



THE KNOCK OFF

Sept 2026 Issue

The Publication of the Mohawk-Hudson Region SCCA



**Sal Baisley Collects Hardware after the Feature Race
at Thompson Midnight Madness**

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www.mohud-scca.org



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

From the Editor

This year I tried NER's Midnight Madness at Thompson for the first time and it didn't disappoint. Ours was the first group out "driving into the night" and gave that endurance racing experience. Added to that was the inter-mixing with spec racers much like IMSA mixes the GTP, LMP2 and GT cars. Thompson is, of course, more or less fully lit but then again so is Daytona so the experience is similar.

A lot of representation from MoHud. See Theresa's race report for more details. I had a chance to do a little spectating and got to see Sal Baisley dice for the win in IT7 in the day race. Sal did double duty also instructing at the CRE which was well attended. Shout out to Vince and Rich who helped out in tech.



**Mohudders in Group 7: Jim Cutler (blue Mazda 3), Sal Baisley (green Mazda RX-7), and Max Lux Ramos (White Mini Cooper).
Sal looking particularly enthusiastic to start his session**

Hope to see you at the Fun One!

Thanks this month to Pat, Jim, Aashish, and Theresa.

What's Happening

- Sept 2, 2026** **Monthly membership meeting, 7pm, Metro 7 diner, Route 7, Latham, NY** <https://metro7diner.com>
- Sept 7-11, 2026** **Solo National Championship, Lincoln Airpark, Lincoln NE,**
<https://www.scca.com/events/2009396-2026-tire-rack-scca-solo-national-championships-lincoln-airpark>
- Sept 11-13, 2026** **NER "Pig Roast" at Palmer Regional Race, Event #4a, MHRRC**
<https://www.motorsportreg.com/events/ner-pig-roast-6-w-cre-palmer-motorsports-park-scca-new-england-club-racing-079221>
- Sept 18-20, 2026** **FLR "Fun One" at Watkins Glen Divisional road race, Event #4b, MHRRC**
<https://www.motorsportreg.com/events/fun-one-watkins-glen-international-scca-finger-lakes-793828>
- Sept 29-Oct 5, 2026** **The Runoffs National Championship – Road America, Elkhart Lake, WI**
<https://www.scca.com/runoffs>
- October 7, 2026** **Monthly membership meeting, 7pm, Metro 7 diner, Route 7, Latham, NY** <https://metro7diner.com>
- October 18, 2026** **Tire Rack Street Survival, 8am to 4pm, SAM, Ave of the Pines, Saratoga Springs NY** <https://streetsurvival.org> Keep an eye on the MoHud website for a call for instructors and volunteers!
- 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>
- October 25, 2026** **Harvest Hustle GTA Road Rally**
Details TBD – keep an eye on Facebook & the MoHud website for details!
- Nov 4, 2026** **Monthly membership meeting, 7pm, Metro 7 diner, Route 7, Latham, NY** <https://metro7diner.com>

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

Race Report: NER Midnight Madness at Thompson

- By Theresa Lux

With quite possibly the highest turnout of the season so far, MoHud Road Racers traveled to the Thompson Speedway Motorsports Park on August 15th. Mohud members were in five of the eight race groups for the Midnight Madness event which includes three track sessions in a single day including one night race. Racers enjoyed a dry track, mild temperatures, and a make your own taco buffet for dinner.

Patrick Stringer (#40 – SCCA Enterprises SFR3) and Jeffrey Lehner (#71 – 1998 SCCA Enterprises SFR3) took advantage of the track's test day on Friday prior to the main event. Driving in SRF3s, they joined Mazda cars for one day and one evening session. While Patrick has been racing around twenty years, he stated this is his first time "under the lights." In past years, the Midnight Madness race occurred over the Fourth of July holiday and everyone was treated to fireworks. With the change in schedule to August, Patrick shared he was able to enjoy Nature's light show via the meteor showers during the overnight. Off season, Patrick and Jeffrey also participate in ice racing. Patrick placed 2nd and Jeffrey 3rd in the Feature Race. On the track at the same time was Chip Van Silkye (#34 - 1986 Crossie 62F) securing 1st in FF.



In the FVR class, Leon Zavos (#199) also captured 1st place in the Feature moving up from the 2nd place finish in the Sprint. Leon and his brother Steve share the Formula vee Predator P3. The brothers can often be seen at Autocross events. This was Leon's first road race in 2026, his rookie year was in 2022. Christopher Zarzycki (#23 – Citation 90 FV) raced along side Leon, taking 1st in the Sprint Race and 3rd in the Feature.

Recently returning as a member to our region, Steve Grabski (#68 – 1968

Volvo 122) raced in the Historic Race Group. He has been on track a few times this year already, but this was his first SCCA race of the year. Steve raced to 3rd place in both races.

Max LuxRamos (#9- 2011 Mini Cooper) received a verbal "thumbs up" over the radio from a flagger for his skilled "door handle to door handle" racing with a competitor in the first B-Spec race. The two traded places back and forth throughout the race. Max moved from 3rd to 2nd in the Feature Race and remains the point leader for the NER B-Spec Championship.





Two MoHud racers took first place in Group 7. Racing against three other IT7s and sporting a new look, Sal Baisley (#68 - 1985 Mazda Rx7) captured the checkered flag. Lap 11 of the Feature Race was Jim Cutler's (#192 - 2012 Mazda 30) fastest lap which set a new track record for C-Spec.

Taking to the track after a break, Jared (#8 - 2017 Subaru STI) completed all three racing sessions earning 2nd in the Feature Race in the T3 class. T3 was an active class with 8 cars in total including 3 MoHud Members. W. Scott Stickle (#48) crossed the finish line in his 2005 Subaru Legacy GT and Austen

Levesque (#88) raced up from the back of the pack to cross in his 2017 Toyota GT86.

Vince Gentile and Richard Welty provided their expertise in Tech while Theresa Lux helped in Timing & Scoring. Vince had the pleasure of handing out the trophies, many to our own MoHud racers.

2026 Solo Season Comes to a Close

Solo Report: Event #4 and the 2026 season - By EJ Smith

MoHud put a bow on our 2026 autocross season with our Event #4 on Sunday, August 30th. We've had a fantastic turnout of competitors for our previous events this season, and that trend continued with our last event. A registration count of 65 boiled down to 62 by the end of the day, with some medical and mechanical cancellations.

An overcast and comfortable day allowed us to try for four runs in the morning, but once again some timing gremlins, in the form of some cars not tripping the finish timing lights, caused some unnecessary delays in the day, but we still ground through 7 runs on a fast course with some subtle elements that required you to pay attention in order to score a fast time.

Andrew Hiro in his XA classed Toyota GR86 grabbed the fastest raw time of the day with a 38.225 run. Fastest PAX time was from Joe Lagdao in his DS classed '24 Subaru BRZ, calculated at 32.144. Season championship points are still being calculated and we'll know the champs soon enough.

For the 2026 season, we averaged just over 62 entrants per event, which makes a huge dent in paying for the new region bus. Highest attendance was Event #3s's 69 entrants, and the low was Event #2 with 56 entrants.

To all those who participated, and to all of you who helped support our program with your time, effort, and skills, thanks!

Time Trial Report

By Aashish Vemulapalli

An Abbreviated Season...

...is still a season nonetheless. Track events and Time Trials mentions have been scarce in the KO and in case you missed it, here is an account of my season.

Enthused by the success of last years Targa events, the national office decided to take this program nationwide and announced Targa New England. The premise seems interesting – 4 tracks in 4 days that could include elements like autocross or track sprints. Also, the only rule of Targa is that the rules are made up, and the points do not count. In other words, a low-pressure shorter version of One Lap of America. Having always had the desire to do One Lap this seemed to be the best way to scratch the proverbial itch without having to travel too far. The requirement is to do Targa on one set of tires with a car you can drive from track to track. Palmer, Lime Rock, Canaan Motor Club and Pocono Raceway were the tracks, and I have never driven the latter two.

To do Targa one needs a car and a teammate. The idea is that two drivers can share driving responsibilities based on skill – autocrosser for autocross/track sprints or to set quickest lap; endurance racer for the cumulative lap session. Having decided to part with my trusty 2008 Honda Civic Si sedan at the onset of spring, I now owned a Civic Type R with more horsepower and torque than I have ever been used to. As for a teammate, my 8-year-old daughter was going to Targa with me until it clashed with a summer trip her mother had already planned. Just as it seemed to be a solo trip, my brother-in-law and the reason I am into cars offered to come and handle the transit sections of the drive, so I can get some rest. That settled, we had to pick a team name



Photo Courtesy of Clarus Multimedia Group

and it came to my daughter and I as we were listening to a Bollywood soundtrack about an Indian Samurai – Rusty Katana on Targa-T (pronounced "target"). With life having taken a different turn some years ago, I've not been doing events as before and felt very rusty. I worked with Gemini to produce a logo and had magnets and stickers printed. Thanks to an FL5 Type R WhatsApp owners group, I also got some advice on wheels and tires to get and brake pads. Unlike my old car, this car will stay stock other than Castrol SRF, track pads and 18-inch wheels with Continental Extreme Contact Force tires. To get a feel for the car, I signed up to instruct at Palmer with Boston BMWCCA but with two students and seven sessions out with students, my fastest time was only 2 seconds better than my time in the old car.

Targa Day 1 - Palmer

Thanks to weather delays, my brother-in-law flew in from Texas at 2AM on the morning of the first track. At least we did not have to get to the track at an early hour. We left home and drove to Palmer under skies that were gray from the Canadian wildfire smoke. Upon getting to Palmer I got to meet with John Hunter who was the event lead as well as Greg Amy from NER who was coaching some of the days and Kathy Barnes. I was one of three cars in the Sport 3 class along with Trey Albrecht from WDCR who is a known Time Trials hotshoe as well as Bowie Gray from Florida in a 2 Series BMW who is an experienced One-Lapper. My goal was to only knock the rust off and find a groove.

The sessions at Palmer went quickly. There were two practice sessions followed by two competition sessions. The first competition session was for fast lap, and the second was a cumulative time of all three laps. Each comp session would give the driver three laps. I asked my BIL if he wanted to drive, but he said driving the pace laps was enough for him. I started slow but as the tight focus that competition sessions require coupled with my adrenaline kicked in, I found time and was able to consistently lap Palmer. The new car uses its rear brakes to help the car turn and once I got used to that, it seemed to help be consistent. Even having found 5 seconds, I was about 4 seconds behind Trey. Tire choice helps for sure, but I also think he is a very good driver. Everyone adjourned for dinner together near the motel. My BIL and I left for home though because Palmer is not too far away, and home is also close to next days track – Lime Rock Park.



Also, I had a hand in helping a Stewarts Rubber Duck escape. This duck seemingly wanting to escape a life of misery being perched on a Jeep dashboard and living in New York wanted to sneak away. So I helped and ensured the duck was placed in a Supra from North Carolina with instructions to keep passing the duck along on the Targa adventure. Whosoever found the duck in their car at Pocono would take Stewart Targaducken aka Stewie home with them.

Targa Day 2 – Lime Rock Park

Lime Rock started earlier than Palmer with the Targa participants needing to be there by 9AM. The plan was to wrap up Targa before noon, so we could do a rally passing the covered bridges on the scenic route to White River Junction in Vermont.

I did one practice session at Lime Rock and set a fast time of 1:05. The track was familiar but the car was so different. My brake points, the gear changes all of these needed recalibration. I sat out the second practice session – I wanted to think through my approach and also be in better shape for the competition sessions.

We were divided into four groups so traffic would not be an issue. I was in the third group going out for the fast lap session. We followed the pace car out and started going on the No-Name AKA Newman straight making sure we left a gap to the car in front. Coming down the front straight, I braked a hair sooner and trailed the car into Big Bend all the while watching to ensure my speed did not dip below 61 MPH (thank you Harry Adalian for that tip). Exiting Turn 2, I set up for the left-hander and used the

transition from Left to Right from Turn 4 to grab 4th gear. The car took a moment to get into the powerband, but I figured this was better than spending time grabbing fourth gear as I was going down No-Name. Turned the car into the Uphill and prepared for the crazy undulation as the Type R crested the hill (Trey Albrecht said this was a good thing). Adjusted the braking for West Bend and then all the way down the hill and on to Sam Posey. I tried to stay consistent and smooth for all three laps.

Back in Grid, John Hunter comes up to me and asks me to lead the last group out for the second competition session. Sixteen-year-old, Annabella Burt was the last driver in grid in a Club Spec Mustang (CSM) car that she helped build with her father. I conferred with her and the rest of the group about our out lap and where we would start going. I lead the group out, and complete two laps. The 1 to go is displayed at Start-Finish and as I make my way around Big Bend, I see Annabella Burt making her way into the left-hander. Her pace tells me that I will likely catch her and while that could cause issue with my cumulative score. I tell myself that this should be timed in way so I can pass her without her having to slow down too much and if I fall behind, so be it. I catch Annabella towards the end of No-Name and take a tighter line into the Uphill so I exit to the right while she stays on the line. I complete the pass into West Bend and go down the hill to take the checkered. In Paddock, I walked up to Annabella and commended her for how poised she was and her confidence in allowing me to execute a clean pass.

The time was noon and having rotated wheels, my BIL and I hit the road for White River Junction. As we had already seen the covered bridges in the area, we decided to just drive the route with no planned stops to the hotel. Oh! And I should mention, it was great to see our fearless leader, Sal Baisley who had arrived to staff the Track Night in America that was right after Targa wrapped up.

I had finished with a fast time of 1:03 to Trey's 1:01 to somewhat make me feel better about myself.

Targa Day 3 – Canaan Motor Club

Canaan Motor Club is a small facility in New Hampshire with a 1.3-mile track that can be run in both directions. As the track is narrow in most section and very technical, it is not wise to let a group of cars out at once. Therefore, the plan was to run Track Sprints in both directions to ensure safety. The plan was to wrap up and leave by Noon, but come noon we had still not started the Track Sprints for the other direction.

Time Trials Timing Guru and friend of MoHud, Kevin Greer then took charge and cars started being sent at 20 second intervals. This ensured we wrapped up on time to hit the long road to Pocono that at one point had me less than 10 minutes from home as our route took us through the Capital District.

My performance was middling at Canaan. I am not one that is suited very well to autocross or the track sprint format, as much as I enjoy it. In both directions I finished about 2 seconds behind Trey and even if I had the Yokohama A052s like him, I probably would only have been faster by a second, but that's an internal debate for the off-season.

We arrived at the Motel in Pocono and walked in to John Hunter and Carrie Lee from HQ sitting and conferring seriously. I joked with them, that they should let us sleep in and start later and John said, with the weather we have no idea if we will even have an event. People had driven to Targa New England from as far away as Texas, Tennessee, Florida, Michigan, Kentucky, and Wisconsin. I expressed hope that we would at least have some laps. I could not be more right.

Targa Day 4 – Pocono Speedway

We got to Pocono early for the Targa, but clearly, we were not early enough. Pocono was also hosting the Time Trials National Tour and with the weather being iffy, all the garage spots had been taken. I drove around until I spotted Bryan McCrea who is a Time Trialler and Hill Climber from Pennsylvania. I asked Bryan if I could keep my bags and tools in his space. He offered one better, he moved his car in further so I had a spot under shade in case it rained. He said he was saving a space for another driver and that I could have it until he arrived.



Photo Courtesy of Clarus Multimedia Group



Photo Courtesy of Clarus Multimedia Group

Having unpacked, I attended a Targa drivers meeting where John Hunter asked us to remain in pitlane after our sessions were done so the groups could get changed over quickly before the weather arrived. We lined up in groups for practice and just as I was about to go out it started raining. It took that first session and a second practice session before I had a plan of attack for the track, and then just as we were 5 minutes from our first competition session, lightning was observed in the area and the workers got called in. The rain came a little while later and an hour later the announcement that Targa New England had concluded. What had started with smoke and fire at

Palmer seemed to end in a soggy whimper at Pocono. My BIL and I stayed for the Awards, said our goodbyes to all the friends, wished Time Trialers like Dave Burnham (who finished second in class) and Ben "Lawnmower" Smolen and headed home.

In retrospect, I was glad I did Targa New England. I had fun as did my BIL. I got to see John Hunter who is one of the nicest people from the National Office for one last time; John is now in a regional role and this was his last as Event Lead. I also got to see Brian DeFrees my friend from the old days. Brian used to live in Albany and has a 2009 Civic Si Sedan which is now a GLTC car that he drove along with his codriver in Targa and he came all the way from Austin, TX.



Clearly Targa has an audience and can draw people from afar. It is my hope that these musings will inspire some of you to give it a try next year. This is a fun event in our neck of the woods, and I was a little taken aback to see how limited the participation was from regions nearby. Targa got me enthused and I wanted more

WDCR Time Trials at Shenandoah:

Remember that group of FL5 Civic Type R owners that I mentioned above. It turned out that a group of them were going to Shenandoah circuit at Summit Point Raceway for an HPDE and Time Trials event with the Washington, D.C. Region of the SCCA. WDCR has one of the oldest Time Trials programs and to participate one has to cut their teeth in HPDE with WDCR and get checked out through the HPDE stages and on to Time Trials. I messaged Trey from Targa asking if I could come run TT with them. Trey assured me he'd get me in and that I should register.

So on Friday, August 14th I made my way to Summit Point which seemed to take forever with the traffic and congestion I encountered along the way. I'd watched videos of the track and other than the Karussell, the track did not seem that interesting. It seemed overgrown and needing work and I bet there are better manufacturer owned test tracks than this one that was built with vehicle development as its purpose.

Day 1 – WDCR at Shenandoah:

I got to the track a little later than I needed to, so did not have the time to swap tires. As I was a Shenandoah rookie, the WDCR powers that be, got me to go out on paced laps and then I went out with one of their Advanced drivers in his Miata. Mark, the driver, did his best to talk me through the key corners of the track. I was gridded last as I did not have a time with WDCR and that was also good as I did not have the pressure of minding the gap to cars behind me for what was a new track. I went out with some nervousness but came back in with a big grin on my face – Shenandoah circuit is a fantastic track to drive. It has a mix of fast corners but mostly medium speed and slow corners. And while the slow corners did me no favors, the tight twisty sections as well as the banked Karussell were a lot of fun.

Time Trials rules say you must compete on the tires you start on. So I requested the TT chair and asked if I could swap tires as I did not want to burn up my street tires. Permission was granted partly because I am sure they did not think I would cause any serious damage. I was in a class of two with Trey and he had me by about 7-8 seconds.

After I changed wheels, I had two more timed sessions, and I improved by a second as I got familiar with the track but with it getting hot and humid, there was no time to be gained. I drive the car in Plus R mode on the track and at Shenandoah this also meant the car was catching air because of how stiffly sprung the car is in that mode. A fellow Type R owner handed me an Integra Type S Active Damper System module that is a direct swap into my car. This softens the car and according to some makes the car more driveable in Performance mode. I went out for a HPDE session to test it out, and came away feeling like this could help. I did not go any faster but I was consistent even at the hottest part of the day. Maybe this would help on Day two when it was supposed to rain.

Day 2 – WDCR at Shenandoah:

It rained all the way to the track the next day and the rain kept coming down as we went to the drivers meeting. The rain stopped just before the first TT session and as we went out on a wet but drying track, I gained a lot. For one, I passed two Corvettes and then caught up to and played back and forth with Jonathan Crane (TT Regular and WDCR member) with whom I have a good rapport. The second thing was that being forced to go slower meant that I finally figured out the track.

The next Time Trials session was on a dry track but with the apex curbs very slippery and puddles at some crucial apexes. I still felt like I drove my heart out that session and finally found a rhythm with the track. I packed up after and headed home given that the next Time Trials session was later in the afternoon and I wanted to get home at a decent hour. But in my heart I knew that with this newfound knowledge I would at least shave two seconds off of my fast time from the day prior.

Washington DC Region deserves kudos for this event. Being there felt like I was at a Time Trials National Tour event being run by national office staff. Everything was planned down to the last minute detail and every role was staffed with no confusion whatsoever, and the schedule and times were even posted electronically. Even more impressive, they stuck to the schedule on both days even with the inclement weather. To give you one instance of their preparedness, Shenandoah has a big paddock and does not provide trash cans like Lime Rock or Watkins Glen. WDCR had trash bags at registration ready to go because they knew people would have trash to dispose.

The event itself had over 120 drivers on both days. While TT only had one group of 15-17 drivers, the other HPDE groups not only had classroom instruction and in-car for novices and intermediate students, but they also had mixed non-competitive sessions for Time Trialers with the Advanced and the Intermediate groups. The idea being that exposure to “faster” drivers helps driver development. Grid was staffed by volunteers in white with grid spots demarcated. Registration and tech were friendly, quick and thorough for the latter.

To ensure they don't run short of flaggers, WDCR also has a work/run program. This allowed some drivers to participate at a discounted rate as long as they showed up the next day to learn at a corner station.

In my post-event feedback to them, I told WDCR that they have an opportunity to help grow volunteers from other regions. To get a TT Coach License or a Safety Steward License, WDCR could invite members from small and medium regions within NEDIV. This will not only make the Division have a strong bench of talent, but it will also drive foot traffic to them. Other regions within NEDIV similar in size to WDCR would do well to study them and implement ideas taken from there. Any MoHud member planning a TT or Track Event season would also do well to venture a little further and try WDCR. They are a good group and are committed to ensuring everyone has a good time.

My season is not done yet. I will be doing one last event at Lime Rock Park on 8/29 with our sibling outfit, Patroon Chapter of the BMWCCA. After that I am going to hang up my helmet for the year. I am sure some of you will think that's too soon. But I will have you know that if you'd told me in early April that I would do four events, one of which was Targa New England and that I would get to drive three new tracks, I would not have believed it. An abbreviated season is still a season to remember and has memories to cherish.

Oh, and in case you were wondering whatever happened to Stewie the Stewarts duck – some say he was last seen hiking the Appalachian trail, others say he was headed to a questionable establishment, all we know is he had the time of his life on Targa.



Treasurer's Report

Mohawk-Hudson SCCA Treasurer's Report - September 2026

By Pat Clair

On **July 31, 2026**, the accounts totaled **\$23,972.59** –

- | | |
|--------------------------------------|-------------|
| • Checking/Money Market | \$ 8,844.91 |
| • 6 Month CD #1 (Matures 11/05/2026) | \$ 5,042.32 |
| • 6 Month CD #2 (Matures 09/07/2026) | \$ 5,071.25 |
| • 6 Month CD #3 (Matures 01/04/2027) | \$ 5,013.11 |
| • Savings | \$ 1.00 |

August Banking Activities (To Date):

- Solo #2 (07/26/2026) and Solo #3 (08/09/2026) income and expenses.
- SCCA Membership Dues (June 2026) income.

As of **August 17, 2026**, the accounts totaled **\$25,685.95** –

- | | |
|--------------------------------------|-------------|
| • Checking/Money Market | \$10,558.27 |
| • 6 Month CD #1 (Matures 11/05/2026) | \$ 5,042.32 |
| • 6 Month CD #2 (Matures 09/07/2026) | \$ 5,071.25 |
| • 6 Month CD #3 (Matures 01/04/2027) | \$ 5,013.11 |
| • Savings | \$ 1.00 |

Upcoming Financial Transactions:

- Solo #3 (08/09/2026) finish up expenses.
- Solo #4 (08/30/2026) income and expenses.
- SCCA Membership Dues (July 2026) income.
- August interest.



Membership Report

MoHud has 325 members as of August 28th, 2026. That is a loss of 9 members since the last Membership Report on July 25th and down 23 since May's five-year high mark.

New Members in August

None

Significant Anniversaries in September

5 Years

Jennifer Chuddy - Jennifer has a competition license and competes in Spec Miata. She's raced in 13 SCCA events since 2022.

15 Years

George Kline - George's competition license expired last year. We hope he renews and gets out on track again for some good fun.

Extra information - here's a top 20 list of MoHud member sorted by years in the club. They range from Skip's 68 years to Jim Bishop's 48 years.

Skip Barber	James Bishop
Karl Danneil	Richard Walsh
Eleanor Morris	Gary Dassinger
David Wachtel	Connie McIntyre
David Hathaway	John Sheridan
Johannes Krauss	Jon Van de Car
Marianne Krauss	Robert Wright
Thomas Campbell	
Clark Nicholls	
Paul Gifford	
Susanna Rogers	
Christopher Zarzycki	

Regional Directory

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Solo (Autocross) Chair

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Tire Rack Street Survival Program

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Road Racing Co-Chair / Scrutineer

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Road Rally Program

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Social Activities & Events

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The Knock Off (Newsletter)

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