

The Mo-Hud

Knock ff

Newsletter of the Mohawk-Hudson Region, Sports Car Club of America

June 2019

The REport

Hagerty Discounts for SCCA Members

Last month I told you about the Track Night in America schedule for us here in the northeast.

Did you know that Hagerty Insurance has introduced some amazing benefits for SCCA members to make it easier than ever to get on track and protect the car you love?

Hagerty gives you 30% off your Track Day policy for a Track Night in America event. There's no limit on the number of events you can do. With Hagerty, you can get the discount every time! Obtain a quote in 30 seconds, and get your policy in 5 minutes at www.hagerty.com/hpde. Be sure to select "yes" in the Track Night in America dropdown.

Another Successful Street Survival Event

Many thanks to all who helped to make our first Tire Rack Street Survival event at the Saratoga Automobile Museum a success. The cool, damp weather did nothing to dampen the enthusiasm and smiles of the 16 students who took part in the program. The parents who stuck around for the day were equally as enthused and very pleased with the quality program we present.

Our next Street Survival event is Sunday October 20 at the Saratoga Automobile Museum. It's not too early to start spreading the word.

For the good of the sport,

- Jim Bucci
Regional Executive

PS- In this month's Journal: More of Aasish's Time Trials adventures, and more Campbell Racing.

****Special Meeting Announcement****

MoHud General Membership Meeting and Ice Cream Social

Please join us on Wednesday, June 5 beginning at 6:30PM at:

Pirate's Hideout
175 Guideboard Rd
Halfmoon, New York

Brief membership meeting will start promptly at 6:45PM.

We will be sharing the space with members of the Adirondack Shelby Mustang Club.



Coming Events: June and...

- **June 2nd:** Sunday. 9am – 4pm. MoHud Solo Event 2. Empire Aerosciences Museum site in Glenville.
- **June 5th:** Wednesday, 6:30pm. MoHud Membership Meeting. Pirate's Hideout, Halfmoon.
- **June 30th:** Sunday. 9am – 4pm. MoHud Solo Event 3. Empire Aerosciences Museum site in Glenville
- **June 13th:** Thursday. 12:30pm – 7pm. Track Night in America. Lime Rock Park.
- **June 14th - 15th:** Friday – Saturday. NER Regional Races. Lime Rock Park. Sign on as crew for one of MoHud's entrants, or just spectate (free) by signing a waiver at the track entrance.
- **July 5-6:** Friday – Saturday. SCCA/NER/CART/MoHud Time Trials. Thompson Motorsports Park. Work or run.

MoHud Goes to the Saratoga Auto Museum Spring Show

- EJ Smith

On behalf of MoHud, many thanks to the members who volunteered to bring their cars to display at the Saratoga Auto Museum's Spring Car Show, on Saturday May 18. We had great weather for the day, and chatted up visitors on what SCCA and the MoHud region can offer car enthusiasts. I would like to recognize the following folks for their efforts with making MoHud's display a success:

- Hilton Tallman
- Aashish Vemulapalli
- Miguel Teixeira
- Sal Baisley
- Chip Van Slyke
- Russ Burckhard
- Joe Cassidy
- Ron Bass
- Diane & Paul Malecki



June 2019 Solo Report

- Russ Burckhard

We started the season with a test and tune that was held on May 4th. There was a threat of rain early, but it turned out to be a nice day and we all had a bunch of runs. There were a few new faces in attendance along with our regulars. Most of the attendees made a weekend of it and came back the next day.

The first points event had 61 entrants at the Empire State Aerosciences Museum. We were able to have 7 runs on a day that started dry and then stayed wet for the rest of the event. All of the Street and Kart drivers had dry runs for their first heat. The second half of the heat had limited availability to a dry course. On the bright side, it never rained hard. Just enough to keep it wet.

Josh Smith set the fastest time of the day in his shifter kart, Angelina MacLeod was the fastest Junior Kart, Brian Borie had the best time in Street, Jonathan Scavone had the best Street Prepared time, Adam Wright had the top spot in the Touring class, Charles Dickinson was the best in CAM, Scott Monti led the Pro drivers, Todd Etesse was the fastest Novice, and Dave Burnham had the fastest Modified/ Prepared. Scott Monti topped the Pax list followed by Caleb Pocock, Brian Borie, Nick Austin, and myself rounding out the top five.

Upcoming dates

June 2	Empire State Aerosciences Museum	Event 2
June 30	Empire State Aerosciences Museum	Event 3
Aug 4	Empire State Aerosciences Museum	Event 4
Aug 18	Empire State Aerosciences Museum	Event 5
Sept 22	Empire State Aerosciences Museum	Event 6

PSCC Events

It is with sadness that I must report that PSCC has lost access to the Tech City site in Kingston. This puts their season in serious jeopardy. Look to <http://www.psccony.com/> for more info.

Oct 27	Lake Taghkanic State Park
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- Russ

Time Trials

- Aashish Vemulpalli

Time Trials National Tour at Thompson Speedway

Dates: July 5th and July 6th

Who can do it: Most production street cars and caged race cars. Spec Miata is very well classed as are Dodge Neons.

Why you should do it: The cost of the event is \$250. And you will have to rent a transponder for \$20 if you don't already have one and a weekly temp SCCA membership of \$15 (if not a member).

That adds up to \$285. You get six sessions on track over two days plus a track sprint session (three timed runs with a start and finish).

Because I'm helping them with some promotional activity, they've given me a discount code for \$50 off of an entry. That reduces the cost to \$235 (\$220 for SCCA members including transponder rental) for two days on track with parties at the end of each day with legal beverages included.

Just as a comparison, a single day event with a northeast track day group is \$389 at the same track. For \$220 you get 180 mins of full track time and three track sprints.

I've had them apply the discount to DJ and Adam Wright retroactively and I'm hoping this discount will help more of our members experience Time Trials at a cost that won't put a hole in one's pocket. Anyone interested in signing up can email me to get the code. aashish2@gmail.com

Full disclosure: for any person that uses the code and registers at a discount, the SCCA will be crediting \$25 to my entry for the National event in Kentucky. I've asked them to set this aside as a TT scholarship for any other member from our region that would like to attend Nationals but for whom cost is a factor.



Time Trials 101:

Apply for a license: Go to [TimeTrials.SCCA.Com/pages/driver-eligibility](https://www.scca.com/pages/driver-eligibility) and complete and submit the form. The license has no cost if you're an SCCA member. (Approx. Time: 5 minutes; Cost: \$0.00)

Class your car: Go to [TimeTrials.SCCA.Com/pages/classmycar](https://www.scca.com/pages/classmycar) and click through the categories there to find your class. (Approx. Time: 20 minutes; Cost: \$0.00 or a cup of coffee as you scroll through and scratch your head wondering if spinner wheels are legal for Sport)

Sign Up: Go to [TimeTrials.SCCA.Com/pages/national-tour](https://www.scca.com/pages/national-tour) and click on the link for Thompson Speedway, Connecticut. Register and pay the fee and be sure to add a transponder before checking out. (Approx. Time: 10 minutes; Cost: \$270 including transponder rental OR free if you're volunteering or working or spectating)

Event schedule:

Afternoon prior to event: Welcome party and registration/tech. Sign the waiver at track entrance, make your way to registration and sign up and get your packet with decals. Apply decals to car and stick numbers on. Empty the car out and go to tech with the tire you intend to compete on mounted. Once you pass tech, take the signed sheet back to registration and get a tech sticker. Apply sticker to top of drivers side front windshield.

Go to welcome party and enjoy with fellow participants, workers and event staff.

Day One:

Registration and Tech will be open for the first part of the morning for anyone arriving late.

Pick up transponder at registration and install on car.

Keep track of the group you are running in and not the category you're competing in. Know the times when you're supposed to be in grid (15 minutes ahead of session start) and listen for announcements. Arrive at grid and follow the instructions of the grid worker to line up. Run your session and as soon as the session is complete go to impound and meet with your group coach. This is important.

The first two sessions will be practice sessions for Time Attack. The later two sessions will be Time Attack sessions and your best time from those sessions will count. If you've put a fast lap down, there is no need to run the full session, you can pit in and make your way to impound. Important: Know your flags and point by zones for your group. A point by is not a command to pass. Take it only if you can safely pass while keeping others safe. Don't forget to turn in your transponder at the end of the day.

Day Two:

First order of business is to get your rental transponder and mount on the car.

The first session will likely be a Track Sprint. Your group will follow a pace car for a lap or two of the track sprint course and be lined up for three runs each. Cars start about 10-15 seconds apart. Go to impound after your runs are done to talk to your coach.

You will have another two Time Attack sessions - one during the morning and one during the afternoon. Your single best lap time from these two sessions will count. After each time attack session, report to impound and meet your group coach.

Once all sessions are complete it is time for the trophy ceremony. Your best lap time from the Time Attacks on each day plus your best time from the Track Sprint will be added together for a total time. The top three times in each category will be awarded a trophy and get to stand on the podium.

Important Note: Don't forget to turn in your transponder at the end of the event. You could be liable to pay the full cost if you drove off without returning it.

- Aashish

Help Wanted

Been looking for a way to get more involved in our club? Here is your opportunity. The Mohawk-Hudson region is in need of an Activities Director.

What does an Activities Director do? The AD would work within established budgets and work with the club's officers and members to come up with ideas and make plans for our social activities.

What sorts of activities? Well, that is up to you. Of course we'll still have our traditional social events like rallies, the MoHud golf outing and our August go-cart night but how about some fresh, new, and original ideas. Maybe a dinner cruise? Movie night? Picnic? Caravan to a local cruise night? Off-season go-cart racing series?

How will I let members know about an upcoming activity I've planned? The Mohawk-Hudson region has several ways to "get the word out" such as email blasts, our region's newsletter (The Knockoff), and a Facebook page. Or, feel free to use other social media outlets such as Instagram and Twitter.

How much time will I need to devote to being the Activities Director? Again, that is kind of up to you. Just a couple of hours a month would probably be enough. We aren't looking for a constant flow of activities or even a monthly event, just a couple of new fun activities to join our traditional social events.

Do I need previous experience? Heck no! We're simply looking for an enthusiastic member with some new and fresh ideas.

Why such an emphasis on finding a new Activities Director? There are several reasons. There is a new dynamic, a new buzz going on at the national level of the club. One of the ideas pushed forward at the national convention is to drive that same level of excitement out at the regional level.

Okay, you sold me on it, what's next? Contact our Regional Executive, Jim Bucci (hdjimbu@gmail) to get started. We aren't going to set you adrift to just figure things out on your own. Jim, as well as the other officers in the club, will always be available for questions and guidance.

If you think you might be interested but aren't quite sure, call or email Jim and you can talk more about it. Maybe you'd like to form an activities committee with a spouse or other member(s)? That would be okay too. More hands make lighter work.

Road Racing Report



Jack Hanifan/Jim Bucci

Northeast Conference 2019 U.S. Majors Tour

Sandwiched between the two Northeast conference Hoosier Super Tour weekends, several MoHud road racers made a stop at Summit Point Raceway in West Virginia the weekend of April 27-28.

Jason Smith, American Sedan had a fine 3rd place finish on Sunday.

Charlie Campbell took home the first place trophy in F-Production on both Saturday and Sunday.

Peter Meck, Formula Vee had very good runs on both days and

Jeff Lehner, Spec Racer Ford Gen3 finished on the podium on Sunday.

NERRC #1 Opening Weekend

A cold and wet Whiskey Hill Raceway didn't keep our MoHud drivers off the podium the weekend of May 4-5 for the opening weekend of the New England Road Racing Championship (NERRC) at Palmer Motorsports Park. Palmer was also a stop for the Northeast Division Road Racing Championship (NEDRRC).

George Kline, E-Production, had a couple of first place finishes.

Jared Lendrum, Touring 3, came away from the weekend with a first place finish and a new track record.

Evan Karl, Spec Miata and STL, had first place finishes in both classes.

Bill Dergosits, B-Spec, took home a first place medal and

MoHud Rookie of the Year candidate **Maclin Norray**, Touring 4, scored his first win on Sunday.

Congratulations to all.

MoHud Goes to Palmer

From Aaron Andino Photography and James Ray via New England Region's *Pit Talk* we've been able to glom a few shots of MoHuders in action at the NERRC season opener at Palmer. Thanks, all.



Jared goes purple while EJ keeps a watchful eye.

MoHud Goes to 1945

Pictures from the May MoHud general membership meeting held at 1945 Speed and Custom.

-- Thank you Jeremy and Mara for hosting our group



Membership Report- April 2019

-Jim Garry Mohud Membership Chairman

As of May 22nd Mohawk Hudson Region membership stands at 450 strong. That's an increase of over 50 members since the turn of the year. It looks like the drought is over.

Here's a big welcome to our new members who joined in April and May:

Robert Buttles	Averill Park	Meghan Miller	Broadalbin
Christopher Casion	Schoharie	Alan Montenaro	Ancram
Andrew Decker	South Glens Falls	Paul Novotny	Albany
Thomas Dias	Halfmoon	Steven Palleschi	Albany
Robert Engle	Cobleskill	Scot Prehn	Scotia
Zach Foote	Clifton Park	Lynn Prehn	Fort Johnson
Stefanie Johnson	Voorheesville	Theresa Prehn	Ravena
Pam Long	Rensselaer	Troy Prehn	Halfmoon
Stephen Markham	Saratoga Springs	Jessica Ratigan	Schenectady
Daniel Martinelli	Schenectady	Megan Sanders	Nassau
Jose Martinez	Schenectady	Chris Scanlan	Clifton Park
Colin Mattice	Saratoga Springs	Steve Tomb	Clifton Park
Christen Mayer	Saratoga Springs	Eric Tse	Fort Plain
Everett Mayhew	Saratoga Springs	Ivan Zdrahal	Halfmoon
Karina McClelland	Latham	Edward Zemeck	North Creek
Hilda Meixueiro Gonzalez	Glenville	Ron Zuba	Schenectady

Significant Anniversaries in May and June

Five Years

Robert Noble
Joseph Cassidy
Andrea Eriksen
Eric Eriksen
Yvonne Eriksen

Ten Years

Jennifer Sell
Miguel Teixeira
Olga Bogdanova

Fifteen Years

Shaina Bass
Eileen Pikul-Bass
Scott Butler

Twenty Years

Susan Ruggeri

Twenty Five Years

Jason Smith

Thirty Years

Greg Rickes
Philip Pizzoferrato

Congratulations to everyone. Let's have fun with cars!

Mo-Hud Officers and Contacts

Regional Executive (RE)

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Assistant RE

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Club Racing Chair

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Rally Chair

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SOLO Chair

Russ Burckhard russtduck@gmail.com

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Chief of Pits

Clark Nicholls cwnicholls@aol.com

Scrutineering (Tech)

Richard Welty: See his Facebook page

Chief, Flagging & Comm.

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Activities Director

Open. Contact Jim Bucci if interested ...

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For more information about the Mohawk-Hudson Region SCCA, and membership in the Sports Car Club of America, go to < <http://www.mohud-scca.org> >

Membership meetings of the Mohawk-Hudson Region SCCA are held on the 1st Wednesday of the month, excepting July and August, 7:30pm, at Maggies, Western Avenue (Rt. 20), Albany, across from the SUNY-Albany main entrance.



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The KnockOff Journal

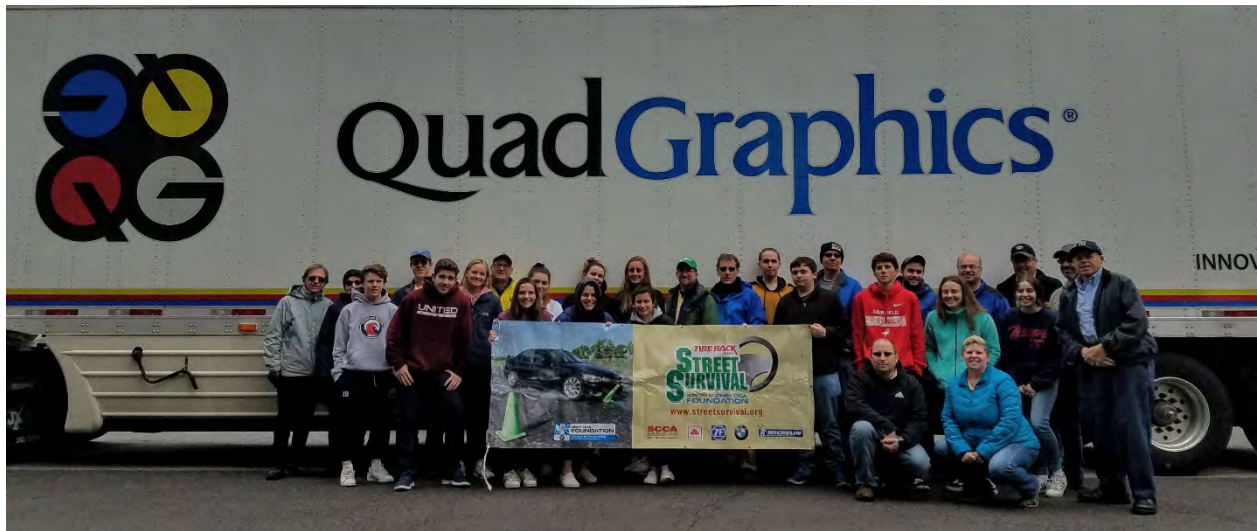
This Month...

- TRSS
- Campbell Racing
- Aashish Does More Time Trial'n



Tire Rack Street Survival at the Saratoga Automobile Museum, April 29th, 20-19

Many thanks to all who helped make our first Street Survival event of the year a success!



Campbell Racing – Race Report

Summit Point Motorsports Park, West Virginia April 27th and 28th

Second race of the season completed and so far things are going well.

We arrived at the track on Thursday evening as is our usual practice in order to get a choice paddock spot and to set things up without a big press of time. The plan was to do the test day on Friday, probably put some time in both cars. There wasn't anything really urgent that needed to be checked out and when Friday turned up raining and cold we decided to just take it easy and not risk the equipment for no good purpose.

Unlike the last event at VIR (which was in the "Super Tour") this weekend was a Northeast Conference Majors event and is only two days. So Saturday morning is qualifying followed by a short race on Saturday afternoon and then a longer race on Sunday.

Saturday was dry and cool and also very windy. Qualifying went well. Charlie put the FP car on the class pole and would start 5th overall with three faster EP cars and the lead GT Lite car ahead. Later in the morning in the SM qualifying he was 12th. The SM field of 17 cars wasn't nearly as big as at VIR two weeks ago (68 cars) mostly because the guys from the Southeast Division weren't there. But it was a strong field with many of the best NE cars as well as some of the locals who know all the tricks to getting around this track fast.

The FP race Saturday afternoon was a good one all the way. The second place FP car, a Lotus, provided pressure throughout, getting by into the lead for a few laps in the middle of the race. But in the end Charlie got back into the lead and opened up a bit of a gap and held on for the win.

The SM race was also a really good one, although not contesting for the lead. He was hard at work throughout and by the end had worked his way from his 12th starting spot to 7th (with a little help from attrition ahead of him). This was his best finish in a Majors race in a while and was good to see.

There wasn't any "corrective" maintenance to be done on either of the cars Saturday evening. So, after completing the usual between sessions inspections and maintenance (I did have to change a set of brake pads on the FP car) we enjoyed a really nice banquet dinner with the rest of the participants and called it an early night.

Saturday morning was raining and cold and windy again. The first race was in the rain and they had all sorts of off-track excursions and an overall messy race. The FP race was second in the schedule and it stopped raining about 20 minutes before the scheduled start. So the usual crew-chief's dilemma: set up for the wet track or expect it to dry out and go out with the dry track slick tires. I decided that the wet tires with a compromise suspension set up would be the best choice. On the grid about a third of the cars were on rain tires so it was going to be interesting to see how the mix of tires played out.

On the pace lap Charlie told me over the radio that the rain tires were definitely the best choice as there was still standing water on the track in many places and the track in general hadn't started to dry. Charlie started 5th again but from the start three of the cars ahead of him, the ones on dry tires, dropped back and the guys with the rain tires took off and established a nice lead. The three class leaders, all on rains, opened up a gap and more or less put things in the cruise mode. Charlie did inject a little excitement on lap three when he managed to find a really slippery spot on the exit of the last turn onto the front straight and did a 360 deg. spin right in front of everyone. But he kept it, mostly, on the track and continued without losing a position.

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Campbell@ VIR cont'd

Summit Point Motorsports Park, West Virginia April 27th and 28th

However, at about three quarter distance, the track did start to dry and the guys with the dry tires started to pick up speed while the guys on rains had to now start looking for the standing water to keep their overheating rain tires cool. The overall pole sitting EP car came through first but was unable to catch the EP lead before the laps ran out. The second place GTLite car came through and was able to pass into the class lead for the win. But the next FP car was too far behind Charlie to catch him and we ended with another win and 5th overall. A really nice run in difficult conditions.

The Sunday SM race was going to be late in the day and we all decided that we really had had enough of a good time and Charlie didn't feel like staying for the SM race. So we took down the "big top" (the canopy) and loaded everything into the trailers (about a 2-hour effort) and were able to leave early in the afternoon.

So another good weekend is in the book. Next up, Pittsburgh International Race Circuit (usually just called Pitt Race) in two weeks. I'll let you know how it goes.



Pitt Race May 11th and 12th

Well, this one is going to be short and not at all sweet:

Did the test day on Friday (today). First two sessions were cold and damp, Charlie took out the Spec Miata. Nothing unusual to report. In the afternoon it was cold and dry and he took out the F Production car. 10 minutes before the end of the second afternoon session the motor blew up without warning.

I loaded up and headed for home. Charlie stayed and will run the SM race on Saturday and then, most likely, leave for home to beat the big rainstorm that is supposed to hit that area on Sunday.

Three weeks until the next event at Mid Ohio; and now the work list is that much longer.

Such is life in the fast lane!

- Tom and Charlie

(Race Monitor says Charlie finished 5th in both SM races- ed.)

Aashish at the Pitt Time Trials

Pittsburgh International, Wampum (yes, Wampum) PA Mat 4th and 5th

I was nearly humbled by humble lug nuts. The lug nuts that came with the ARP studs installed over the winter were tapered and Grand Premier Auto refused to mount my factory wheels that require ball seat lug nuts. Much as it was a learning experience, it appeared to be putting paid to my plan to head to Pitt Race for the Time Trials National Tour.

It was Wednesday evening and I was planning to leave on Friday AM. Out of desperation, I called AutoZone, looked online and then sent a message to fellow MoHud member and club racer, Greg Goss. He had the lugs and asked me to stop by right away.

Thanks to Greg, I was able to leave on time and made my way to Pitt Race through what can only be described as a *relentless car wash*. After checking in at the motel, I made my way to the track and registered. The welcome party hosted by the SCCA was in swing and after going through tech, I had dinner with some people I'd met at Nationals last year.

Day One:

I got to the track at 7AM the next morning, got my transponder and used painters tape to stick numbers on the car. I hear someone calling out my name, and turn around to look. It was Jack Baruth (now working with Hagerty). He was there with his wife and son. His wife (an AER podium finisher) was competing in the Tuner 4 class in an ex Playboy Cup Miata. He gave me some early AM motivation and said he'd enjoy seeing me beat his wife so he could rag on her all the way home. I laughed and told him that was unlikely.

I had to make a trip to the local post office and asked if I could run my first practice sessions with one of the other groups. The staff said that was fine and that they'd work it out. So I did the touring laps of the track to get a feel and then made my way to the post office and back.

I ran my first session with the Intermediate group. Plenty of fast cars and I was slow, but I got a feel for the track at speed. I was also learning the car at speed. I was braking based on what I'd seen from videos and that seemed to be a bit early. Probably fine in a RWD car, but the Civic seems to like a later and longer brake application. I set a fast time of 2:26. It was disappointing as I'd seen video of someone do a 2:07 and I figured I should be targeting that. It had rained overnight and while the sun was up and the wind blowing, I knew an off meant a nice ride to the barriers. Pitt Race was also intimidating I thought with its elevation changes and blind apexes. It needs you to build a rhythm and keep it flowing across all corners to set a good lap time.

After that first practice session I was gridded last in the advanced group based on time for my second practice session. The advanced group I was in had the fewest cars so traffic wasn't much of an issue but I did get lapped by the class leaders - two corvette race cars and a RX8 that I think was running in the unlimited class. I came back in from the second session and had dropped 6 seconds to a 2:20. Better, but I had to find time.

During lunch, Jack Baruth stopped by and asked how I was doing and told me I looked tentative in the second sector which is a series of corners with blind and late apexes. He said I seemed to be looking and then turning and then looking again and then turning. He suggested I turn the car and gas it. At worst I'd go four off and would need an alignment. I decided I'd make some adjustments and tried them on the first Time Attack session. No improvement in times but I was getting more comfortable

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Wampum Time Trials, Cont'd

In the final Time Attack session the track had warmed up and I also got some pointers from Tom O'Gorman. Not sure if it was that or if the track conditions had improved, but I came back in with a 2:17. That felt good and gave me a lot of motivation. I did apologize to the ND Miata driver that I passed before the green flag. He said that wasn't an issue for him as he saw I had momentum and gave me room.

Jack and I spoke at the Hagerty party that evening and he said I was looking good and had done a great job knocking off nearly 10 seconds. He said knocking the next 10 off would be the hard part. I also got to converse with Frank Putman who I met at Time Trials Nationals last year and some of the other guys.

At dinner, Mike Berchak, the event photographer asks me if I was trying to ham it up for the cameras like Stirling Moss in an attempt to make the cover of SportsCar Magazine. I was waving to him and displaying the peace sign every time I spotted him (another habit I picked up from Greg and a good way of keeping your eyes up). He wondered how I was doing that at speed. I told him that unlike the others I was out for a Sunday drive and trying to keep his spirits up as he was standing out there in cold and wet conditions.

Before leaving the track, I looked at the results and was surprised to find myself in third given how far I was off of the times of the leaders. It was supposed to rain all night and I like some of the others offered up the spare bed in my motel room to people that planned on sleeping in their cars at the track.



Day Two:

The next day I checked out and got to the track again at 7 AM. Got my transponder and thought about adjusting my rear dampers to help rotate the car better, but the overnight rain showed no sign of abating. I adjusted tire pressure and left it at that.

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Wampum Day Two, Cont'd

The event was declared a rain event, which means competitors could switch to rain tires. As I only had one set of tires, the ones on which I drove to the track, I made my way to grid for the track sprint. The track sprint is like a high speed autocross on the track with a start and a finish and would be using the old north course at Pitt Race. We'd get two laps as a group following the pace car and then be sent out on three runs. The best time would count.

There were issues with the timing equipment and after our pace laps we just sat in our cars on the front straight for an hour as the rain kept coming down. We finally got started. Jack who'd raced the old layout told me that after turn 1, the next three corners would just be one single steering input. I repeated that to myself and went out on my first run and came across with a time around 60 seconds. I knew the others were going faster so I decided that given how wet it was I'd run the car in a higher gear with the AC turned on and stability turned off. My second run was an improvement and I shaved 4 seconds off and was able to shave a further 4 seconds on my final run too. At this point the rain stopped and I knew there was no way our times would hold up when the novice and intermediate groups would run. Sure enough as I pull into paddock I hear that someone had already beaten the best time set by the advanced group.

I talked to a guy in an e36 parked near me. He was there with his brother and was in the novice group. I told him by the time he got out, there'd be a dry line on track and he should stay on it and that he would do well. And he did.

We then had our first Time Attack session for the day. The rain started again as we were in grid and my times were again back to the best time I set in my first session from the day prior. There was nothing that could be done. Then the rain stopped and the other groups got a drier track to run. I had dropped to 4th place now with only one Time Attack session remaining

There was a break for lunch following two crashes in the Intermediate group. Two cars had gone off on separate parts of the track and struck the Armco. This meant the novice group would get both their runs in the afternoon and several drivers in that group did very well.

For my last Time Attack session, the sun was out and the track was dry but there was a strong wind blowing north to south. This meant that going down the front straight I had help, but coming on to the fastest section of the track, the last corner leading on to the front straight the car was being buffeted sideways and that didn't make for a very comfortable feeling.

But I persevered and as I came on to the front straight for what I thought was a good lap, I saw the flagger at Start/Finish sort of hesitate and then fly the checker at me. I acknowledged and then backed off and as I made my way towards Turn one I saw a waving yellow. A BMW 135 race car was off to drivers right in the grass. As I made my way around on the cool down another standing yellow followed by a waving yellow. Yet another car, a golf I think was off. I was happy I ran most of that session without much traffic. I pull in and check my times and saw that I did a 2:20. Not the best time, but the best I could do.

Pulled into the paddock and had a conversation with fellow drivers during impound. Talked to Jack and thanked him again for helping me stay motivated.

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On the Time Trials Podium...

After the last run I pulled into the paddock and had a conversation with fellow drivers during impound. Talked to Jack and thanked him again for helping me stay motivated. I packed up the car and decided I'd stay for the trophy ceremony. I was talking to Brian Kuehl from New Hampshire who was driving the same car as me in the sport class and who had set a fast time about 10 seconds quicker than me and won his class. After I congratulated him, he pulls up the results on his phone and told me I'd finished third.

So I came home with a trophy and while I was 11 seconds off from Mark Shrivastava who finished first in Tuner 5, I think I did okay. This event was not just a competition but also a test and tune for me in the heat of competition. I would have liked to do better, but I think that will take time and practice.

Big shout out to Greg again for giving me the lugs and keeping me motivated via text. I couldn't have done it but for his timely help. Also my sincere appreciation and thanks to all the SCCA staff, volunteers and flaggers that endured the weather and myriad issues in order to make this event a success.

The Time Trials National Tour at Thompson is just about 2 months away (July 5th and 6th) and I'm registered to compete along with Adam Wright and veteran Time Trialer, DJ McArdle. I can guarantee it will be a good time and would encourage more of you to participate. If you're reading this, then you're most likely an SCCA member and already own a car that would fit into the program. If my 11 year old daily driver can Time Trial, surely your newer car can too.

- Aashish



Aashish artfully snaps his car; Michael Berchak snaps Aashish on the podium