. I have worked every thing from Drivers Schools to F1, including Runoffs at Mid Ohio, Topeka and Road America. The best part is having met so many people from all parts of the world and having made many friends over the years."

DIANE MALECKI'S 10 YEARS WITH MOHAWK-HUDSON SCCA

In September 2015, Paul and I joined the Mohawk-Hudson SCCA Club as a result of my interest in autocross and having purchased a 2015 Jaguar F-Type. I thought that the F-Type should be used for something more than driving on the roadways. John Corey, a fellow Capital Region Jaguar Club of New York member suggested that I try out autocross which took place several times during the summer at the McCarty Ave parking lot near Exit 23. I tried autocross in the F-Type and soon realized that while I enjoyed autocross, this wasn't the best venue for the F-Type!



In December 2015, Paul found a lovely little Miata convertible much better suited to autocross! Paul applied jaguar emblems to the Miata and we considered it a "Faux" Jaguar in its own right! I was never fast enough at autocross but I enjoyed the events and the people all the more! Developing friendships with Russ and Tracey Burkhard and many of the autocross regulars was worth every event, fast or slow. This Miata was to see many autocross events throughout my ownership and beyond when Dave Cowey purchased the car! Always nice to see the car go to a friend and put through its paces!

In January of 2018, Bob Karl was selling his 2007 Miata. This was just the car that I had been looking for to replace the black Miata/faux Jaguar as well as to allow me to move toward "Club Racing"!

In 2019, the 2007 received a new paint job to allow me to assume my own identity on the track. I loved the teal and silver! The Miata helped me move into Time Trials as well as



Club racing. Sal Baisley purchased the 2007 Miata from me in August 2022 when I purchased my 1995 E36 track car.



In 2021 during the pandemic and prior to my purchasing the E36 track car, Paul and I enrolled in a Bertil Roos program to get our Competition Licenses. It was quite an experience to drive open wheel formula Fords! We began in July 2020 at the New Jersey Motorsports Lightning track and finished the last 2 days at the Poconos due to bad weather in July. Nonetheless, both Paul and I received our competition licenses!



With our competition licenses, Paul and I began renting Mini Coopers from Frank Schwartz's Grass Paddock Motorsports. We raced in Florida at Palm Beach International in 2022 and Sebring in 2023 as well as at the Paddock Crawl at Lime Rock in 2024.

I now own a wonderfully fun to drive 2013 Mini-Cooper coupe and won 3rd in class at the Watkins Glen "Fun One" this year! What a great time!



After 10 years with Mo-Hud SCCA, I have to say that it's been a great experience getting to know all the seasoned and up and coming Mo-Hudders! Here's to 10 more years at the very least! All the best to each and every one of you!

10 Year Anniversary: Paul Malecki

I shifted from being a hot rod fanatic to a sports car enthusiast when my best bud showed me his copy of the June 1955 Road & Track. A white XK140 with copper wheels and trim. By the Fall of 1956 I was so much into it that I convinced my parents to go to the very first races at the Glen's permanent hilltop circuit. For someone attending a school run by the Christian Brothers, the sound of Arnolt Bristols and D-Jaguars downshifting was almost as exciting as dating girls from public schools.

Must have been late 1957 or early 1958 that I joined Central New York Region SCCA in Syracuse as a rally navigator for a GE engineer who owned a 1500cc MG-TF. As my parents' sole spoiled child, I was presented in the Spring of 1959 with an MD-TD MK II with the upgraded XPAG engine. It was a car my father wanted to ride in, but he was too conservative to buy it in his name. It allowed me to widen the field of girls I could date.

Greatest memory from those preppy days was to wear my SCCA blazer when taking a date to Le Chanticleer, and having Rene Dreyfus give me one of those Bugatti ashtrays.

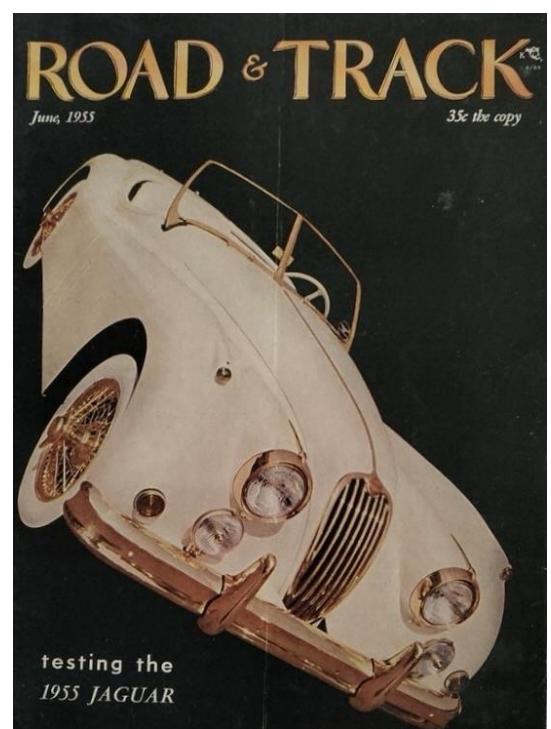
The TD gave way to a VW Karmann Ghia, whose engine I rebuilt to 1,300 cc Porsche specs when I was a VW-Porsche apprentice at a private shop during graduate school. But marriage and a move to Chicago saw me drop out of SCCA. However, I rubbed elbows with SCCA folk for many years as a minor official at the Glen. Played hard with MGs, Jaguars, and a C-3 Corvette I really miss.

Then, when Diane got into autocrossing a decade ago, my second tour with SCCA began, this time with MoHud. I've done, and still do, a bunch of things in the Club. But it's a very different SCCA today than it was some 65 years ago; in those days you had to have sponsors and show that you knew the difference between formal wear for a morning wedding or an evening wedding. These days a well-pressed bowling shirt should do for a ceremony at any hour ...

Over the last 85 years I've always raced something: tricycle (first racing accident), cars, sailboats, and my own feet in marathons and other distance races. These days I am having such a ball racing in BMW Minis, although I've enjoyed limited experience in open-wheel racing.

Above all, I am a firm believer in George Bernard Shaw's observation that "people get old only when they stop playing."

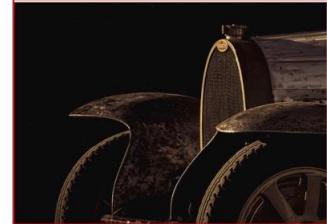
Then, and now:



~ PaulM.

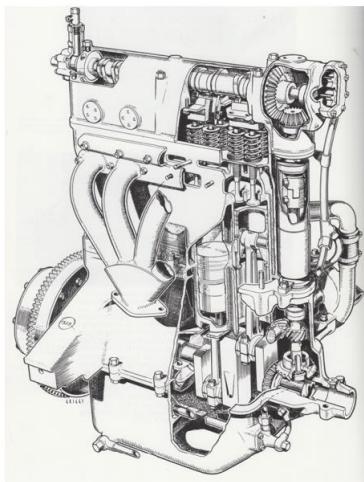
A Purloined Engine: tracing the paths

The basic story... In 1949 Schenectady County race-car driver Henry "Grandpa" Gritzbach sold a purloined Bugatti racing engine to a Bugatti owner. A middleman in the transaction was Ted Robertson, "father" of SCCA. We pretty well know the path afterward. But how the engine came to Henry is a path not clear.



The engine as cataloged was a 1,496 cc (91.3 cu. In.), four-cylinder "Brescia Modifie" c.1925, with 4 valves per cylinder driven by an overhead camshaft, breathing through 2 Zenith carburetors, and firing by twin plugs. It came out of a car that had been obtained through a dubious title transfer and broken up for parts. Variants of Brescia engines wound up in 38 Bugatti factory-built racers - Types: 13 "Competition", 22, and 23, from 1914 through 1926, inferred by comments By H.G. Conway in his authoritative "Bugatti; Le Pur-Sang Des Automobiles."

When Henry obtained the engine all casting numbers had been chiseled off, although we now know it was block #5 of a 1923 production run.



Ted Robertson had heard stories about a Brescia engine in the Albany area around 1947, most likely from Albany's Ed Waterhouse, who had recently guided his cousin Bill Milliken and Bill's "new" T-35A Bugatti to joining the nascent SCCA. You've heard of Bill Milliken and this car before, I'm sure...

Robertson did some Albany area reconnaissance, and found the engine "in a garage owned by a man who had recently removed this engine from his 'midget' racer in favor of Ford V8 '60' power." While the "midget racer" background may or may not be fact, there was no doubt as to who had the engine: Henry "Grandpa" Gritzbach!

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A Purloined Engine, the after path

A deal was stuck...

Around 1949, for a hundred bucks and a six-pack of beer, Henry sold the engine which then went to Connecticut, where it was installed in a T-23 tourer owned by Arnold Engborg. The work was probably undertaken by Russ Sceli, premier East Coast Bugatti restorer of the era.

T-23 Tourers were usually sold as a rolling chassis, with the owner commissioning a body. A few examples appear below. At this time we do not have a shot of the Gritzbach-engined car, but we'll provably get a photo as research goes on.



The engine's path from Henry's garage at 20 Elbert Street in Schenectady over the next couple of decades is traceable through the memory and records of Sandy Leith and his father, Bill. Bill was the founder of the Vintage Sports Car Club of America. These days Sandy is one of the linchpins of VSCCA, and displays/races a Bugatti T-37. If you've attended the *Historics* at Lime Rock, you've seen it. It's easy to spot. It's blue.

The path:

- 1946- Bill Crowley sells basket case T-23 Tourer to Arnold Engborg for \$20.
- 1947- Engborg sells the basket to Roger Merrill for \$20.
- 1948- Merrill keeps some of the running gear and sells the basket back to Engborg for \$10.
- 1949- Engborg buys the Gritzbach engine and installs it in the T-23 chassis.
- 1950- Engborg sells the ongoing project to John Gill.
- 1957- Gill sells the project to Bill Leith.
- 1959- Bill, now raising a family, sells the ongoing project to Roger Merrill (!) for \$350.
- 1985- Sandy Leith buys what is by then a mixture of the original T-23 and several others.
- 1998- Sandy finishes a complete restoration. The car then goes on to new ownership.

Keep in mind that those early prices (\$20 = \$350 today) do not reflect the "barn find" madness of the last few years. I'm estimating that a barn-find T-23 basket case similar to Arnold Engborg's 1946 purchase would bring about \$250,000 at auction today.

So we know the "afterward" path of the purloined engine. But what path did the engine take from its original chassis to Henry Gritzbach's garage? Read on....

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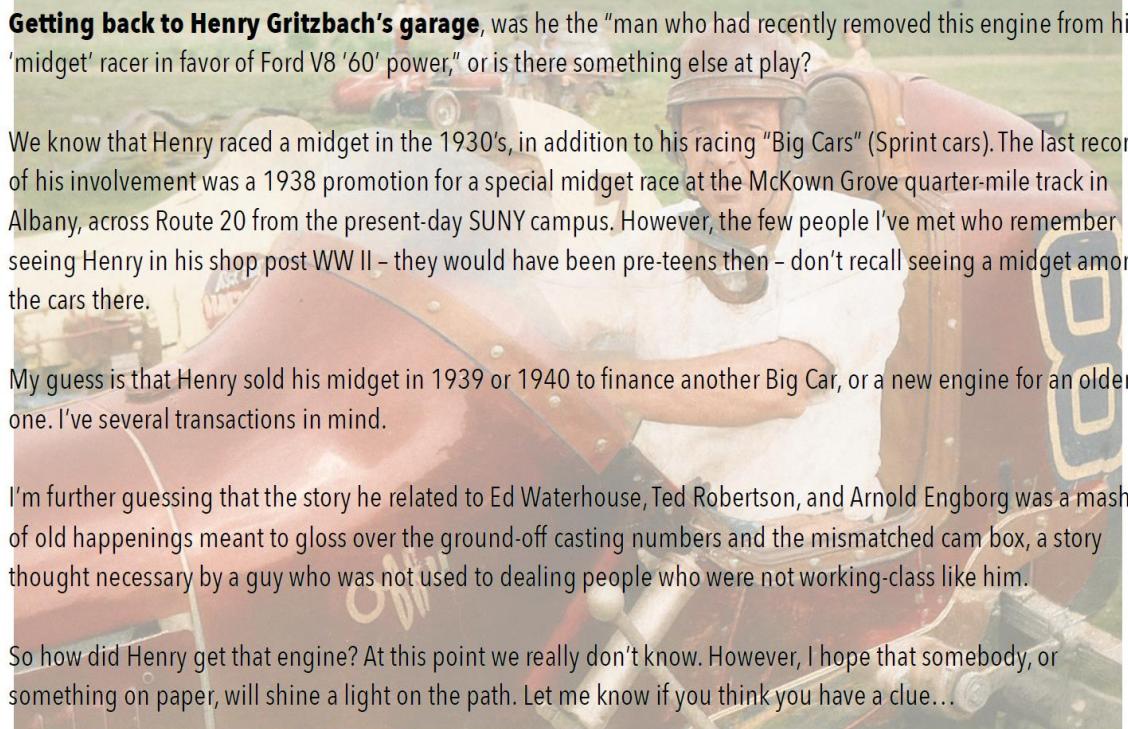
A Purloined Engine, the prior path

Bugatti factory records are somewhat spotty regarding early T-23s, but there is modest circumstantial evidence that Henry Gritzbach's Brescia engine came off the production line in a car owned by the flamboyant heiress, Alice DeLamar of Weston, Connecticut. (Look her up on Wikipedia. Very different from you and me...).

At some time after the engine was parted out from the purloined T-23, whichever the chassis, the original "cam box" was replaced with one that came from a modified T-23 raced by John Rueter at places such as Alexandria Bay with the prewar precursor to the SCCA, the American Racing Club of America. The typical Bugatti cam box was a machined box containing a camshaft, gear-driven through a tower shaft powered directly from the front of crankshaft, and direct-acting valve pushrods. The Rueter engine wound up in a car nicknamed "The Copper Kettle," and thereafter was obtained by John Burgess, who installed it in a midget racer – and presumably broke the engine racing. How it became part of Henry Gritzbach's engine is unknown.

Oddly, there is a "Copper Kettle" midget out in Wisconsin that is a tribute to a midget raced by one Hilbert Ermer, Sr., starting in 1938. Is this somehow related to our story, or just a historical coincidence?

Getting back to Henry Gritzbach's garage, was he the "man who had recently removed this engine from his 'midget' racer in favor of Ford V8 '60' power," or is there something else at play?



We know that Henry raced a midget in the 1930's, in addition to his racing "Big Cars" (Sprint cars). The last record of his involvement was a 1938 promotion for a special midget race at the McKown Grove quarter-mile track in Albany, across Route 20 from the present-day SUNY campus. However, the few people I've met who remember seeing Henry in his shop post WW II – they would have been pre-teens then – don't recall seeing a midget among the cars there.

My guess is that Henry sold his midget in 1939 or 1940 to finance another Big Car, or a new engine for an older one. I've several transactions in mind.

I'm further guessing that the story he related to Ed Waterhouse, Ted Robertson, and Arnold Engborg was a mashup of old happenings meant to gloss over the ground-off casting numbers and the mismatched cam box, a story thought necessary by a guy who was not used to dealing people who were not working-class like him.

So how did Henry get that engine? At this point we really don't know. However, I hope that somebody, or something on paper, will shine a light on the path. Let me know if you think you have a clue...

A Word or Two About Those Old Bugattis..

Some readers will remember that Greg Rickes gave a talk at a monthly meeting some years back on the Automobile Racing Club of America race in Alexandria Bay during the Fall of 1939. As a precursor to SCCA, all the activities of ARCA are worthy of telling, but the Alexandria Bay race is particularly of interest to MoHud and the preceding story of the *Purloined Engine*.

Arguably, Alexandria Bay is MoHud territory. If not by the mothership's current maps, then by its geocultural location. Central New York ends at 43.50 Degrees North Latitude, just south of Pulaski. Alexandria Bay belongs to us, same as Greenland belongs to the United States.



The above picture from the 1939 ARCA Alexandria Bay race captures, in earlier form, the two veteran racers now owned by Sandy Leith. The first is the T-37 Bugatti "Scrambling Egg, now with a Ford B-block engine and painted blue, while the second is the Old Grey Mare, a special powered by a Ford V-8 flathead.

Sandy's acquisition of the cars is well recounted in a July 25, 2017, article written and photographed by Sean Smith for VeloceToday. Search it out for a good tale and a lesson in the perseverance needed in chasing down a desirable vehicle.

A yellow Bugatti? A recent post on the BUG'Art Facebook site suggests that famed Czech driver from the late'20s, Eliška Junková, may have driven a yellow T-35 in the 1928 Targa Florio. Maybe the color is true, or maybe it's a ploy to get you to buy a yellow-themed poster glorifying her. Yellow-colored car or not, her career is an example of women who raced, and beat, "the boys" over the years.



Treasurer's Report – *by Pat Clair*

Mohawk-Hudson SCCA Treasurer's Report – January 2026 Knock Off

On **November 30, 2025**, the accounts totaled **\$30,731.60** –

• Checking/Money Market	\$20,670.54
• 6 Month CD #1 (Matures 05/06/2026)	\$ 5,013.64
• 6 Month CD #2 (Matures 03/08/2026)	\$ 5,046.42
• Savings	\$ 1.00

December banking activities:

- Mailchimp email service (Nov, Dec 2025).
- SCCA Membership Dues (November 2025) income.

As of **December 21, 2025**, the accounts totaled **\$30,814.36** –

• Checking/Money Market	\$20,753.30
• 6 Month CD #1 (Matures 05/06/2026)	\$ 5,013.64
• 6 Month CD #2 (Matures 03/08/2026)	\$ 5,046.42
• Savings	\$ 1.00

Upcoming Financial Transactions:

- Treasurer Surety Bond (2026 Fiscal Year).
- Open 6 Month CD #3 (\$5000).
- Annual Awards Banquet at The Factory and Eatery (January 17, 2026).
- SCCA Membership Dues (December 2025) income.

A HUGE "Thank You" for the Toys for Tots toys, games and stuffies.

***The MoHud donation undoubtedly made some very happy kiddos
this holiday season!***

Happy New Year!

Wishing You Many Joyful Memories in 2026.

Mohawk-Hudson Region Annual Membership Report

By Jim Garry, Membership Chairperson

This annual report is submitted in response to a directive of the Mohawk-Hudson Region Board of Directors. It was presented verbally at the December Monthly Membership Meeting on December 3rd, 2025. This version contains more detail, graphical analyses, and minor corrections.

Fun Facts for 2025

- Our longest active MoHud member is Skip Barber the former F1 driver and creator of the Skip Barber Racing School. Skip joined in August of 1958, more than 67 years ago.
- Our youngest member is Adam Wright's youngest child who is a bit over four years old.
- Wayne Green has been working Race Timing & Scoring since 1997, most of his time split between Lime Rock and New Hampshire Motor Speedway. Thanks Wayne for all you do!
- Here's a look at the decade in which our current members joined:
 - Skip is our last remaining 1950s join
 - 4 of our current members joined in the '60s
 - 15 in '70s
 - 20 in '80s
 - 30 in '90s
 - 43 in 2000s
 - 67 in 2010s
 - And finally, 162 of our members have joined so far in the 2020s.
- Here's a breakdown of how long a Mohawk-Hudson Region member stays on:
 - One year members who did not renew: 42%
 - Members leaving after 2 to 4 years: 33%
 - Members leaving after 5 to 10 years: 12%
 - Members leaving after 11 to 15 years: 7%
 - Members leaving after 16 to 37 years: 16%
 - It's useful to know that of all the folks that don't renew, about 15% to 20% are people who over the years let their memberships expire, then return within a few years, then do that cycle over a few times.

Some History

- Since 2017
In 2025 we began the year with only 313 members, relentlessly increased membership to a year-long high count of 352 in October, and finished the year at 342. This was a solid gain from the year before and a stronger single year gain since 2017 if we exclude the post-pandemic bounce at the end of 2021:

December 2017: 441

December 2018: 394, -47 from 2017

December 2019: 369, -25

December 2020: 296, -73

December 2021: 328, +32

December 2022: 310, -18

December 2023: 313, +3

December 2024: 313, 0

December 2015: 342, +29

- New Members in 2025

The SCCA database shows that our region had 72 new members join this year. However, this count is not straight forward because a “new member” can include a previous member who allowed their membership to elapse and later renewed. A quick review of the list of “new members” shows that at least seven were previously members from not long ago. At least one is an autocrosser I know whose membership lapsed but was renewed three weeks later. Still, he is shown as being a new member.

• Lapsing Members in 2025

The SCCA database actually terms these folks as “expired” but I prefer to not think of them as dead to us. A better term is “lapsed”. There are only 43 such members for 2025 but a few may yet renew since their memberships ended only in November.

- 2025 Net Gain

Net new members in 2025: 72 - 43 = 29.

A look At Some Graphs

Figure 1 shows our membership fluctuations since September 2011. The reason for choosing this particular start date is because that's as far back as I could find membership numbers for our region. This graph shows a mesa-like, steep sided peak of memberships in 2016 and 2017. A closer look indicates that during those years SCCA was offering

free memberships to Teen Street Survival students. This caused our membership numbers to skew high by about 100 in those years. There may have been other factors at play that are unknown to me but the free memberships are the largest cause.

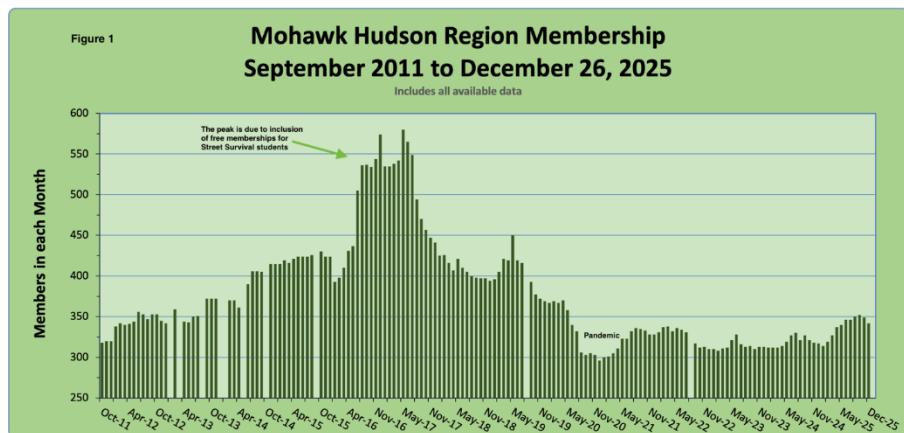


Figure 2 shows our membership counts for 2019 through 2025. The year 2019 was chosen as a start date because it is both before the pandemic and after SCCA eliminated the free Street Survival memberships, thereby eliminating those outlying events in the graph's starting point. It shows a steady decline well before the steep drop due to the pandemic. A post-pandemic increase in 2021 and early 2022 was soon turned around and by the end of 2022 our region membership count fell back toward the pandemic numbers while not quite reaching that low. I have no ready explanation for this. The lull continued until the middle of 2024 when, due presumably to the autocross season starting, we pulled in new people. However, the count fell at the end of that year only to be robustly increased in 2025.

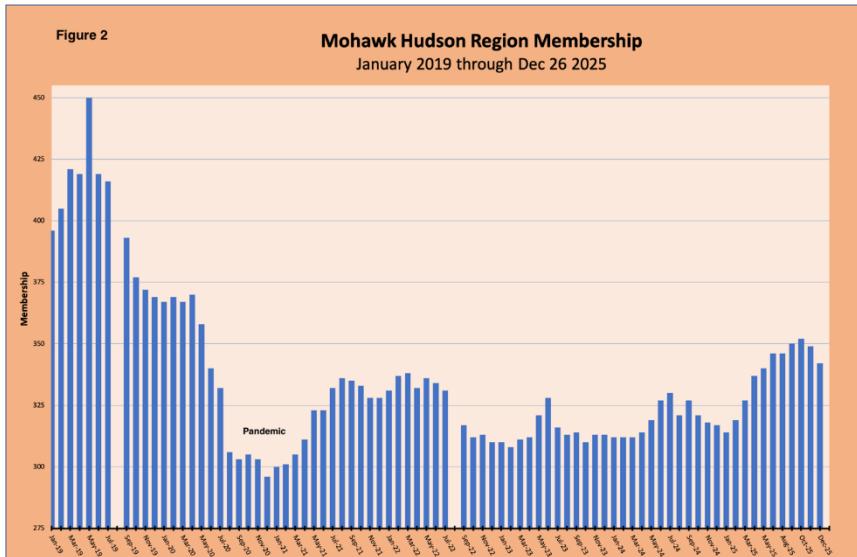
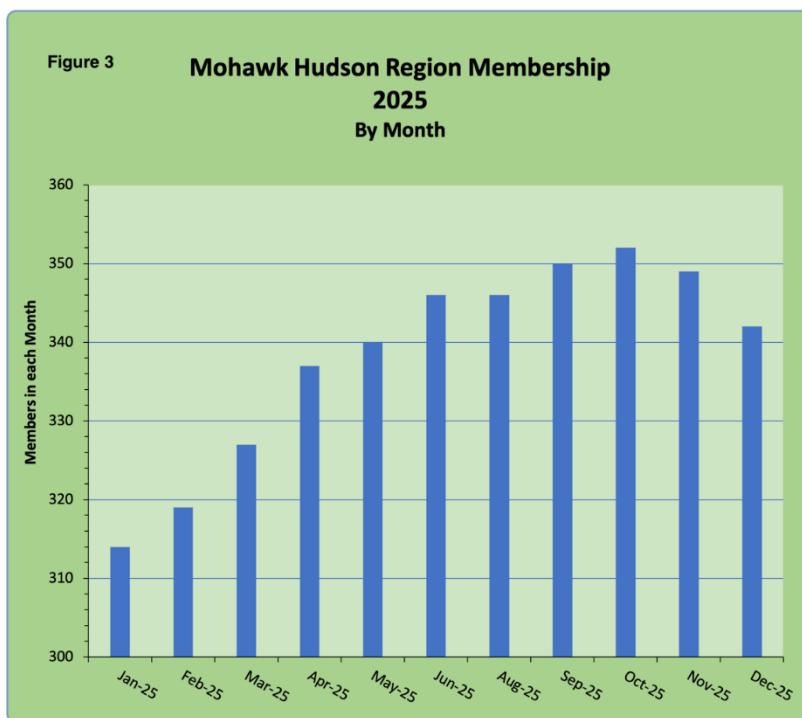


Figure 3 is a simple look at the membership numbers for 2025.



The Future?

Looking to the future, how can we induce more motorsport enthusiasts to join? After all, our financial health relies in large part on membership numbers. Should we actively pursue new members via social media, advertising of some kind, appearing at targeted car gatherings and shows? Another bogey to consider is what happens if we can't find a Solo site to replace our Kingston autocross site which new ownership has stated will undergo development? These are all questions to be addressed. Our Board of Directors and program leaders will be working very hard on these issues but anyone having notions and suggestions should reach out to anyone on the Board. May we have a fun and successful 2026.



Mohawk-Hudson Region, Sports Car Club of America

MEETING MINUTES FROM MEMBERSHIP MEETING ON 12/3/25
MEETING WAS CALLED TO ORDER BY RE SAL AT 700PM

MINUTES FROM THE NOVEMBER MEETING AS PUBLISHED IN THE KNOCKOFF WERE VOTED ON AND APPROVED "ALL FOR"

MEMBERSHIP REPORT: AS OF THE DECEMBER MEETING WE HAD A TOTAL OF 342 MEMBERS. SEE THE DECEMBER ADDITION OF THE MEMBERSHIP REPORT PUBLISHED IN THE KNOCKOFF FOR MORE DETAILS INCLUDING NEW MEMBERS AND IMPORTANT ANNIVERSARIES. ALSO THERE WILL BE AN ANNUAL MEMBERSHIP REPORT IN THE KNOCKOFF AS WELL.

KNOCKOFF REPORT: ANYONE INTERESTED IN HAVING AN ARTICLE OR PICTURES IN THE KNOCK, PLEASE HAVE ALL ENTRIES TO CHIP BY THE 20TH OF THE MONTH.

TREASURES REPORT: SEE THE TREASURES REPORT PUBLISHED IN THE KNOCKOFF FOR DETAILS ON THE CLUBS FINANCIALS AND CD ACCOUNTS. PAT HAS ALSO CREATED A FORM FOR ANYONE WISHING TO COLLECT FROM THE "TRAVEL TO NATIONAL FUND". AS JANUARY 2026 THE TREASURER WILL BE BONDED.

SOLO REPORT: THERE IS NO NEW BUSINESS TO REPORT.

TRSS: THE DATES FOR THE 2026 EVENTS HAVE BEEN CREATED AND HAVE BEEN POSTED ON THE OFFICIAL MOHUD CALENDAR.

RALLY: THE CLUB IS PLANNING ON HOLDING A RALLY IN THE SPRING. THE DATE HAS NOT BEEN FINALIZED. THE DATE WILL BE DETERMINED BASED ON OTHER CONFLICTING EVENTS.

TRACK: THE OFFICIAL MOHUD CALENDAR HAS BEEN RESENTALLY UPDATED WITH ALL THE LOCAL TRACK EVENTS.

ACTIVITES: NO CLUBACTIVITES HAS BEEN PLANNED. THERE IS A POSSIBILITY OF HAVE A CARTING EVENT AT ADK CARTING IN JANUARY BUT THAT WILL DEPEND ON AVAILABILITY.

ROAD RACING: KEEP AN EYE ON THE CALENDAR FOR THE LOCAL TECH PARTIES. ALL LOCAL RACES DATES HAVE BEEN POSTED ON THE CALENDAR.

OLD BUSINESS: THE ANNUAL BANQUET REGISTRATION HAS OPENED, AS OF THE DATE OF THE MEETING WE ARE 30 PEOPLE SHORT OF OUR BREAK EVEN POINT.

BYLAW CHANGES: THE COMMITTEE HAS APPROVED THE CHANGES EXPLAINED IN EJ'S BYLAW CHANGES REPORT. ALL PRESENT MEMBERS VOTED AND THE MOTION PASSED "ALL FOR".

OFFICER ELECTION: THE SLATE OF OFFICERS FOR 2026 HAS BEEN FINALIZED. ALL PRESENT MEMBERS VOTED ON THE APPROVED SLATE OF OFFICERS AND THE MOTION PASSED "ALL FOR".

NEW BUSINESS: THE CLUBS THANKS ALL THE MEMBERS WHO BROUGHT TOYS TO DONATE. ALL TOYS WILL BE DONATED TO THE LOCAL TOYS FOR TOTS. PETE GIVES THE CLUBS BRIEF RUN DOWN ON HIS EXPERIENCES FROM THE 2025 LAS VEGAS F1 RACE.

A MOTION TO END THE MEETING WAS BROUGHT TO A VOTE BY HARRY AND SECONDED BY PETE. ALL PRESENT MEMBERS VOTED AND THE MOTION PASSED "ALL FOR"

THE MEETING ENDED AT 747PM

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