

The Mo-Hud

Knockoff



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

November 2019

The REport

Give Thanks

Can it really be that Thanksgiving is only a few weeks away? During this time of giving thanks please take time to thank those whose friendship, assistance, and camaraderie you have enjoyed this year. Thank you to all the race workers and volunteers, from registration, to stewards, flaggers, and everyone in between. Without your dedication, it would not be possible for racers to enjoy the sport we love. Also, thank you to the officers and members of the Mohawk-Hudson region. Thank you all for your support and dedication to the club.

Date Night

Please join us on Saturday night, January 4, 2020 for the Mohawk-Hudson Region awards banquet and annual meeting. Solo, club racing, and worker/volunteer trophies and awards. Details in this issue. Sounds like a perfect date night to me.

Worker Appreciation Awards

Trish Bucci says "If you wish to be eligible for a 2019 MoHud Worker Appreciation Award, please send a list of events you worked and in what capacity to Worker Award Committee Chair, Trish Bucci, at trimar71@gmail.com by November 25." Please put "**worker award**" in the subject line.

Special Guest Speaker at the November Meeting

The November general membership meeting on Wednesday, the 6th, will feature Bill Windham as a guest speaker. Bill is the auction director at the Saratoga Automobile Museum and will have a lot of interesting things to say about not only the SAM auto auction but the industry in general. He is also a racer, both an SCCA club racer (formula cars) and for many years within the Penske organization. See you at the Gateway Diner, 899 Central Ave in Albany, 7:30pm.



For the good of the sport
- Jim Bucci
Regional Executive

Coming Events: November and...

- **November 6:** Wednesday. 7:30pm. MoHud membership meeting at the Gateway Diner, 899 Central Avenue, Albany. Members start arriving around 6:30 for Gateway eats, meeting at 7:30. Bill Windham on the SAR auction is speaker this month.
- **December 4:** Wednesday. 7:30pm. MoHud membership meeting at the Gateway Diner, 899 Central Avenue, Albany.
- **January 4:** Saturday. 5ish pm. MoHud annual banquet and meeting. German-American Club, Albany. Awards, prizes, and the 2nd annual MoHud Runoffs (this year with all-new cars and a new course). Bench-racing, socializing, family fun.

Spin Me Again 'round the Dance Floor, Louie...

Twenty teens and their cars (or mom's car, or the car they have to share with their sister) met at the Saratoga Automobile Museum/ Saratoga Performing Arts Center parking lot on Sunday, October 20th, for another Tire Rack Street Survival course.

A collaborative program between BMW Car Club of America and SCCA, the October 20th program was put on by the joint efforts of MoHud, Patroon Chapter BMWCCA, and the Auto Museum. A rough count showed over 30 volunteer instructors and workers from the two clubs and SAM. MoHud's cones were arranged slightly different from recent TRSS sessions at the SPAC lot; however, all but one of the students mastered the course by the end of the day. From the first "ABS Braking" exercise to the last "fast slalom," the young drivers went through a practical series of experiences handling their cars in dramatic situations. Parents who rode along on the last circuit were suitably impressed with their offspring's new confidence behind the wheel. Students, instructors, and parents all expressed a feeling of accomplishment.

As in the past, the most spectacular and most exciting exercise for the drivers was the skid pad. Once again the Milton Volunteer Fire Department provided water to wet down half of the circle – the better to experience transition from wet to dry pavement – while the heavens provided water over the entire skidpad in the afternoon. Nothing like exposing students to realtime conditions.

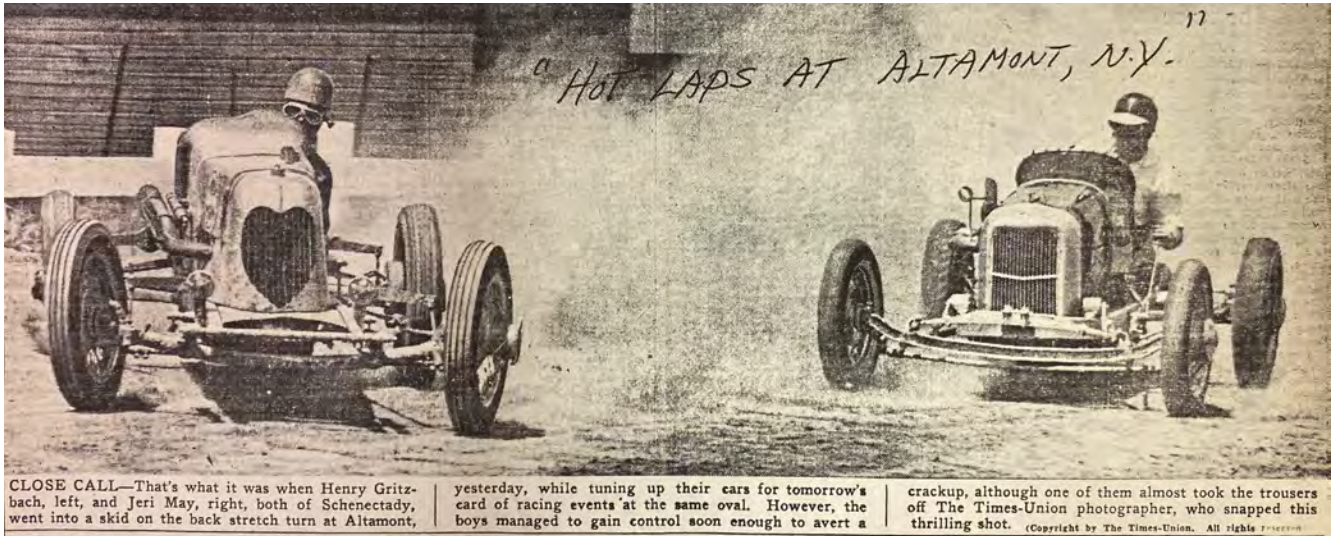
And the financials? SCCA Foundation sends us a lump-sum check to cover expenses, and after deductions for food and a donation to the fire department, MoHud, Patroon and SAM share any excess.



Coming Events: Lost Speedways

The annual Saturday-after-Thanksgiving *Lost Speedways* program at Saratoga's Automobile Museum, November 30th, will feature, among other presentations, "Big Cars come to a Small Town- the golden era of big car racing at the Altamont Fairgrounds." And while this is not a MoHud event, many long-time members profess to attend this event every year.

Links to racing at Altamont include Pete Lyons, renowned sports car photographer and author whose father Ozzie's early race car photography career started at Altamont, and Chris Economaki, long the broadcasting face of sports and Indy car racing, as well as the publisher of National speed Sport News (daddy of Autoweek), and sometimes announcer at Altamont.



The day will start at 10am, with memorabilia displays, short films of stockcar racing decades ago, and a presentation on "Motorcycle Madness." The program will end with interviews of area drivers, including Lebanon Valley champ John Flach, who has returned to the tracks in vintage racing.

Lunch will be catered by Mama Mia's of Saratoga, and the main presentations will begin at 1:30.

Attendance at the event is free for Museum members, and standard museum admission fees for nonmembers.



Road Racing Report- The end of the season...



Jack Hanifan/Jim Bucci

The Fun One- Watkins Glen

12 MoHud drivers competed for honors at the September Fun One at Watkins Glen. The MoHud road racers included:

Jeff Lehner, Pat Stringer and Doug Garrison in SRF3
George Kline in E-Production
TJ Hanifan in F-Production
Hilton Tallman in Formula Continental
Evan Karl, Bob Karl Jr, Nick Karl, and Michael Lo in Spec Miata

Podium finishes were recorded by George Kline, TJ Hanifan, Hilton Tallman, Evan Karl, Michael Lo, and Jeff Lehner

NERRC Finale- Thompson Speedway Motorsports Park

Several MoHud drivers ventured east to Thompson, CT for the New England Region's NERRC Finale the weekend of October 4-5. Chip VanSlyke (FF), Jim Bucci (ITC), George Kline (EP), Evan Karl (SM), and Maclin Norray (T4) all had podium finishes. George Kline nursed a failing clutch cylinder to take class honors in Saturday's feature race. Evan Karl and Jim Bucci both set new track records on route to their 1st place finishes.

Runoffs Report

Several Mohawk-Hudson region road racers made the trip to Virginia International Raceway in Alton VA to compete in the SCCA national championship Runoffs.

Runoffs veteran, Jared Lendrum, qualified for the Runoffs in both Touring 3 and Touring 4. He was very happy with his 6th place finish in Touring 3 driving a Subaru STI. "I'm proud of 6th with this old car. It held together and made us proud." Second generation SCCA racer Jason Smith (Ford Mustang) had a great race in American Sedan. He started 11th and worked his way up to a 7th place finish in what I believe was his first Runoffs appearance.

Congratulations to Charlie Campbell on a great run and podium finish in F-Production. Check out the Knockoff Journal (in this issue) for Tom and Charlie Campbell's adventures at the Runoffs.

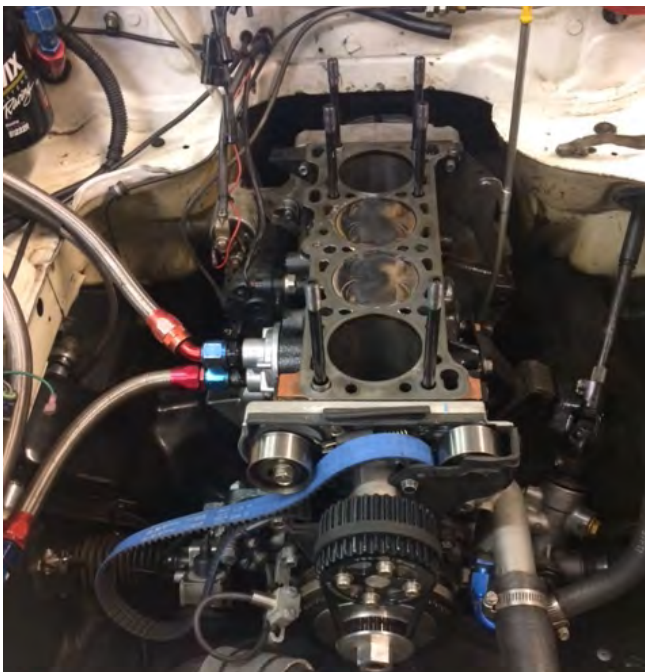
Road Racing, cont'd...

Road racing awards

We will once again be presenting awards to the top 3 drivers in the MoHud Road Racing Championship

Points are awarded for races as follows: 1st-20, 2nd-15, 3rd-12, 4th-10, 5th-8, 6th-6, 7th-4, 8th-2, 9th and higher-1.

All road racers who send in their points will receive a 2019 MoHud Road Racing t-shirt. Total the points from your best five (5) finishes (feature races, contingency races, and qualifying races all count towards the 5) and send them, along with your t-shirt size, to: < hdjimb@gmail.com > **by November 25th.**



Clockwise from left:

- The price of glory: Charlie Campbell's FP Miata engine is sent home in a basket; all Runoffs podium finishers get measured, torn down and examined in every way possible. Then they give you back the pieces to re-assemble over the winter.

- Evan Karl is hoisted on the shoulders of his WPI fraternity brothers after his lap record win at Thompson.

- Yuven Sundaramoorthy sets second fastest USF2000 lap (0.1002 secs down) at the Griffis Indy test, October 20th at the Brickyard.



Time Trial Nationals - MoHud Showed Up Strong



MoHud members Michael and Alyssa Park, DJ McArdle, Aashish Vemulapalli, Dan Gorss, pictured above with Kathy Barnes from NER and Frank Putnam of Detroit Region, were among the 194 entries and crew for the 2019 Tire Rack Time Trials Nationals in Bowling Green, Kentucky, September 26th through the 29th.

Only podium was Alex Schipkov's 3rd in Tuner 1, but all had a good competition experience. Aashish's excellent account of the four days will appear in December's KO Journal.

Solo Autocross - Wraps Up the Season

The MoHud Solo Autocross season closed out with an 84-entrant event September 29th at the Berkshire Mall just east of Springfield, Massachusetts. This was one of larger turnouts of the last several years.

With one event at the Empire State Areosciences Museum, and two at the Berkshire Mall, there were enough sessions to award a full trunkfull of trophies at the January Annual Meeting. Russ Burckhard will provide the usual entertaining commentary; we are all holding our breaths for the announcement of the "I did it my way" award, knowing that at least one recent winner has moved over to track events.



Carmine Russo: "Don't need no swaybars!"

(Carolyn Dietz photo)

Membership Report- October 2019

-Jim Garry Mohud Membership Chairman

< mhr.membership@gmail.com >

As of mid-October, our membership numbers had declined to 377, down from a late spring high of 437, a 14% difference. It's only possible to guess at the cause of this drop off. It could be due to economic reasons (I'm not an economist!), it could be due to having less events this season due to reasons beyond our control, or any of a dozen other things we could think up.

Regardless, we can find more members. It can range from the energetic effort to the fairly laid back. Russ and Tracey Burckhard have put a great deal of energy and time into attending car shows to bring our region's name to the public. But we can all do our bit without expending too much energy. Each of us can make a small effort to introduce one friend or acquaintance to Mohawk Hudson Region. If you hear someone talking about racing at work or at a social gathering, chat with them about MoHud. If someone has a cool car, fill them in on how they can autocross it safely. Tell people about SCCA and Mohawk Hudson Region. With a larger membership we can do more because of the additional resources of people and income. Talk us up!

Please remember to try to promote our club. *Happy Thanksgiving everyone!*

New Members:

Two new members came on board since the end of September. Joe Posillico is from Latham and Laura Ryan from Rensselaer. They both noted an interest in Solo. Welcome to the club!

Significant Anniversaries in October:

There are no significant anniversaries this November. A significant anniversary comes when a person's SCCA anniversary reaches a multiple of 5 (5 years, 10 years, 15 years, etc). Since only 7 of our 377 members joined the club in a November, there aren't likely to be many of these occurring during this month. Expect the same for the coming winter months



Mo-Hud Officers and Contacts

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SOLO Chair

Russ Burckhard russtduck@gmail.com

Membership Chair

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Chief of Pits

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Scrutineering (Tech)

Richard Welty: See his Facebook page

Chief, Flagging & Comm.

Richard Alexander dweebdad@msn.com

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KnockOff

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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. See the "Coming Events" page of the KnockOff, or MoHud's Facebook page for meeting place and time.



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The KnockOff Journal



This Month...

- Campbell Racing Sees Lows and Highs at the Runoffs
- Bruce Kosakoski Shares Insider Stuff About the Runoffs

(Eds note: Usually we include Tom Campbell's full report of an event. But at the National Runoffs held in Mid-October at Virginia International Raceway, Tom and his brother Charlie experienced the lows and highs that make club racing both exasperating and exhilarating; so we're only sharing Tom's highlights of those moments in time.)

Race 1 - Spec Miata

Well, this is going to be a short report. The Spec Miata race was right after lunch. Charlie started 23 of 58 cars that started the race. He was pleased with that starting position, it was based on a personal best qualifying time at this track. However, on the fifth lap a transmission failure, it became stuck in 4th gear, forced him to retire the car. He was classified as the 53rd finisher as 5 other cars had failed or crashed out before him. That is what it is like in SM racing at this level.

Earlier in the day we were able to do a single "hardship" lap in the FP car to see if the brakes were back to normal – they were perhaps better but not back to where they should be. The only thing left was the master cylinders (those things attached directly to the brake pedal. So I scrounged up a new one of those and put it in this afternoon. Not a small job! Charlie says that he can feel the difference just sitting in the paddock so perhaps this was the real problem all along. Frankly there isn't much more I can think to do with the limited amount of time remaining. We will be able to do another hardship lap early Sunday morning to confirm where we are but there won't be time to do much since the race is scheduled to start at 11:15. And the weather forecast is calling for a chance of rain starting late morning. So here we go again with the dilemma of whether to set the car up for wet or dry (or a compromise of both) and how long can the decision be delayed. This after not a hint of rain for the past two weeks in this part of Virginia. Charlie and the car are actually pretty good in the rain but we need enough time to really set up the car properly.

Spent the evening getting most everything put away and the trailers ready to load as soon as possible after the race. It's a long way home and we are all anxious to get the trip underway.

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Campbell Racing at the Runoffs, cont'd.....

Race 2 - F Production



The F Prod race was perhaps the best race Charlie ever drove. It capped off a really great 2019 Runoffs week and made it all worth the effort.

First of all, the replacing of the brake master cylinder on Saturday was the right thing to do and all the problems we were having went away. The brakes were right where they should have been, and were at the start of the week.

The day was cool and cloudy and the weather forecast was for rain to start late morning. It actually sprinkled a little as Charlie was getting into the car to go to the grid. We loaded the rain tires and jack in the golf cart to take with us just in case; but the rain held off – until the second lap of the race but it was light and short lived and didn't really impact anything. It really started raining later in the afternoon and rained the rest of the day so we dodged that issue

The official SCCA race report tells the story better than I can:

"ALTON, Va. (October 13, 2019) – Six official lead changes at the line and perhaps twice that number on the track set the stage for a 0.096-second difference at the finish line between race winner Eric Prill, of Topeka, Kansas, and runner-up Charlie Campbell, of Corry, Pennsylvania, in F Production on Sunday during the SCCA National Championship Runoffs at VIRginia International Raceway (VIR). Ken Kannard, of Sebring, Florida, outlasted a difficult battle of his own to finish third.

Prill was the leader as the green flag flew, with Campbell coming out in front of an early battle with Craig Chima before a lap two full course caution bunched the field again. From there, Prill's No. 7 MaxtonsFight.org/JPM/Hoosier Mazda Miata and Campbell's No. 89 JPM/Carbotech/Hoosier/Barrington Mazda Miata were evenly matched through the race and a step ahead of the rest of the field, pulling ahead from the lap four restart and marching away."

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Campbell Racing at the Runoffs, III

“Seemingly each and every lap of the remaining 12 green-flag laps, Prill and Campbell swapped positions at the end of the back stretch and down the front straight and into Turn Two, with Prill establishing on one occasion that he had the ability to draft by Campbell before the finish line, if needed.

Those lead changes left Campbell at the front entering the final lap. He held that position through “Oak Tree” before Prill took over the lead at end of the long back straight. That left Campbell with essentially five corners and part of the front straight to erase the lead, and he nearly did – pulling alongside but not in front of Prill at the checkered flag.

“Coming down the hill, I was thinking that I just needed to get a good run coming out of Hog Pen,” Prill said of the last corners of the race. “The rear stepped out just a little bit. The last couple of laps, the rear was stepping out in a few places just a little bit. I just had to breathe the throttle a little bit and it caused him to check up a little bit too.”

It was enough, as Prill covered the 15 laps, including two under full course caution, in 35:19.435 (83.315 mph) for his second Runoffs win following an F Production title at Indianapolis Motor Speedway in 2017. His final lap of 2:08.076 (91.914 mph) was the fastest of the race and established a new class track record. Prill also became the just the third SCCA member in the Club's 75-year history to win a road racing title and an autocross National Championship in the same season, joining Bob Endicott and Jeff Altenburg.

“For me, Indy was relief,” Prill said. “I finally got the monkey off my back. I'd been second so many times, so close. Just everything that went on, the build up to it, I was relieved. This was more exciting. This race was so exciting. I knew it was going to come down to the last lap and I was thinking about it for the 10 laps prior to that. Where do I want to be, and if I'm not there, what do I do? We've run like that before, and it's been great. Hats off to him, it was so much fun. It's just a great feeling.”

Campbell scored his best career Runoffs finish with the silver medal after three previous third-place finishes, and couldn't have been much happier.

“That was an intense race, but it was so much fun,” Campbell said. “I've had a lot of hard losses, but this is not one of them. Second place is almost as good as a win. Almost. That's racing. When I was behind, I was eyeing up Eric to see where I could get him. When he was behind, I'm sure he was doing the same thing. To be able to put on a show like that with Eric, it's great.”

This was the best chance we have had to win this thing and it is a bit disappointing to have missed by so little. But it was such a great race we have to be very pleased with our performance.

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Campbell Racing at the Runoffs, IV

So we towed the car back to the paddock and finished loading everything in the trailers. Charlie and Carl headed home. It was raining and getting dark so I decided to spend the night at the track and start home fresh in the morning. Us old retired guys don't have a need to be anywhere Monday morning so we just take it easy.

So, looking back, the 2019 season was a mixed bag. We won some races and lost some close ones. Set a new lap record at Watkins Glen, but blew up another engine at Pittsburgh. Won the Northeast Conference Championship, but came up a little short for the national points championship (the Hoosier Super Tour); although third isn't too bad. And we capped it off with an outstanding Runoffs experience.

I would like to thank the following for all the support they continue to provide. Without them this wouldn't work:

- Jesse Prather for the engines and all his ongoing advice throughout the year
- Mike Puskar of Carbotech Brakes. Again, not only the product support but the technical advice and engineering support as well. We tried a new brake pad compound on the front this weekend and it was certainly an improvement over what we had been using
- Tim Gilvin and Brian Brown of Hoosier Racing tires. Here, too, it is not only the tires but the engineering and advice that makes the difference. Hoosier came out with a new tire construction late this summer. We first tried them at Watkins Glen and they were the difference in setting that lap record. Here at VIR they were at least two seconds a lap faster than the previous design we used in the spring.
- Ron Olsen of Barrington Performance, the manufacturer of the racing transmissions we are using. This one in the car was a fresh rebuild and it worked flawlessly all week. The gear ratios were spot on for this track.
- Brian Ross for all the fabrication support throughout the year. He is always there to help fix something or make something new in search of just a little more speed or reliability. And he is quick to share his extensive racing experience to help make things better
- Carl Wassink, my buddy from back home. He made the trip to California with us last fall on short notice and came back for the full season this year. He was a big help in so many ways. We really appreciate his taking the time to come out and play with us.

This is truly a team sport and the team has many layers. Charlie and I couldn't be doing this as successfully as we are without all of these people and many more who play a part throughout the year.

So this season is over, and the new one is on the drawing boards. I already have pages of items on the winter work list. Lots of clean and inspect; repairs; some ideas for improvements in performance and reliability; and a refurbishment of all the equipment and tools it takes to keep this circus going. The new season will start right back here at Virginia International Raceway in April 2020. We'll be ready!

Thanks to all for your ongoing interest and support.

Tom and Charlie

Ed's PS: Video from Eric Prill's car at < <https://youtu.be/LWK2P6rb5bU> >
and from SCCA at < <https://www.scca.com/videos/2037569> >

Bruce Kosakoski at the Runoffs

Friday October 4, For the second year in a row Harry Adalian and myself traveled to the SCCA Runoffs as part of the Data Tech Specialty. Traveling to VIR is a bit over 600 miles and over 10 hours of driving, with the toughest between Washington DC and Richmond. *Where were all those people going?* By Saturday afternoon we had arrived with the paddock just starting to fill with vehicles and equipment. With a couple days of testing before qualifying this gave us time to acclimate ourselves to the surroundings and acquaint ourselves with people and procedures.

I have to say that my hat is off to any competitor (I believe around 600) who qualifies and travels to the Runoffs, they have a commitment to racing that few have. Some came from California, although Tom and Charlie Campbell drove further last year to Sonoma. It is not just the financial commitment but the time and attention to detail that is required to run out in front. So many cars go out on track to be tested and brought back in to be taken apart, to be reassembled, tested brought back in etc.etc., right through race day. Another part of this equation is the driver's skill... and you just can't buy that! A bit of luck is also helpful.

Competitors from the Mo HUD Region included : Tom and Charlie Campbell running in F production Mazda and Spec Miata . Jared Lendrum running 2 cars in Touring 3 Subaru STI and Touring 4 Subaru BRZ. Good to Kenny at the track with Jared. Also I want to mention Jason Smith who was campaigning a 1999 Mustang in A/S, many of the elder members of Mo-HUD remember his father who campaigned it multiple classes years ago. It was really great to be able to spend time and hang out with these guys. And each one has a story to tell. These are racers that were up against the best in the country.

There were other Mo-Hudders that traveled to VIR, their mission, the flagging specialty. They include Peter Kroth, Eric Smith and Rich Alexander. They showed on Tuesday , got to say hello and went to the flagging world never to be seen it Tech or Grid again..... You will have to ask them for their report, as they have excellent views of the racing from their vantage point.



Congratulations to Tom and Charlie Campbell on their 2nd place podium finish!

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Bruce Kosakoski on VIR

A couple of interesting facts about VIR... First it was a dairy farm..



...In this age of computer aided design we find that the track designers of that time had unique ideas. The corner at the top of the hill was determined by the full lock of the steering of a road grader



...And the hairpin at end of turn one was the full lock of the steering of a 1950's era Mercedes



...Going up the hill it was determined that the track should follow the land contour to limit the cost of construction and fill.

...The width of the track at 27 ft was determined by the 9 foot wide paving equipment at the time. 3 lanes @ 9 feet wide and there was not enough money for a fourth. ...This was according to an author who had written about the history of VIR.

...Our data crew installed and collected info on over 260 vehicles at this event. It was also the most ever collected from the data crew. Got to meet some great people.



...And the deep-fried alligator is tasty.



- Bruce