



THE KNOCK OFF

July 2026 Issue

The Publication of the Mohawk-Hudson Region SCCA



Group 3 at the NER Paddock-Crawl at LRP take the warm-up lap for their first race

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www.mohud-scca.org



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

From the Editor

Breakage. It's a fact of life in racing. Especially those of us who drive cars that normal people would put in a museum. The last two weekends I have had breakage of the ignition coil, brake rotor, front hub, rear shock bracket, and ignition coil. Fortunately, I had spares for all these items and only lost 2 sessions out of 14.

There's an old racing adage that if you bring it you won't need it. This cynical expression would have us bringing an entire spare car. But there are things you can do to anticipate breakage and improve your chances of getting back on track that weekend,

Certain items such as ignition and brakes you should always have on hand. In the case of purpose-built race cars like mine, heat can get to the ignition parts and cause premature failure, which has happened several times to my coil and igniter. Brake rotors, if they don't wear out, can heat-fatigue and crack unexpectedly. So, keep a spare set of pads and rotors in the trailer.



Production-car based hubs used for racing applications should be considered consumable parts. After I pro-actively replaced my front hubs 12 years ago I kept the originals as spares. That paid off last weekend. I highly recommend this practice: replace parts before they break and keep the originals. This covers you on 2 bases.

Here's a less common situation. One of the items on my breakage list in June was a left-hand rear shock bracket. Not normally a consumable item. This original part actually broke 2 years ago after 20 years of service. My redesign, which was supposed to be an improvement, did not last nearly as long. But since I was aware of this part's weakness, and the risk of my re-design, I had kept the good condition right hand side part as a spare.

Another perhaps less obvious thing you can do is watch your competitors. See what's breaking on their car and make sure your car doesn't have the same failure mode.

Good luck and wish you a breakage free event.

Many thanks to Teresa Lux this month for not one, not two, but **four** race reports! And Bob Karl gives us an update on Evan Karl's career with a professional racing team.

What's Happening

- July 1, 2026** **6:30pm. Cars and Cones summer social gathering #1. Guptil's Ice Cream 1085 Loudon Rd, Cohoes.**
<https://www.facebook.com/Guptillsicecream/>
- July 3-4, 2026** **Last Chance Majors, Thompson Speedway, Thompson CT. Event #2, Mohud Road Racing Championship.**
<https://www.motorsportreg.com/events/ner-northeast-last-chance-majors-3-thompson-speedway-motorsports-park-276706>
- July 12, 2026** **Solo season kicks off at Tech City in Kingston (see page 4 for all dates & registration info)**
- August 2, 2026** **Finger Lakes Solo National Tour:** <https://www.scca.com/events/2009041-2026-tire-rack-scca-finger-lakes-national-tour-seneca-army-depot>
- Sept 7, 2026** **Solo National Championship, Lincoln Airpark, Lincoln NE,**
<https://www.scca.com/events/2009396-2026-tire-rack-scca-solo-national-championships-lincoln-airpark>
- Sept 29-Oct 5, 2026** **The Runoffs National Championship – Road America, Elkhart Lake, WI**
<https://www.scca.com/runoffs>
- October 22-25, 2026** **Time Attack National Championship, Eagles Canyon Raceway, Decatur TX.** <https://www.motorsportreg.com/events/scca-national-time-trials-eagles-canyon-raceway-trial-637587>

Check out the full regional calendar at:

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

Solo Events

Registration is now open for all points paying solo events at [mohud.motorsportreg.com](https://www.motorsportreg.com)

July 12	Points Event #1	Tech City, 550 Enterprise Dr, Kingston NY https://www.motorsportreg.com/events/mohud-solo-2026-event-1-tech-city-kingston-ny-scca-mohawk-hudson-938750
July 26	Points Event #2	Tech City, 550 Enterprise Dr, Kingston NY https://www.motorsportreg.com/events/mohud-solo-2026-event-2-tech-city-kingston-ny-scca-mohawk-hudson-639147
August 9	Points Event #3	Tech City, 550 Enterprise Dr, Kingston NY https://www.motorsportreg.com/events/mohud-solo-2026-event-3-tech-city-kingston-ny-scca-mohawk-hudson-509428
August 30	Points Event #4	Tech City, 550 Enterprise Dr, Kingston NY https://www.motorsportreg.com/events/mohud-solo-2026-event-4-tech-city-kingston-ny-scca-mohawk-hudson-664064

Tales from the Track

By Teresa Lux

Northeast GT Endurance Race May 8th-9th

Sal Baisley, Max LuxRamos, and David Burnham competed in the three-hour endurance race at Thompson Speedway Motorsports Park. Team 'Frankenstein' raced in class GT18 in a 1990 Mazda Miata (#94). The first hour was raced by Dave, followed by Max, and capped by Sal (the car owner) for the final hour. The group finished fifth in class out of ten in Friday's race. Heavy rain on Saturday hindered car performance ending the race in the second leg.

Glen Region May Sprints May 29th and May 30th

10 MoHud members traveled to Watkins Glen for the May Sprints. Our very own Assistant RE Vince Gentile was on track once again in the Time Trials with our RE Sal Baisley working the weekend. The club racing event consisted of qualifying and two races using the long course. On Saturday in Group Four, four drivers raced in their SRF3 cars: Doug Garrison, Chris Brassard, Jeffery Lehner, and Patrick Stringer. At the end of Saturday's race, Jeffery stood on the podium in second place and Patrick was next to him in 3rd place. On Sunday, Patrick took first place at the end of the 15-lap race followed by Doug who also crossed the finish line after the checkered flag.

Group Three also had four MoHud drivers with all four placing on the podium in both races. In T3, W. Scott Stickle drove his way to third place, Austen Levesque earned second, and Jared Lendrum had a triumphant return to Glen with two first-place wins. Jim Cutler broke his own track record by 10 seconds, speeding into first place on Saturday in C-Spec. Jim set another record on Sunday cutting 2 more seconds from the record track time.

Northeast GT Endurance Race June 6th.

Sal, Max, and Dave came together again for the Saturday endurance race at Whiskey Hill Raceway in Palmer, MA. Switching up the race order, Sal got the team off to a solid start in the first leg. With precision, team 'Frankenstein' completed the pit just around the minimum three-minute mark (photo) making great time in getting the car back on the track. The pit stop included the driver switch and refueling. Max continued in the second leg with the fastest lap for the team moving them up in position. After another driver shift and refueling, Dave's steady driving kept the team in contention when a double yellow was out due to the activities of the two cars in front of him, the second full course caution late in the race. The race finished under green-white-checkered with a 3rd place finish for team 'Frankenstein'.

Dave's racing career began with autocross in the 70's and expanded to ice racing in the 80's. Dave also races Lemons, time trials, and now in endurance.



After completing the first leg, Sal holds the fire extinguisher as Dave refuels the car. Max adjusts the seat belts before driving off.

NERRC Paddock Crawl at Lime Rock Park June 11-13

Heavy rains Thursday afternoon created an autocross course and road detours due to downed trees for some of the MoHud drivers. After the rain, paddocks began to fill and Tech opened. Sal Baisley (Chief of Tech for the weekend), Mike Harmuth, and Vince Gentile were kept moving all weekend with gear and car inspections, working the scales and coordinating post-race impound activities. On Friday, Vince showcased his quick reflexes by helping to put out a fire on a car's fiberglass caused by a hot exhaust.

Race tires hit the track for qualifying at 10am on Friday with Hilton Tallman (FV) in a Vallis BRD. In the afternoon Hilton improved his lap time by nearly one second, ending in seventh place after starting in tenth. Saturday morning Hilton was in the 21st position overall for all FV and FVR. He moved up four spots before a full course yellow and then moved up two more positions once the green flag was waved to end 15th overall and 8th in FV. During the Feature Race, Hilton maneuvered into 5th place in FV before pitting after 12 laps.



Hilton Tallman in Formula Vee



Max Lux Ramos stands atop the podium in B-Spec

B-Spec and IT7 raced in Group 2. B-Spec put on a thrilling race with the top three (fiesta, fit, mini) trading places throughout the 18 laps. Max LuxRamos (2011 Mini Cooper) was in the mix starting in 3rd after qualifying. Max spent time in all three positions holding onto first at the checkered flag. As B-spec cars left pit behind the pace car on Saturday morning, Max sat on the inside in third position due to race placement based upon best times on Friday and not race finish. Prior to the green flag, the pole sitter left allowing drivers to shift. This moved Max into second on the outside.

When the green flag waved, Max was able to react fast and took the lead. While it was still close at turn one, Max maintained his lead and then created more distance between him and second place with each lap. Max had the fastest B-Spec lap in the S2 race at 1:04.947 beating his personal record. Max's consistent driving took him to first again in the Feature Race.

Michael Gabryszewski was back on track with his 12th lap in qualifying moving him into 2nd out of 4 IT7 cars. Mike shaved off nearly two seconds on Friday afternoon from his morning's qualifying time. Mike had solid second place finishes all weekend races.

Friday afternoon, Chip VanSlyke (1986 Crossle 62F) raced his way to first in the FF class ahead of two other drivers. Defending his first-place position Saturday morning, Chip improved upon his lap time from Friday. Chip rounded out the weekend with another win in the Feature Race.



Krista Crotty and Chip VanSlyke
Finish 2nd and 1st in Formula F

Doug Garrison (SCCA Enterprises SRF3) and Chris Brassard (2016 Ford Spec Racer Ford 3) raced in Group 4. Both had their best qualifying time in lap 6. In the afternoon, Doug and then Chris crossed the finish line after 20 laps. Moving up 5 spots Saturday morning, Chris placed seventh followed by Doug maintaining his position in 10th. Chris and Doug finished the 19 lap Feature race in 8th and 9th both breaking the one-minute mark for their best lap time.



Jared Lendrum's T3 Subaru STI

At the tail end of each racing session was T3 with 6 cars. In qualifying, Jared Lendrum (2017 Subaru STI) set the 3rd fastest lap and Austen Levesque (2017 Toyota GT86), who is still tweaking the car, made the last lap his best. Due to lightning in the area, the black flag came out halfway through Group 7's track time Friday afternoon. As the event began so did the rain. With every car on slicks and a heavy downpour, a few drivers in other classes opted out of the race after lap two. Both Jared and Austen moved up a position in T3 with all T3 cars still on the track. With lap times slower due to the rain, both needed to regain those spots on Saturday. Jared started strong for the Saturday morning race and slowly lost position as the car lost

steering ability. Austen drove from behind through traffic to place 3rd. When Jared returned to the track in the Feature Race he raced into 2nd place and Austen shared the podium with him in 3rd.

The Paddock Crawl race is a great example of the welcoming racing community. A late morning race on



Austen Levesque in his Toyota GT86

Friday allowed many to visit each other after parking on Thursday. Friday evening, multiple downpours and high winds throughout the evening did not deter the festivities as many enjoyed food and fellowship. The weather cleared by 8pm and conversations continued for hours.



Mohawk-Hudson SCCA Bus Purchase

By Pat Clair and Eric Smith

The MoHud Board has had a few discussions about the condition of the 1998 Chevy Minibus used for Street Survival (TRSS) and the Autocross (Solo) season over the past year. A decision was made to replace the twenty-eight-year-old bus, instead of spending more funds on a vehicle that was at its end-of-life. The 1998 Minibus was purchased in September 2015 for \$3,000.00 at 17 years old!

Time was spent looking at sites for upcoming auctions, driving to inspect and test drive two vehicles, and deciding how much to spend on a used bus.

During the auction while bidding on a 2015 Chevy Express Minibus, many emails were exchanged discussing current situations and how to proceed. After much back-and-forth, Board members were satisfied with the final price and so was the seller.

Now that the bus has been purchased, the next step is to pick it up and start making it ready to use. We will be in communication with DMV about inspection, registration, title, plates and insurance. Since the old bus has four tires with only several hundred miles on them, the intent is to use these tires on the rear of the new bus (a dually) and purchase only two tires for the front. Any engine maintenance (oil change, tune up) is potentially on the To Do list.

The old bus will be decommissioned (cancel insurance, registration, contents emptied, fluids drained) and taken to scrap.

Hello "New-to-MoHud SCCA" Bus



Good-Bye Old Bus



To my Mohud friends and fellow racers... from Bob Karl

Evan Karl -- Spec Miata Racer to NASCAR Race Engineer

Many of you may remember Evan's Mohud Spec Miata racing journey, which began in spring 2015 when he attended racing school at New Hampshire Motor Speedway to earn his SCCA racing license. Once he was licensed, his passion for racing quickly became clear. Over the next five years, he competed at tracks throughout the region and on the national circuit. He earned many podium finishes and loved every minute of it.



From One Generation to the Next



Thompson - CT



Thunderbolt - NJ

While racing, Evan studied mechanical engineering at WPI in Massachusetts.

>>>

Evan... cont'd... 02

During the Summer break at WPI he applied and was accepted into an internship at Joe Gibbs Racing in Charlotte, North Carolina, an opportunity that complemented both his education and his love of the sport. That internship introduced him to the world of NASCAR and gave him firsthand insight into the work that is involved in the preparation required to stage the races we had watched together for years.

Evan did that internship for 2 years and Joe Gibbs Racing offered him a full time position when he graduated from WPI, which he accepted. He has just started his Sixth year with Joe Gibbs Racing, including the 2 years of internship



Then...



...Now

Evan's first year he was introduced to all the different positions and assigned to the "war room" where they track race cars from the home base in Charlotte on race day by computers for all the different Race series like Arca, Xfinity (Now the O'Reilly Series), and the Cup series.

At the start of his second year he was promoted to the Race Engineer position for Ty Gibbs who is Joe Gibbs's grandson and was moving up to the Xfinity Series. Evan is at every race on every race weekend which is a lot of traveling across the country but what a great experience. 2022 was a great time for him and Ty because they won 7 races that year and Tyler Gibbs clinched the 2022 Xfinity Championship with Evan as his Race Engineer. What an exciting year that was for the whole team!



It should be noted that Ty is not height-challenged...

.. Evan seems to have been raised on Wheaties for breakfast.

>>>

Evan... cont'd... 03

The next year, 2023, Ty Gibbs moved to the Cup Series of NASCAR and Evan stayed in Xfinity and was the Race Engineer for John Hunter Nemechek who had an awesome win ratio and almost clinched the Championship.



Note the 2d-tallest guy on the team...

Evan made the move to the Cup Series in 2024 as Race Engineer for Ty's #54 Cup car which is his present position. This year has been a turnaround year for their team and Ty won his first cup race on the banks of Bristol track in Tennessee and has been in the top five in most of the races this year. Everybody on the team is excited to see more wins down the road.



Bristol – April 12th, 2025... Thrilling overtime finish...



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Evan... cont'd... 04



Pit stop at the Glen

Evan misses the days of racing with so many of his SCCA racing family and wishes everybody a fun racing season and even though he is not racing in a car, he gets to share his racing prowess on the NASCAR simulators with his new racing family at Joe Gibbs Racing- Bob



Proud parents

...and Bob these days >>>>

Evan... cont'd... 05

Bob continues the the story:

Personally as a race fan and business owner I am very impressed how a NASCAR Team is run and what a major investment it is to put everything together to competitively run one race weekend , much less doing it at least 32 times a year.

Joe Gibbs runs four separate teams in the Cup series. Each team needs at least 15 team members at the track each week between the crew chief, engineers, mechanics, 5 very athletic pit crew and all the people who handle the logistics of making sure the cars and everything they need for a race weekend gets to the track. Four Teams@15 per team is 60 employees! I have had the good fortune to tour the awesome facilities of JGR and have spent multiple weekends at various race tracks and I have a lot of respect for every employee at Joe Gibbs racing.

My Boys and myself raced Spec Miatas for 15 years with SCCA, and I was super-blessed to be able the spend the last 5 years racing with my grandson... who I never got to see too much on the track unless he was lapping me. We all absolutely loved the experience of being able to compete with some of the nicest racers over the years.

I miss being able to run on the race tracks so I have taken up running Track Nights at some of the tracks we raced on and I can tell you that it is an extremely well run program and it is the *Best Deal* in Motorsports for an old racer like myself.

As an extremely proud grandfather, I am excited to see the next chapter in Evan's career.

~Bob Karl

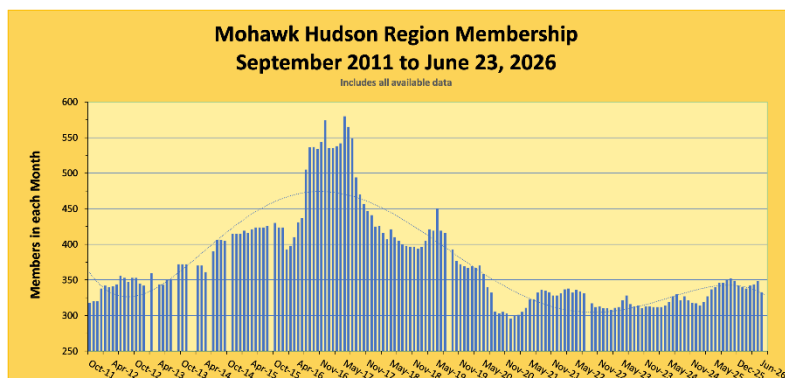
Bob and his Mini,
as imagined by the KO's AI intern:



Article Note: The text is by Bob. The pictures are mostly by Bob. The picture captions are by somebody else.

Membership Report

Our membership stands at 333 members as of Tuesday June 23rd. That's down 15 from the last Membership Report and now 19 below our previous 5-year high mark of 352. But much of that decline comes from members renewing late. An added vagueness is due to some folks joining SCCA for the first time and assigning the wrong region, which they later modify with the national office. This eventually drops them off our member rolls. So we didn't really reach 348 last month because of those members incorrectly assigned to MoHud but also we didn't really lose such a large number of MoHudders because many will be renewing shortly.



New Members since the last report in late May

Michael White, Ballston Spa

Tyrone Alleyne, Mount Tremper

Victor Castillo, Bronx

Significant Anniversaries for July

Five Years

Katherine Leveque - Katherine has enjoyed autocrossing with MoHud.

TJ Hanifan - TJ has been a member of MoHud for quite a bit longer than five years. This is another example of how a member doesn't get their earlier years of membership shown when they rejoin after an absence. TJ of course is an experienced road racer and son of MoHud's famous racer/Divisional Admin/Regional Leader/and all around go-getter Jack Hanifan.

Per Moberg - an autocrosser for quite some time who formerly lived in Maine, Per also doesn't have his years of earlier time in the club shown in the spreadsheet.

Frank McCleneghen - Frank drives a T1 car in SCCA Club Racing and most recently competed at Watkins Glen. He also has seen action in American Endurance Racing receiving cups for 3rd in class several times during 2024 and 2025. Frank too has been an earlier member.

Ten Years

Sheri Ann DeJan - Sheri loves autocrossing her 2017 Fiat 124 Spider Abarth, is a licensed Solo Safety Steward, and loves to instruct at the Teen Street Survival School.

Sal Baisley - It's difficult to believe Sal has been in the club only ten years. He has autocrossed and road raced and rallied. He has worked in timing and scoring for the MoHud Solo program and is involved with various worker roles in Road Racing. Constantly working on race cars, he also kept MoHud's old bus operating until recently when it was mercifully retired and replaced with a newer one. He has been a volunteer with the Teen Street Survival program as an instructor and for the past many years as MoHud's chief instructor of the Street Survival program including tapping the nearby fire hydrant (authorized by the local fire commission) and using his firefighting training to keep the skidpad watered down throughout the day. He was our Assistant Regional Executive for several years and now serves as our leader, the Regional Executive. There are likely some activities this list doesn't credit him with but for most people, the incomplete list would be a career. Thanks for all you do Sal.

Treasurer's Report

Mohawk-Hudson SCCA Treasurer's Report – July 2026

By Pat Clair

On May 31, 2026, the accounts totaled \$30,229.66 –

• Checking/Money Market	\$15,098.97
• 6 Month CD #1 (Matures 11/05/2026)	\$ 5,012.61
• 6 Month CD #2 (Matures 09/07/2026)	\$ 5,041.36
• 6 Month CD #3 (Matures 07/05/2026)	\$ 5,075.72
• Savings	\$ 1.00

June Banking Activities (To Date):

- 2nd quarter MailChimp invoices (mass emailer for the Knock Off, etc.).
- Purchased (at auction) a 2015 Chevy Express Mini Bus to replace the current 1998 Chevy Mini Bus.

As of June 21, 2026, the accounts totaled \$23,673.23 –

• Checking/Money Market	\$ 8,542.54
• 6 Month CD #1 (Matures 11/05/2026)	\$ 5,012.61
• 6 Month CD #2 (Matures 09/07/2026)	\$ 5,041.36
• 6 Month CD #3 (Matures 07/05/2026)	\$ 5,075.72
• Savings	\$ 1.00

Upcoming Financial Transactions:

- SCCA Membership Dues (May 2026) income.
- June interest.
- New Bus – Make roadworthy (purchase two tires, insurance, title, registration, inspection, engine maintenance (oil change, tune up?), reuse four 1 year-old tires from old bus, etc.).
- Old Bus – Decommission (cancel insurance, registration; intention to scrap for money, etc.).
- July 12th and 26th Autocross (Solo) events.

Regional Directory

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