

The Mo-Hud

# Knockoff



---

Newsletter of the Mohawk-Hudson Region, Sports Car Club of America **October 2021**

## The REport

**As we enter October**, SCCA's competition seasons are drawing to a close. MoHud put event #4 of our autocross season to bed, and it was a fantastic one. We started out with some real challenges as our beyond ancient timing equipment failed, but after some discussions and quick trial and error attempts, we got it running again so we could enjoy the fantastic course that Jon Kirschman designed.

I also hear murmurs of the Burckhards - Tracey and Russ - having gone to Lincoln NE and competed in the Solo National Championships. Someone else can tell the tale, but I know a certain Wendi Allen Scholarship winner brought home a 1st place trophy and got to meet the family of the woman who the scholarship was named after. Incredible and heartwarming. MoHud member Matt Huchro was also out there competing as a MoHud member - congrats to them all.

As of Saturday, September 25th, I, Rich Alexander, and Pete Kroth packed into my truck to head out to the SCCA Runoffs at Indy for a week of flagging some of the greatest amateur racing you'll ever witness. The field sizes in 2017 were fantastic, and I'm looking forward to witnessing those size fields once again.

Many thanks to Assistant RE Sal Baisley who ran the September membership meeting in my absence while I was away taking care of my mom. It's good to know we have capable folks who can step in when others aren't able to.

While October is typically the KO issue where we announce the details of our Annual Meeting and Awards Banquet, we're still nailing down the details. Look for details in the November KO, but in the meantime please reserve the evening of Saturday, January 8th on your calendars. We plan a pleasant evening of camaraderie and fellowship with our fellow MoHud members and friends at the Saratoga Automobile Museum. Food will likely be provided by Mama Mia's of Saratoga.

Speaking of the Annual Meeting, we'll be looking for Nominating Committee members to handle the upcoming election of officers for the 2022 year. See details next month.

*Lastly, we bid a fond farewell to MoHud member Pete Smith, who passed away at the beginning of September after a fight with Alzheimer's Disease. I only knew Pete for a short 15 years compared to many members, but I can't recall him without a smile anytime I spoke with him. More surprising to me, even while he was declining, he'd always greet me by name, which always gave me false hope he'd beat this unbeatable disease. Godspeed Pete, and thanks for always granting me my waiver.*

~ EJ Smith Regional Executive

---

## Coming Events: October and...

- **October 6:** Wednesday. 7:00pm. Membership meeting at the Gateway Diner, Central Avenue in Albany. Traditionally, people start showing up around 6:15 to swap stories and dine from the Gateway's classic menu. This month's grand door prize will be a four-pack of Old Engine Oil.
- **October 17:** Sunday. Tire Rack Street Survival at Saratoga Automobile Museum. Volunteer! < <https://streetsurvival.org> >
- **January 8, 2022:** Saturday. 5<sup>ish</sup>. Annual Membership Meeting at the Saratoga Automobile Museum. Some business, some awards, the annual MoHud Runoffs (adult and kid classes), and maybe a special guest speaker. This is gonna be great!  
PS: Russ and Ken will scare away any Northway snow...
- **Rally?:** Ken Relation had planned a rally for this Fall, but various governments have been demanding his services. Check the MoHud Facebook pages regularly to see if this a *go*.

---

## Best Buds Racing Together Again...



---

# SOLO

~ Russ Burckhard

**August 8<sup>th</sup> was the date for our third event of the year** and lowest attended with 52 entrants. Not a bad amount of participant with only 15 less than our opening event. Weather forecasted a hot day with a possibility of scattered showers later in the afternoon. This may have kept a few away, but the rain never came. It was warm though, with temperatures in the upper 80°s and a nice breeze most of the day. The course was very tight that lasted somewhere between 42 seconds in an A Mod to 60 seconds in the Novice class. My speeds on my best run had a top speed of 39 in the slalom and down to 9 mph in the turn around. Most of the "straightaways" had speeds in the low 30's while the corners slowed me down to the 15 - 25 mph range. With the course being tight, it didn't allow much choice of the racing line and took horsepower out as being helpful.

Handling and patience were what was needed, and this showed at the top of the PAX list. Dave Cowie was the fastest in his Miata. He was closely followed (.065) by Tom Taft in his FR-S. Randol Tavares was a close third (.198 from 1st) in his Porsche Boxster. I was 4<sup>th</sup> over .6 back in the GTI with Andy Furlong right on my heels rounding out the top 5. Carmine Russo (Civic), Brian Borie (Type R Civic), Sheri DeJan (VW EOS), Alexander Lim (WRX), and Tracey Burckhard rounded out the top ten.

Fastest raw time was the A mod of Robert Barone with a 42.526. As fast as this was, it was only good enough for 35<sup>th</sup> in PAX. Andy Furlong had the 2<sup>nd</sup> fastest raw time (46.037), Dave Cowie 3<sup>rd</sup> (46.515), Randol Tavares 4<sup>th</sup> (46.754) and Tom Taft (47.221) rounding out the top 5.

Class leaders: Street had Brian Borie on top followed by Sheri DeJan, Tracey Burckhard, Mathew Wilson and Jon Kirschman. Touring had the top 3 PAX leaders, David, Tom, and Randol, followed by Max LuxRamos and Anshuman Rajwar. Street Prepared had Joe Cassidy on top followed by Paul Beechner and Jonathan Scavone. Cam was won by Mickey Albecete. Prepared Mod had Kirby Valiant-White on top with help from a borrowed BRZ from Shelby Blanchette. Robert Barone was 2<sup>nd</sup> followed by Phil DeJan, Dean Bloch, and Karl Danneil. Novice was topped with the 9<sup>th</sup> place PAX driver Alexander Lim. Shawn Blatter was second followed by Garrick Vogelsang, Stephan Tresco, Thomas Dauenheimer, Daniel Hamilton, James Shea, George Isbester, Benjamin Caso, and Garrett Reed rounded out the top ten. Pro had me on top, followed by Andy Furlong, Carmine Russo, Nigel Boyce, and Bruce Kosakoski.



Tracey's and my next adventure started on September 2<sup>nd</sup> for an entire week of competition, journeying across the country to the Solo Nationals in Lincoln Nebraska. We were joined by other MoHuders; I will give a full recap in next month's Knock Off. We were on Facebook with reports throughout our time in the Midwest and invite you to enjoy our journey with us via MoHud Facebook pages. Make sure to Like [\(9\) MoHud SCCA | Facebook](#).

---

## **Time Trials:** End of Summer at an *All Things SCCA* weekend- Pittsburg International Race Complex - *Aashish Vemulapalli*

**There are many ways to mark the end of summer.** A plethora of options exist to suit the needs of people looking to get away. But for those that have that need for speed, there was one destination inviting you to have #funwithcars no matter your program of choice. That's right, the Steel Cities Region decided to close out the summer with a bang with a weekend encompassing a Track Night in America, a club racing school, a club race, autocross, road rally and a Time Trials National Tour event.

For the longest time, I appeared to be the only one going until Asst. RE, Sal Baisley, reached out and asked if I was still going and saying he could help me tow my car there and work the event as his Miata was out of action. I told Sal, he should drive and could co-drive my car if he didn't want to bring his Mustang. Sal had already signed up as a worker and eventually decided he'd tow his Mustang out and participate in the Time Trials event. My friend, Jeff Sienkiewicz, who races a 1959 MG A with the VSCCA also tagged along. His MG was out of commission with some engine trouble and he did not think he'd be able to make the Lime Rock Historic Festival.

Jeff drove up to my house from New Milford, CT and we hit the road at 08:00 hours on Friday getting to the track at 17:00 hours after checking into our motel. Sal arrived later that evening. The Track Night in America event was running when we arrived, and I got Jeff a wrist band, so he could go out and do touring laps during the break in between sessions. He came back in just as I had completed registration with effusive comments about the track and the views. Sal, Jeff and I had also signed up to help the Millers for the Hagerty Party. Turns out we were the only ones that did. This worked out well as Stephen Miller had to cancel at the last minute and his parents, Susan and Mark Miller, needed our help. We helped the Millers until close to midnight before decamping for the motel.

### **Day 1:**

After roughly 5 hours of sleep, Jeff and I arrived back at Pitt Race and set the car up. I was in the Advanced group and would be among the first runners on the South Track. Sal was running in the intermediate group. The plan was to run and then come back to the paddock and assist with tasks needing to be completed for dinner that evening. Time was a critical element on track as well as off-track.

As the old Beaverun or North Course of PIR was being used for the racing school as well as racing, Time Trials were run on the South Course. This was the most recent addition to the track and features great elevation changes in addition to being challenging to drive. My goal was to drive it in under a minute - that didn't happen but I was able to get a respectable 1:03 and Sal went a second faster. I run the Max 4 class in Time Trials - a class that has built engines and aero, and having neither of those, I run for pride and to do the best I can.

The South Course Time Attack sessions were done at 2:00 PM and following a break where we helped the Millers open cans and make mac and cheese, we went back out on to the North Track for Track Sprint sessions. I hoped I'd do better here and avoid finishing last in class, but was somehow unable to put things together for a competitive time. During the South Course time attack sessions, I was hundredths off of the person ahead of me and hoped I could bridge that gap. Alas, it was not to be.

>>>

---

## Time Trials: Pittsburgh International Race Complex II

Following the Track Sprints, we were sent back out for a practice session on the full course. Knowing help was needed for the dinner, I decided I'd drive two laps and then come back in to help. I did two laps to re-learn the track, especially ensuring my eyes and car were stationed correctly to avoid the South Course cutover. I had gone faster by two seconds over the last time I was at PIR. This was a good feeling and I hoped I could get under 2:10 for a lap time.

It was getting close to time for the party, and it was all hands on deck as Sal, Jeff and I helped the Millers pull pork, fill trays with all the prepared food and make sure everything was ready for 6:30 PM. As the party started, we kept busy with ensuring that empty trays were refilled. Soon people had their fill and it was time for us that worked to sit back and enjoy a cold beer while enjoying some delicious Carolina barbeque. All of us slept fitfully that night. It was not only a hard day in terms of the on-track action, but also the off-track work.



< BBQ!

^ Aashish at Speed

photos: Micheal Berchak of Berchak Media

### Day 2:

Jeff and I got to the track and were greeted by a happy Sal. He'd had a good night's rest and was happy with his class position. He'd only need to set one timed lap and third place was his. On the other hand, I had to play for pride and just go out and drive as best as I could. Day 2 was also shaping up to be hot and humid with thunderstorms expected at the end of the day. We would have two time attacks

My first session was at 9:20 AM and the ambient temps were still somewhat cool. There were some clouds overhead and asphalt temps also seemed lower. The track was also cleaned up that morning so there was no more tire clag on the surface. I resolved to keep my eyes up and roll more speed into the key corners – turn one, turns three and four as well as riding the curb on the penultimate corner leading into the braking zone.

As grid filled up, I saw a Corvette, a Mustang as well as a modified RX8 with plenty of aero grid up behind me. They hadn't set a time in practice on the evening prior. I knew that with these cars behind me, I would not get a clean flyer. Cars are usually gridded by time so everyone gets about three to four clean laps in before the leaders start lapping the field. And these cars had so much pace, I knew they'd make my first flyer miserable. On the out lap, I sent all three cars by as we headed past Turn 4. Lee Grimes from Koni North America, who was ahead of me in his Mazdaspeed 3 also did the same thing as I. This led to Lee and I having clear traffic for most of the session. Lee and I were exchanging notes and had a bit of a friendly rivalry going.

>>>



---

## Time Trials: Pittsburgh International Race Complex III – Day 2 cont'd

Midway through the session, Lee passed a Subaru BRZ who was running in my class, and I found that I was gaining on him too as we kept cycling through. On what was the last lap, I was coming down the back straight and hit the curb as I wanted to on the penultimate corner. I expected the BRZ to clear the brake zone, but he was parked there. As I came off the curb, I braked hard, and harder until the brakes were doing nothing and the BRZ was increasingly in danger of getting rear-ended. Luckily, I'd slowed to the point where I could turn the wheel to the right as I slid past the BRZ off-line in the brake zone – to his credit, he left me room and I was able to make it up the hill to the checkered and set my fastest lap of the event at 2:11. I could possibly have shaved another second if not for that BRZ, but I am just happy that we were able to talk about it in grid and shake hands as opposed to shedding tears over bent metal.

Sal went out for his first session and cemented third place. Once he came back in, Jeff pored over his data and we discussed some things he could do during his second session. My second session was right after lunch and grip was at a premium. It felt like I was driving even better and the Apex Pro data seemed to agree with good scores for my laps, but the time showed I was two seconds slower. Sal on the other hand, went out and improved by two seconds and came back in to applause from Jeff and I.

We swapped the wheels on my car and loaded a set into Sal's truck. We decided to stay for the trophy ceremony. Sal was getting one and I had a hint that Susan and Mark Miller would also be getting an award for their work to make sure 250 meals were served on site. The trophy ceremony went off well and as expected the Millers received an award and were gracious enough to thank Sal, Jeff and I as their team. Sal was happy to finally receive a trophy for driving and after saying goodbyes we hit the road arriving back around 2:00 AM on Monday morning.



I to r:  
Aashish  
Mark & Susan Miller  
Sal  
Jeff

This *End of Summer all Things SCCA* event was a sight to behold, an experience like no other. To see all these events happening together at a single venue was very uniting as well as revelatory as to the diversity that is part of the SCCA. I think such events will help regions not only in terms of revenue and membership but will also help regional leadership build skills and competence. Kudos to the Steel Cities Region for proving a new concept and it is my sincere hope they continue to be successful at organizing this event. I was very happy to spend time in the company of Sal and Jeff and really appreciated all the camaraderie we shared as we helped the Millers.

I arrived at Pitt Race hoping there'd be rain on both days as I had run quicker in the wet at Palmer than some of my competition. At the end of two days, the lack of rain was surprisingly not disappointing. While my finishing position was nothing to crow about, I had the time of my life in the company of friends at a first of its kind event. And I went quicker too. I'd say that's a good way to end the season. I hope the rest of you also have a great end to your seasons and I hope that high will last you through until the start of 2022. ~ Aashish

---

# Road Racing

**Not much to report this month**, although as this is being written, Campbell racing is at the National Runoffs at Indy, cheered on by EJ, Peter Kroth, Rich Alexander and maybe some others as flaggers. And the NER (New England Region) championships are being held to Thompson, along with HRG vintage racing. Looking forward to reports on all of these.

**NER Pig Roast, Palmer**, September 9-12. *Ron Bass* mixed it up with 20 other Formula V entries. *Ed Zemeck* continued his run at most-miles-raced-in-a-season by participating in both the CRE and SM2 groups.

---

## **Mohawk-Hudson Region SCCA Membership Meeting of September 1<sup>st</sup>, 2021 7:00PM**

Location: Gateway Diner Albany, NY

Officers Present: Salvator Baisley, Shelby Blanchette, Paul Malecki, Richard Welty, Bruce Kosakoski, Jon Kirschman

Total Members Present: 12

Shelby Blanchette makes a motion to accept minutes as published in KO, Bruce Kosakoski seconds and William Fish thirds.

### **Membership Report by Salvatore Baisley**

- 334 Members, 14 new members in last two months
- Since January 1<sup>st</sup>, membership is up by 34

### **Knock Off by Paul Malecki**

- Still in need of someone to take over so Paul can resign.
- Always need material

### **Treasurer by Paul Malecki**

- \$30,321.31 in account with all bills paid
- Direct cost of solo events 1-3 was \$518.51, \$450 of this was buying loaner helmets

### **Solo by Salvatore Baisley**

- Mohud events 9/19 and 10/3
- Per Diane Malecki, hopefully we will have new timing equipment by 2021
- National Solo event next week, Burkhardts and Matt Huchro going
- Thank you, Jon Kirschman, for course designs

### **Street Survival by Salvatore Baisley**

- Event on 10/17, need volunteers
- Unsure if Jim Garry will be able to be involved

### **Rally by Diane Malecki**

- Ken is possibly planning one for the fall

### **Performance Driving TT by Salvatore Baisley**

- Salvatore Baisley and Aashish Vemulapalli went, they ran time trials, autocross, club racing, drivers' school, road rally all at the same time.
- At that time, it was the most attended SCCA event of the year
- Lots of fun was had.

### **Activities by Jon Kirschman**

- Was a golf event but got rained out, was able to play a little bit.

### **Road Racing by Richard Welty**

- Night race at Thompson a series of sprint racing, there will be an event in early October most likely a two-day race.

### **Old Business by DJ**

- BMW day at Limerock September 24<sup>th</sup> and 25<sup>th</sup> and a car show on the 26<sup>th</sup>

### **New Business (unsure who was speaking)**

- Elections coming up, will need a nomination committee, people need to put nominations in in November.

Salvatore Baisley motions to end the meeting Diane Malecki seconds and William Fish thirds.

Meeting ends at 7:40pm

---

# Membership Report- *-Jim Garry Mohud Membership Chairman*

< mhr.membership@gmail.com >

**There are 335 members in Mohawk Hudson Region as per a September 20th check of SCCA's membership database.** This is essentially the same level we've been for the past few months.

## We have six new members in August and September

- Kent Vaccaro** Plattsburgh
  - Ryan Eamer** Delanson
  - Donald Mallery Jr** Chenango Forks
  - Aidan Fahy** Johnsonville
  - Travis Aanensen** Albany
  - Jennifer Chuddy** Galway
- (None selected a primary interest)*

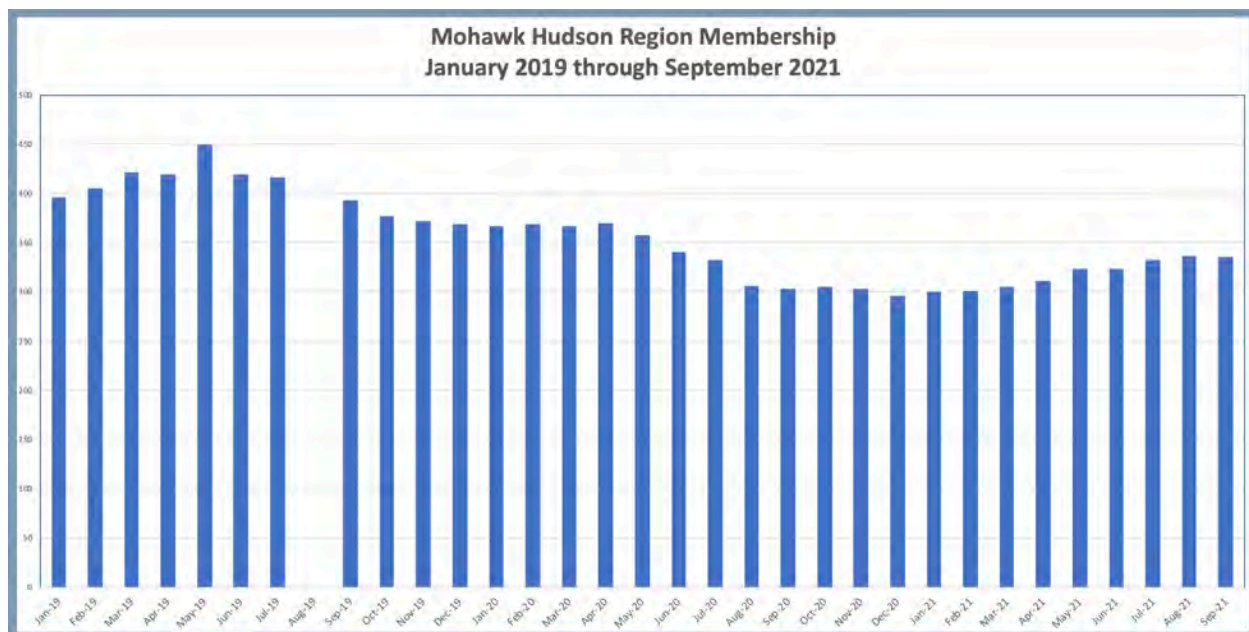


## Significant Anniversaries

**Lindsey Burckhard** - 10 years. Lindsey is the daughter of Tracy and Russ Burckhard. Her SCCA anniversary date matches her birthday.

**William Jandrisits** - 10 years. William is a club racer from Canada who has run his Spec Miata at tracks like Thompson and Lime Rock.

**Raymond Rankins** - 10 years. Ray is an autocrosser. We hope to see him back at a MoHud autocross soon.





---

## Mo-Hud Officers and Contacts

**Regional Executive (RE)**

Eric "EJ" Smith [ejevo8@gmail.com](mailto:ejevo8@gmail.com)

**Assistant RE**

Salvatore Baisley [sa26bais@gmail.com](mailto:sa26bais@gmail.com)

**Treasurer**

Paul Malecki [paul@dianenpaulmalecki.org](mailto:paul@dianenpaulmalecki.org)

**Secretary**

Shelby Blanchette [shelby\\_blanchette@yahoo.com](mailto:shelby_blanchette@yahoo.com)

**Director**

Bruce Kosakoski [bkbmw@gmail.com](mailto:bkbmw@gmail.com)

**Director**

Chip VanSlyke [chipperv@earthlink.net](mailto:chipperv@earthlink.net)

**Membership Chair**

Jim Garry [mhr.membership@gmail.com](mailto:mhr.membership@gmail.com)

**Road Racing Chairs**

Richard Welty Paul Malecki [paul@dianenpaulmalecki.org](mailto:paul@dianenpaulmalecki.org)

**Solo Chair**

Russ Burckhard [russtduck@gmail.com](mailto:russtduck@gmail.com)

**Track Chair** Time Trials and Track Nights

Aashish Vemulapalli [aashish2@gmail.com](mailto:aashish2@gmail.com)

**Rally Chair**

Ken Relation [Kenneth.Relation@dot.ny.gov](mailto:Kenneth.Relation@dot.ny.gov)

**Flagging and Communications Chair**

Rich Alexander [dwebdad@msn.com](mailto:dwebdad@msn.com)

**Merchandise**

Chip VanSlyke [chipperv@earthlink.net](mailto:chipperv@earthlink.net)

**KockOff Editor**

Open

**WebMaster**

Eric "EJ" Smith [ejevo8@gmail.com](mailto:ejevo8@gmail.com)

---

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 1<sup>st</sup> Wednesday of the month, excepting July and August, 7pm, at locations as announced on the Region's Facebook page.



*The marks "Sports Car Club of America," "SCCA" and wire wheel logo are registered and owned by the Sports Car Club of America Inc., Topeka, Kansas, and are used by permission.*

*The marks "Mohawk-Hudson Region SCCA," "Mo-Hud," "MoHud Knockoff," and the checkered flag logo are owned by the Mohawk-Hudson Region SCCA, a subsidiary affiliated organization of the Sports Car Club of America.*

---

---

# The KnockOff Journal

## This Month...

- Greg Rickes Answers Last Month's Question



---

## It's Bill Morris!

At the end of last month's Greg Rickes' piece on MoHud autocrossing in Menands, we asked who the guy in the Lotus was.

Greg responded that it was Bill Morris in his Elan.



**The 50<sup>th</sup> Anniversary edition of the KO** shows a Bill Morris sitting in a yellow sports racer with the caption: "Bill Morris sits quietly in the 'Screamin Yellow Zonker' he made famous." Bill Morris was MoHud RE (1969-70). Not sure if this is the Bill Morris of Lotus Elan drivership.

According to Greg, "Bill Morris bought the Elan brand new in England around 1965 and did some touring around the continent before having the car shipped back to the US.

Over the years the Elan was Bill's daily driver, his autocross, hillclimb and rally car (including the infamous Snowflake Rally in the winter), and eventually the car that started his SCCA racing career. It was always driven, never trailered, to the track.

Bill completed a restoration on the car in time for MoHud's 50th anniversary in 2006. Sadly Bill passed away several years ago but his son Ben has lavished even more attention on the car. While it isn't his daily driver, it is his favorite car."

On the following page, we present a few photos of the Elan, Bill, and Ben.

---

## Bill Morris, his Lotus Elan, and his Son Ben



- Bill at a MoHud Snowflake Rally

- Racing at Lime Rock

- Ben is introduced to Elan construction at an early age... note Elan body in the garage.

- Ben is older now, but takes good care of the Elan.

- Like father, like son. Ben at the New York Safety Track (near Pindar's Corners for those who don't know their regional geography).

