

The Mo-Hud

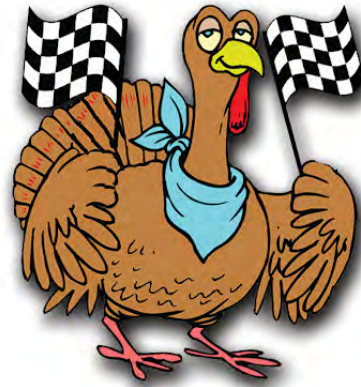
# Knockoff



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

**November 2021**



## The REport

**As I write this month's REport**, I've had about 2 weeks to recover from the 2021 running of SCCA's Runoffs at Indianapolis Motor Speedway. Rich Alexander, Pete Kroth, and I drove out to flag at Road Racing's season ending event, and once again we had a great time volunteering. This year's F&C turn out was noticeably down early in the week, and it caused some juggling by the leadership team to adequately staff the stations. The weather was warm and dry for all practice and qualifying days, but the final two days of racing had some wet weather, which made for some interesting strategies employed by racers with varying levels of success. 6 straight days of flagging were entertaining but exhausting, so we were glad to head home. How entertaining? We were already planning our trip to next year's Runoffs at ViR while we drove home. If you've never volunteered at a Runoffs, please consider it.

This weekend we are preparing to host 20 students at MoHud's Tire Rack Street Survival. It's always an event that takes a lot of effort by many, but gives those volunteers a lot of satisfaction in knowing they've made a positive impact in the students' lives by helping give them the skills necessary to make them safer and better drivers.

Once we put the Fall TRSS in the books, it'll be time to turn our attention to preparing for the Annual Meeting in January, and pursuing a wholesale upgrade of our Solo timing equipment. It's a lot of work, but it's made easier by some dedicated members stepping up and offering their time and talents to keep MoHud moving forward. If you feel compelled, we'd love to have you join us. Many, many thanks to all of those who dedicate their talents to our region.

On behalf of your region's officers, we wish you a safe and happy Thanksgiving!

~ *EJ Smith* Regional Executive

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## Calendar:

- **November 3:** 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 highly desirable automotive-related object.
- **December 1:** Wednesday. 7:00pm. Membership meeting at the **Albany Pump Station**, aka C.H.Evans Brewing Company, 19 Quackenbush Square, Albany, second floor meeting space. Depending on your circumstances, it can be described as being near the Social Security Hq., the IRS Albany offices, or the James T. Foley federal courthouse. Depending on reactions of those attending, this may be MoHud's new membership meeting spot.
- **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...

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## MoHud Visits the International Motor Racing Research Center

**Recently**, Greg Rickes motored down to *Watkins* (Watkins Glen to those who've never lived there) to deposit a grand collection of ancient, dog-eared, mimeographed, print-era KockOffs with the Research Center. For those who are not familiar with the Center, look for the February 2017 KO issue digitally archived via the MoHud website. An article in the Journal section pays tribute to Jean Argetsinger and her role in preserving the heritage of racing while honoring her husband Cam.

**Even more recently**, a couple of MoHud members spreading panic in the Village and vicinity in an English roadster stopped by the Center to do some research using copies of the old Bergen Herald/National Speed Sport News. While there, Duke Argetsinger – son of Jean and Cam – was nice enough to move the yet-to-be-installed sidewalk brick honoring Roly Heacox into a spot where it could be photographed in context.

When you are in Watkins, stop by the Center to tour the displays and marvel at the riches contained therein. The Center is one block East of the main-drag (Franklin) at the South end of the Village, and close to the intersection where 414 branches off to Corning.



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# SOLO

~ Russ Burckhard

**The 4th Mohud Solo event** of the year was held in Kingston on September 19<sup>th</sup>. We had 54 entrants and warm weather with a breeze blowing most of the day -- temperatures were in the upper 70<sup>s</sup>.

We had trouble at the beginning of the day with the timing equipment not registering finishes. Fortunately we were able to get the gear working after a slight delay. After that we didn't have any other issues, allowing competitors to have 7 runs apiece. The course had a good mix of speed and technical that lasted somewhere between the mid 40 second range to the mid 50 second range. Nick Austin had the fastest raw time in his S2000. He was followed (1.43) by Andy Furlong in his Atomic Rabbit. Matt Huchro was a close third (.247 from 2<sup>nd</sup>) in his Miata. Eric Smith was 4<sup>th</sup> over .7 back in Joe's EVO with Dave Cowie rounded out the top 5 only .024 behind Eric. Mark (Shaggy) Wertheim (Miata), Kirby Vallant-White (EP3 Civic), Phil Reddington (S2000), Russ Burckhard (Rabbit), and Joe Cassidy rounded out the top ten.

Fastest Pax time was the STR of Nick Austin with a 35.559. Matt Huchro had the 2<sup>nd</sup> fastest Pax time 36.238(-.679), Russ Burckhard 3<sup>rd</sup> (36.443), Tracey Burckhard 4<sup>th</sup> (36.523) and Mark Mangicaro (47.221) rounding out the top 5.

Class leaders: Street had Tracey Burckhard on top followed by Mark Mangicaro, Ray Nelson, Ian Wallace, and Ed Craven.

Touring had Matt Huchro on top followed by Dave Cowie, Mark Wertheim, Adam Wright, and DJ McArdle. Street Prepared had Joe Cassidy on top. Cam was won by Luke Partridge, followed by Sal Baisley and Paul Beechner. Prepared Mod had Kirby Valiant-White followed by Ian Johnson, Phil DeJan, and Scott Merrick. Novice was topped with the 27<sup>th</sup> place Pax driver Brad Dunn. George Isbester was second followed by Garrick Vogelsang, Aiden Fahy, Jerry Huchro, James Mulder, Travis Aanenson, Robert Horvers, Brandon DuMond, and Erin Riley rounded out the top ten. Pro had Nick Austin on top, followed by me, Phil Redington, Nigel Boyce, and Andy Furlong.

*Unofficial points scenarios going into the 5<sup>th</sup> and final event were as follows:*

*Street;* Looks like Tracey needed to finish 20<sup>th</sup> or higher to win Street. Sheri Dejan would lock up second by making 1 run. She could win with a first place and Tracey finishing lower than 20. Paul Isbester, Jon Kirschman, Ian Wallace, and Matt Wilson were all in striking distance of third place.

*Touring;* Matt Huchro had a slight advantage to win over Dave Cowie. Matt had 3 class wins to Dave's 1. Shelby Blanchette, Adam Wright, and Max Lux-Ramos were all close for the third spot.

*Street Prepared;* Joe Cassidy has this locked up. Paul Beechner needed to make a run to secure second place.

*CAM;* Sal Baisley needed to make a run to win his class.

*Prepared Mod;* Kirby has it locked up. Phil DeJan has second locked up. Jason Jendzezyk, Ian Johnson, and Dean Bloch all needed 1 more event to get a chance at third.

*Novice;* George Isbester had a slight advantage over Garrick Vogelsang. Way too close to call. Stephan Tresco had an outside shot of first. Brad Dunn, Travis Aanenson, Aiden Fahy, James Mulder, Margaret MulCahy, and Jerry Huchro were all close, but need 1 more event to be eligible.

*Pro;* Russ Burckhard has locked up the Championship thanks in part to Nick missing an event and bonus points for Champs and Tours. Nick had a great shot of second with a run at the final event. Nigel Boyce and Carmine Russo were having a tight battle for third. Bruce Kosakoski and Eric Smith were not out of the race for third, but it will be a challenge. Especially for Eric as he will be at the Runoffs and would miss the last event.

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# SOLO- cont'd

## Season's End: Event 5

**October 3<sup>rd</sup> was the season finale.** 52 participants came down to Kingston and had the opportunity to have 8 runs. The weather was cloudy for most of the day with an occasional very light sprinkle early in the day. Nothing that would wet the course until late in the day. By the end of the first half of the second heat, the rain was coming down making it hard for any time improvement from the rest of the competitors.

Our course designer, Jon Kirschman, had a prior engagement and was not able to be there. That put me in charge of the course design. This was the first course I had made in many years. I heard many positive comments. While it was easy to follow (only 10 off courses), it was prone to cone hits. Unfortunately, this kept the workers busy, as 198 cones were hit. Almost half of those cones were hit by 10 drivers. One of these drivers had 13 cones. 7 drivers were clean the whole event and 7 drivers only had 1 cone. I think the highlight of the course was that it had a 9-cone slalom (60' apart) heading to the final left to the finish. My best run had me going about 40 mph through it.

A 40.5 was the fastest time with most of the rest in the mid 40's. Nick Austin had the fastest time and Pax. He was closely pursued by Tom Taft only .048 behind. Caleb Pocock was third about a half second back. Jim Garry was right on his heels .007 behind Caleb. I rounded out the top 5 about a quarter second behind Jim. Matt Huchro, Carmine Russo, Tracey Burckhard, Phil Reddington, and Paul Isbester rounded out the top ten.

In the Street class, Tracey Burckhard took the top spot followed by Paul Isbester, Andrew Scaptura, Mike Scaptura, and Ian Wallace. Touring had Matt Huchro in the top spot followed by Jeremy Dorfschmidt, Dave Cowie, Max LuxRamos and Shelby Blanchette. Joe Cassidy won the Street Prepared category. Luke Partridge led Paul Beechner and Sal Baisley in CAM. Kirby Vallant-White was the winner of the Prepared Modified class. He was followed by Ian Johnson, Phil DeJan, Dean Block, and Scott Merrick. The Novice class was led by Michael DiGiovanni. Brad Dunn was second followed by Bruce Nichols, George Isbester, and Garrick Vogelsang. Pro had the top 5 pax finishers. Nick Austin at the top, Tom Taft, Caleb Pocock, Jim Garry, and myself.

I want to thank everyone at the event for helping to make the event finish after I fell ill. I always say that the events can go on despite having someone missing. This just proves my point. The late day incident on course after I left only delayed the event about 10 minutes as people stepped in and made quick work of stabilizing the situation. Also, a big thank you to those that took over for me after I left and those who took care of me while I was there.

~ Russ



*Ed's note: Tracey and Russ' trip to the cornfields of Nebraska for the SCCA Solo Nationals, complete with photos not yet published by National Geographic, will appear in the December KO, along with the annual Gift Guide.*

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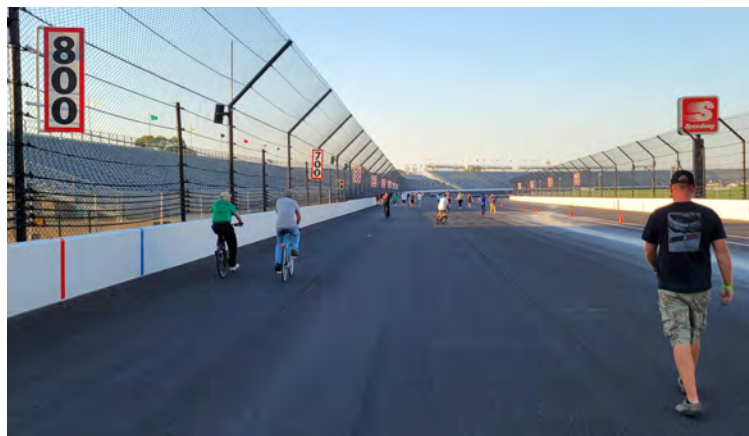
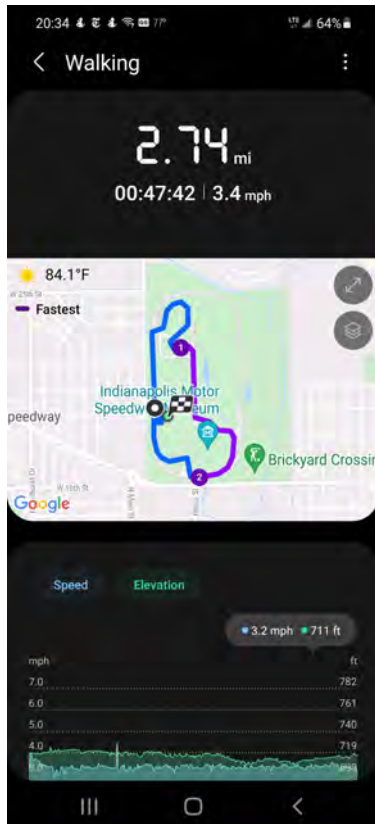
# Flaggers at the 2021 Road Racing Runoffs - Indianapolis

...photos mostly by EJ Smith



*A wave of flaggers.*

It takes a village to put on a road race. And while it may look like they had a large crew, they were short-handed during most of the week; that's why EJ, Rich Alexander, Peter Kroth and others are always seeking out new recruits. Listen to their pitch. Think about joining them.



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## More from Flaggers at the 2021 Road Racing Runoffs



...Spotted in the paddock



...Workstation supplied

...All's well that ends well



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## Tire Rack Street Survival School

~ *Jim Garry, Coordinator*

### October 17<sup>th</sup> Saratoga Auto Museum/ SPAC Parking Lot

**For nearly a decade**, Mohawk Hudson Region, in cooperation with our Patroon BMW brethren, have been presenting The Tire Track Teen Street Survival (TRSS) School in the Albany/Schenectady/Saratoga region. After having to cancel both planned 2020 schools due to the pandemic along with the hoped for April 2021 school, we finally got in a good one. Our October 17th school was a success in every aspect.

For anyone who isn't familiar with TRSS, it is a national program dedicated to teaching young drivers the skills needed to understand the dynamics of driving. Students are presented with both classroom and in-car instruction. The classroom instruction is advanced stuff, not the sleep-inducing, staid stuff they get in standard driver's ed and AAA classes. Their day also includes understanding how to apply the physics of vehicle dynamics to drive their cars safely and intelligently and when necessary, at the limit. They spend half their day driving their own cars through a variety of elements set up in a parking lot using the same cones we use for autocrossing. Instructors sit in the passenger seat to observe and teach. Our instructors are certified by the TRSS organization after having dedicated a significant amount of their time to online study. They are themselves observed during the day.

Here's the "About" webpage for TRSS: <https://streetsurvival.org/about/>. And here's where students can be registered: <https://streetsurvival.org/register/>

For many years now, our school has been based at the Saratoga Automobile Museum (SAM) which serves as our site of registration, classroom instruction, airbag and tractor trailer demonstrations, and lunch. The driving exercises take place at the Route 50 parking lot of the adjacent Saratoga Performing Arts Center.

The driving elements include emergency braking, a wet skidpad courtesy of the Milton Fire Department, braking and turning, slalom, and emergency lane changes.

This year we had a full complement of 20 students, each assigned their own instructor, with additional instructors observing from the pavement. In addition we had volunteers to help register students and instructors, chase cones, direct traffic, disperse food and beverages in a sanitary manner, and more.

Special thanks go to Chief of Registration Bill Burckhard, Chief of Instructors Kevin Belden, and Classroom Instructor extraordinaire Brian Bailey who have been doing this for as long as our program has been in existence. Kevin recruits instructors and other volunteers, assigns instructors to students, and participates in the instruction of students AND instructors. Bill diligently keeps track of registrations which includes constant student withdrawals and backfills from the wait list. Bill, Kevin, and I began our jobs in June of this year.

Thanks also to Tom Campbell, MoHud's liaison to the Saratoga Auto Museum and Megan Hennessey, SAM's director of special events.

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## Tire Rack Street Survival School, cont'd

Another big thank you is owed to Bill Hudson, a MoHud member for over 3 decades, who on very short notice was able to borrow a tractor trailer from his employer, Curtis Lumber, for the usual post lunch demo. Cars are positioned around the rig and students are encouraged to climb into the cab and check out the mirrors and windows to see what they can't see. Bill also supplied about ten minutes of tremendous insights gathered from his decades of experience as a professional truck driver. Big thanks to Bill and Curtis Lumber.

Last but certainly not least, we salute all of our volunteers without whom this event could not have happened. Many of these people pulled double or triple duty, especially our dedicated crew who set up the driving elements the afternoon before, the start of which was delayed by a large foot race event at the park which pushed completion of the job late into the day and a cold, dark, downpour. Thanks Arn, Russ, Tracy, EJ, and Sal. All of the event's volunteers are listed below.

Our next school will be in April 2022. If you'd like to help, please contact me at [mhr.membership@gmail.com](mailto:mhr.membership@gmail.com)

~ Jim

### Volunteers:

Brian Salvatore	Bailey Baisley	William Tom	Burkhardt Campbell	Albert Paul	Harper Isbester
Ronald Kevin	Bass Belden	Jon Philip	Coffin DeJan	Doug George	Kelley Kline
Bill Arn	Bennett Beebe	Sheri Brad	DeJan DeMotte	Peter Diane	Kroth Malecki
Michael Jim	Breault Bucci	Steve Jim	Dweck Garry	Paul Tom	Malecki Masienta
Russell Tracey	Burckhard Burckhard	Diane Russell	Gurdak Gorman	D.J. Eric	McArdle Smith





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# Road Racing

## The Fun One at Watkins Glen International. September 24-26

Although the editorial offices received a third-hand complaint about the lack of coverage for this event in the October KO, nobody has put ballpoint to paper, or keystroke to screen, in order to toot their horn or otherwise inform the KO's worldwide audience about what went on Henry Valent's old farm that weekend. We have, however, gleaned some basics from online sources.

**Chip Van Slyke** (Formual Ford) was podium-eligible in at least one race.

**Chris Brassard** and **Pat Stringer**, both dreaming of ice racing for one more season before Adirondack lakes turn into hot tubs, had their usual fun in SRFs. **Jeff Lehner**, also running in SRF, scored at least one podium.

**T.J. Hanifan** ran his Miata in F Production. Looks like he came in second at least once.

**Adam Figarsky** had a first place in SM2.

## New England Region Championship Weekend. Thompson Motor Speedway. October 1-3

**Chip Van Slyke** (Formual Ford) had 2<sup>nd</sup> in class; race 3.

**Evan Karl** (SM) 1<sup>st</sup> in class; race 3. Beat the best NER SM by 5 seconds... He also came in 3<sup>rd</sup> running in STL.

**Ron Bass** (FV) had fun in a group whose race 3 fastest laps were all within 6/10s of a second.

**Ed Zemek** (SM2) continued in his quest to run more race miles than anyone else in MoHud this year.

**Anthony Kalkandis** and **Mike Harmuth** had a ball running their historic cars in the Historic Racing Group.

## National Runoffs at Indy

Tom Campbell's report follows in this month's Journal.



Our friend James Ray captured Chip Van Slyke driving the line and Evan Karl being chased...  
NER Championship Weekend at Thompson

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

< mhr.membership@gmail.com >

**Total membership as of October 25th, 2021 is 333.** This is down a couple from last month.

## New members joining in September and October:

**Jennifer Chuddy.** Galway

**Eugene DeVillamil.** Catskill

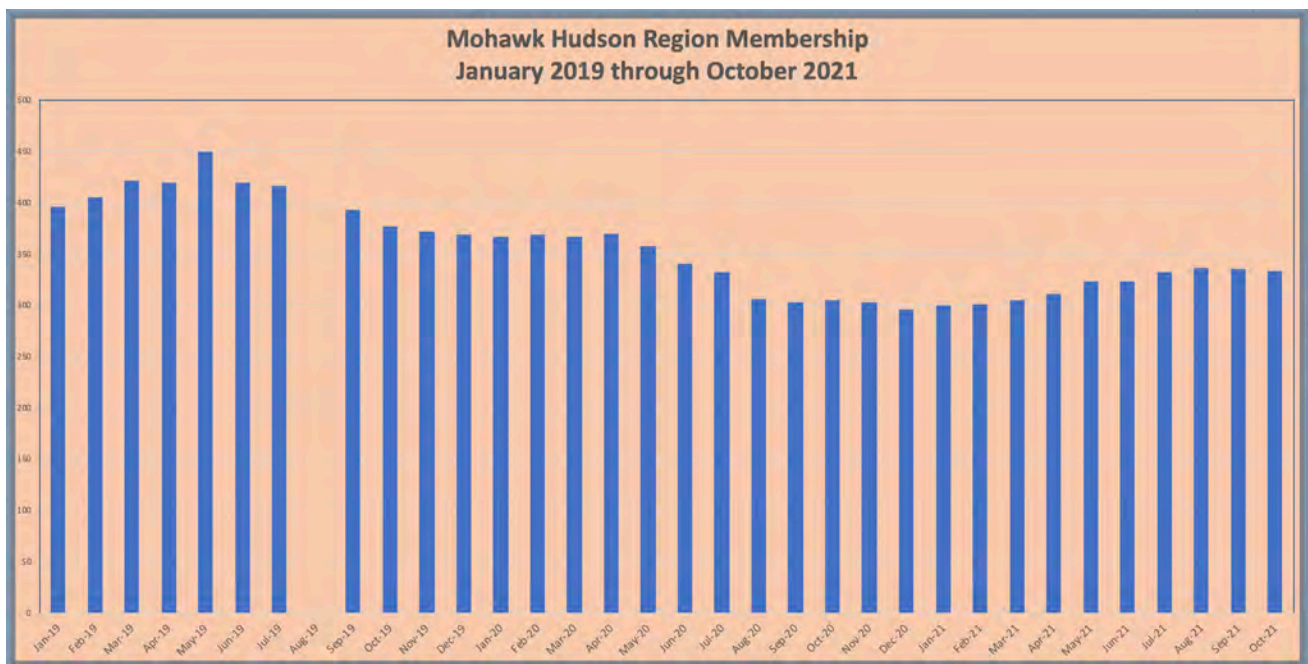
**Robert Horvers.** Kingston



## Significant Anniversaries

**Michelle Burnham** 20 years - Autocrossers know that Michelle is married to Dave Burnham, Citroen specialist, B Modified autocrosser, and Ice Racer extraordinaire.

**Dave Cowie** 10 years - Dave has actually been a member for much longer but his membership lapsed somewhere along the way and he rejoined ten years ago. Dave is a long time autocrosser and all around good guy.



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## **Mohawk-Hudson Region SCCA Membership Meeting of October 6<sup>th</sup>, 2021 7:00PM**

Location: Gateway Diner Albany, NY

Officers Present: Eric Smith, Salvatore Baisley, Shelby Blanchette, Paul Malecki, Richard Welty, Chip Van Slyke

Total members present: 20

Shelby Blanchette makes a motion to accept minutes as published in the Knock Off; William Fish seconds.

**Membership**- Was published in previous Knock Off, 335 members with six new members since August and September.

**Knock Off report** by Paul Malecki: Was published, still looking for someone to take over position, outline ready for April 1<sup>st</sup> 2022

**Treasurer Report** by Paul Malecki: \$31,992.13 in the bank this morning, just need invoice from SCCA for sanction and insurance fees for event five.

**Solo Report** by Russell Burckhard: Event 4 the generator died there were timing equipment issues, finish was not registering. Event 5 had some timing issues, Russ fell ill in the afternoon and left. Salvatore Baisley, Sheri DeJan helped during the second heat. Per Salvatore Baisley there was an incident where a vehicle caught on fire but thanks to the fast response of our club members and non-members it was quickly extinguished with no injuries and said vehicle made it home safely. After that incident the event went well. Per Eric Smith there will be a Solo Advisory Committee meeting during the off season to discuss new procedures, plans and equipment. Per Russell Burckhard, himself, Tracey Burckhard, Matt Huchro and Andrew from Glenville went to the SCCA Solo Nationals in Lincoln Nebraska. Tracey Burckhard won her class, because she was unopposed she is considered a class winner instead of a champion.

**Street Survival** by Russell Burckhard: Event is 10/17, will be setting up Saturday. They do need a tractor trailer.

**Road Rally** by Richard Welty: Ken is preparing one for the season.

**Road Racing** by Richard Welty: Thompson went well, event was light on flaggers at the start.

**Old Business:** Diane Malecki will have a progress report in regards to the election committee for the next meeting. Per Salvatore Baisley it was discussed to do the financial audit this coming Monday, may want updated documents. Per Greg Rickes the physical Knock Offs have been delivered to the SCCA archives in Watkins Glenn. According to Eric Smith the delay in regards to purchasing Solo timing equipment is the difficulty to get a straight answer for what equipment works well with what software. Kathy Barnes gave Eric Smith contact information for the timing expert for national events, hopefully he can help ensure we get compatible equipment and software.

**New Business:** Per Eric Smith the banquet is on 1/8/2022 at the Saratoga Auto Museum. Salvatore Baisley brings up we need to decide a price per seat at the next board meeting.

Richard Welty makes a motion to end meeting, Diane Malecki seconds the motion.

Meeting ended at 8:29 PM.

Meeting minutes recorded and submitted by Shelby Blanchette.

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## Mo-Hud Officers and Contacts

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**Solo Chair**

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**Track Chair** Time Trials and Track Nights

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**Rally Chair**

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**Flagging and Communications Chair**

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

**Merchandise**

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

**KockOff Editor**

This coveted position is Open; apply now!

**WebMaster**

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

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



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# The KnockOff Journal

## This Month...

- The first mini-Cooper; sort of..
- Campbell Racing at the Runoffs



## The Road to Altamont

~ Greg Rickes

I'm not sure if it was a test to see who reads the fine print, but our esteemed editor (long overdue for a well-deserved emeritus role, won't someone please step up) mentioned in a recent last issue that I had the unique experience of driving a racing car at the Altamont (NY) Fairgrounds. True enough, but as with so many things there's more to the story.

My long-time dear friend the late Dave McClumpha and I both had an interest in the cars produced in England by the Cooper Car Company, especially those that fit the 500cc (engine displacement) Formula III. This was the design that popularized the mid-engine chassis configuration. Others had done this before, notably the might Auto Unions of the 1930s, but it was Cooper that moved it into the mainstream and set the evolution of design first in European Formula One, and then stateside in Indycar.

**COOPER "500" RACING CAR DATA**

<b>Engine Dimensions:</b>		One
Cylinders	80 mm	
Bore	80 mm	
Stroke	80 mm	
Carburetor	407 c.c.	
Valve area	3.2 in.	
Compression ratio	14 to 1 (16 to 1 with compression plate removed)	
<b>Engine Details:</b>		
Carburetor	B.T.H. Magneto	
Ignition	Champion L.A.15 (Lodge B.R.49)	
Flaps: make and type	Alternative	
Fuel pump	Fuel line	
Fuel capacity	Air scoop	
Cooling system		
<b>Transmission:</b>		
Clutch	Burmec multi-plate	
Gear ratios	15 forward gears	
Final drive	Burmec Legend gearbox	
	Chain	
<b>Chassis Details:</b>		
Shock absorbers	Lockheed hydraulic—2 LS on front	
Steering	8 in.	
Front spring area	Independent—transverse leaf and wishbones	
Suspension—front	Independent—transverse leaf and wishbones	
Suspension—rear	Telescop—Hewson-Bonnet or Woodhead-Monroe	
Shock absorbers	Cast alloy	
Wheel size	4.00 x 15 (rear also supplied)	
Tire width	7 in.	
Steering gear	Final	
Steering wheel		
<b>Dimensions:</b>		
Engine to chassis	2 1/2 in.	
Track—front	2 1/2 in.	
Track—rear	10 1/2 in.	
Dry weight	334	
<b>Performance Data:</b>		
Top speed, m.p.h.	100	
Top gear m.p.h. per 1,000 r.p.m.	100	
Time per m.p.h. at 1,000 r.p.m.	100	
Litres per mile, dry	According to gear ratio used	

### A PRODUCTION RACING "500"

The Cooper "500," Successful Half-litre Sprint Car, Goes Into Limited Quantity Production. Models Also Being Built With 1,000 c.c. Power Units For Formula "B" Events

**body shell, is welded to form an integral part of the frame.**

Suspension, independent both at front and rear, of the two original Cooper cars consisted of units from the small Fiat. On the production models, a similar layout is retained but the units are specially made with wishbones constructed from fabricated steel tubes and mounted on alloy castings. Telescopic double-acting dampers (Norton or Woodhead-Monroe) control the action of the transverse springs.

The standard power unit, a 496 c.c. Speedway J.A.P. is mounted behind the driver and cradled fore and aft on transverse leaf springs to cushion torque reaction. This system of engine mounting has been evolved after considerable experiment and chosen from a point of view of reliability and elimination of engine "period."

**High Power Output**

The engine itself is the well-known "five-stud" unit used in dirt-track racing motorcycles, the name deriving from the fact that the cylinder head and barrel are secured to the crankcase by five long external studs. The overhead valves are pushrod operated and with a 14:1 compression ratio, running on alcohol fuel, the power output is 38 b.h.p. at 6,000 r.p.m. Such output, which amounts to 76 b.h.p. per litre for a total weight of 76 lb., makes this unit one of the most efficient unsupercharged production engines from a power-to-weight point of view.

**TAKING THE KICK-BACK**—Flexible engine bearers of the type extend across the chassis frame, and have provision for fore-and-aft adjustment to tension the driving chain.

Lubrication is of the total-loss variety, oil being supplied to the crankcase from a separate oil tank. Ignition is by B.T.H. magneto and fuel is supplied to the engine through an Amal racing carburettor from the gravity-fed spritz tank mounted above the engine. For long-distance events, an additional pressurized tank is fitted under the front cowling above the driver's knees. Cooling air is supplied to the engine through a duct which runs along the rear side of the body from a scoop at the front of the car to the cylinder, the burner being directed on the exhaust-valve area.

Transmission is via a primary chain to the Burmec multi-plate clutch and four-speed gearbox and thence to the differential-less rear axle by single-chain drive. From the rear sprocket, drive to the independently sprung rear wheels is by splined and universally jointed shafts. The foot-change mechanism of the motor cycle type gearbox has been modified for hand control but still retains its positive-stop action.

The steering mechanism consists of a conventional Burmec steering-box with split track rod and Ford steering wheel.

In the interests of lightness, the wheels are of cast aluminium alloy with integral 8-in. brake drums, however, available to take 15-in. tyres.

Lockheed hydraulic brakes are used, with two leading shoes on the front wheels. An accompanying illustration shows how the brake pedal operates directly on the combined brake master cylinder and supply tank. The handbrake actuates a single Lockheed bisector-expander through the medium of a simple tensile cable—in view of the lack of a differential, it has not been thought necessary to complicate the layout by providing manual control of both rear brakes.

As in the original Coopers, special attention has been paid to low frontal area, good streamlining—even the underpart of the chassis is enclosed—and excellent road adhesion. With suitable gearing, the maximum speed, with the power-to-weight ratio of some 160 b.h.p. per ton, is stated to be in excess of 105 m.p.h.

Space in the cockpit being, necessarily, limited, the seating and controls are carefully placed in accordance with the driver's measurements. Dunlopillo upholstery is standard and equipment includes polished chromium body fittings, a curved Plexiglas screen and revolution counter reading up to 8,000 r.p.m.

At the present time, several cars are being completed to orders received from many European countries as well as from Australia. In addition, three models are under construction with the latest 1,000 c.c. 8-80 J.A.P. twin engines. These are very similar to the "500," but the driving position is moved slightly forward to allow room for the V-twin engine and there are a pair of cooling air ducts. They will probably be seen in certain Formula "B" events this year.

In the production of the series of cars now in hand, very close attention has been paid to ensuring the interchangeability of parts. This is equally true of body panel sections and of mechanical parts, whether the usual 500 c.c. J.A.P. engine be used, or the 1,000 c.c. J.A.P. or equally the 500 c.c. Norton such as is being fitted in at least one car.

The makers of the Cooper are the Cooper Car Co., Ltd., 243, Fwell Road, Surbiton, Surrey.

**RACER FROM SURBITON**—Propelled by a rear-mounted racing J.A.P. engine of 500 c.c., the Cooper "500" weighs less than 5 cwt. complete. Visible in this drawing are the all-round independent suspension by wishbones and hydraulically damped leaf springs, the alloy wheels with castor, steel fenders, and the box-section chassis frame with tubular bracing members.

**MEN AND MACHINE**—Responsible for the evolution and production of the Cooper "500" are John Cooper, who drives one regularly in competitions, and his father, who is standing behind the car.

**SINCE** its first appearance at a Prescott hill-climb in 1946, the Cooper "500" has established itself as one of the most efficient half-litre sprint cars in the world and holds class records on several courses, including Shelsley Walsh and Brighton; in fact, John Cooper's standing kilometre at over 60 m.p.h. is faster than the official International Class I record for the distance. A further success to the credit of the marque was its win in the one and only post-war 500 c.c. race at Grandden Aerodrome last year, when, all the other "500s" having fallen by the wayside, Brandon's Cooper went on to win the 10-mile race at an average of close on 60 m.p.h.

With the rise in popularity of 500 c.c. racing and the prospect of car-versus-car events as opposed to sprint and hill-climbs, the designer-builders of the Cooper realized that the design had definite possibilities as a production racing car and we were recently privileged to inspect the first model "off the line."

The frame of the Cooper "500" has box-section side-members drilled for lightness, braced by tubular cross-members, and tapers fore and aft. A strip steel superstructure, which carries the polished aluminium

**DIRECT ACTION**—A simple cross-shaft car fits the dotted pedals, with direct actuation of the hydraulic brakes and Bowden cable running back to the clutch and throttle.

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## Road to Altamont- II

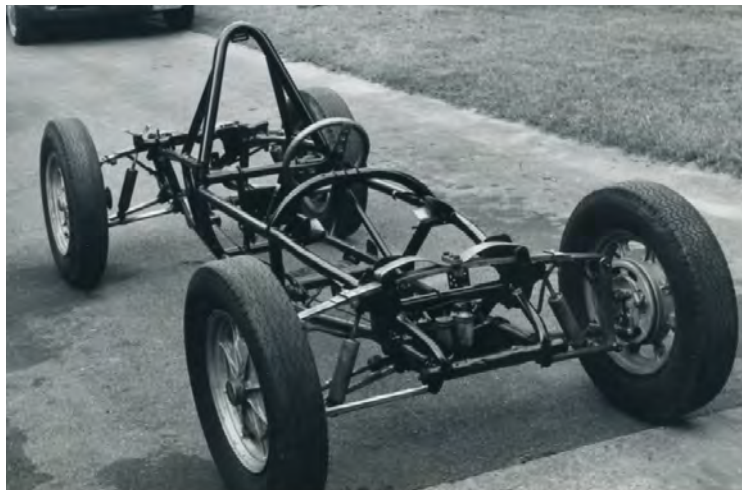
**The 500cc formula** was prominent from the late 1940s to the very early 1960s. The cars were lightweight, right around 500 pounds, and utilized 500cc single-cylinder motorcycle engines.

Dave McClumpha's family was involved with SCCA racing as flaggers since the mid 1950s, so he literally grew up at road-racing events in New England. One of his teen-age adventures was to crew for John Field, who was the SCCA's F-III National Champion in 1959, with a Norton 500cc single-cylinder powered Cooper. One of his fellow crewmates was an engineering student from Wentworth Tech by the name of Tyler Alexander. Alexander would later play a prominent role in the successes of Team McLaren in Formula One, CanAm, and Indycar.

By the 1980s however Cooper 500cc cars were mostly orphans. Vintage racing had not yet caught the imagination, and though the SCCA seemed to have a class for everything else, the obsolete F-III were left out in the cold. A MoHud member by the name of Walt Tracinski had snared a late 1950s Cooper that had been converted to a Renault Dauphine engine and transaxle for hillclimbs and was driving it in local autocross events. Eventually Walt decided to sell the car, and Dave, whose racing career had ended in the mid 1970s, fulfilled a long held desire to own a genuine Cooper Mark IX.

Retro-fitting the car to motorcycle power was no small task. I'd owned an earlier model Cooper briefly in the early 1970s and started a conversion to a BSA 500cc engine, but the project was sold before it reached fruition, but it did provide some groundwork for the McClumpha project. Another MoHud member, Don Rexford, owned a machine shop in Colonie, and was commissioned to do the serious work of re-jigging the chassis for a(nother) BSA single cylinder powerplant. The authentic Norton single was prohibitively rare and expensive, made even more so by the accepted practice of running on alcohol fuel to provide better engine performance and cooling.

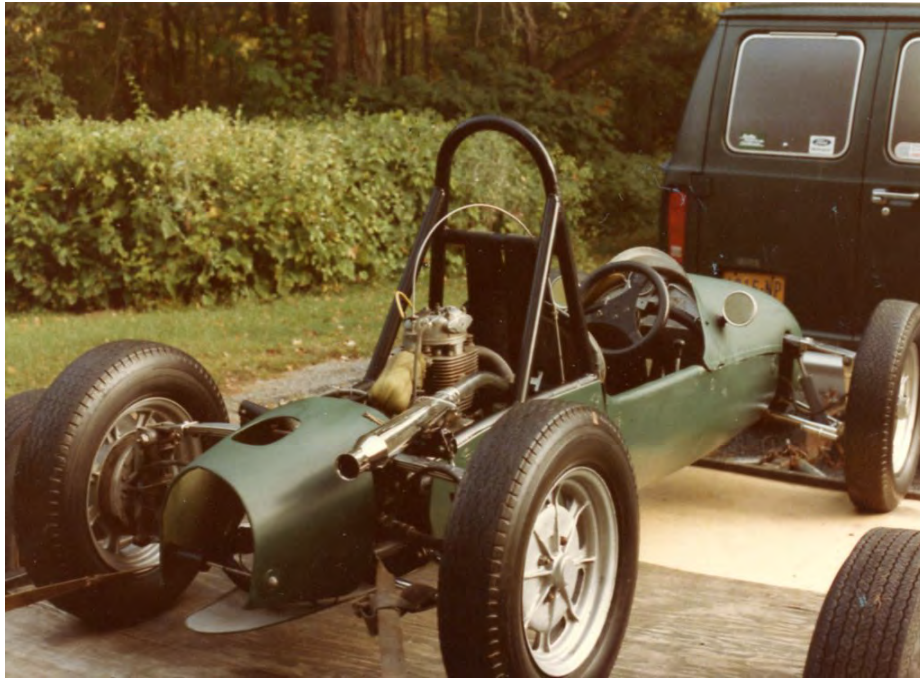
Once the car was restored to chain-drive configuration and the BSA was fitted my task was to do all the detail fabrication to make the car a running specimen. That included things like a drive chain tensioner, dry sump tank and hoses, shift linkage, throttle and clutch cables, fuel delivery and rudimentary wiring. The ignition was a magneto, but in order to get the fuel from the tank (which sat over the driver's knees) to the carburetor the simplest solution was an electric fuel pump, which meant a small battery. Plus the most basic safety equipment, a hoop roll bar, seat belt and shoulder harness. I can't recall that the car had any instrument gauges at all.



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## Road to Altamont- III

With all the nitty-gritty details addressed, the question became how to see if all the theoretical work would translate into a truly operative machine. Keep in mind that F-III cars, with their basic motorcycle powerplants, did not have on-board starters. The engine's kick-start mechanism could not be accommodated in the tube-frame chassis. There was no easy way to attempt to even start the car in the confines of Dave's property in Selkirk, and my plot in Colonie was even smaller. A stalemate of sorts.



I'd spent several years from the late 1970s into the early 1980s as a mediocre dirt track racer in the mini-modified class at Lebanon Valley and Albany-Saratoga, which kept me tuned in to the local racing scene. Through the grapevine I heard that the Atlantic Coast Old-Timers Auto Racing Club was going to put on an "exhibition" at the Altamont Fairgrounds, which in earlier years had hosted AAA "big cars", CSRA "half-mile" cars, and the fledgling NASCAR Grand National division (your modern day "Cup" cars) in the 1950s. This would be historic because by 1983 racing cars had not turned a wheel at Altamont for several decades. It may have been an "exhibition", but it was bona fide racing cars on a bona fide race track. Though the road-racing Cooper would be out of its element, the prospect of track time close to home was too good to pass up, and the ACOT folks were agreeable.

Trying to develop a starting procedure continued to be a challenge. Unlike the oval track midget race cars on hand at Altamont, the Copper had only delicate aluminum bodywork, not a stout push bar, on the tail. Several of the true "old timers" recalled that they used a rope tow to get cars started. It was not without its risks, but after earnest discussion with the tow driver and several other experienced hands we decided to give it a try. A very long section of rope was attached to the tow vehicle and then looped around the roll hoop. I'd keep one hand wrapped around the section of rope that remained forward after the loop, so the roll bar did the work and my grip had a light load of keeping the rope attached.

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## Road to Altamont- IV

**The first attempt to get on the track** didn't go so well. With the car in gear, and a high compression ratio there wasn't enough grip on the cinder-covered surface to turn the engine over. Back to the drawing board. For attempt two I kept the clutch pushed in until the car had a little momentum, then eased the pedal to engage. Lo and behold there was a bark from the exhaust and the Cooper was thumping along under its own power. I deftly cast aside the tow rope so it wouldn't get tangled in the suspension or the wheels and I was on my way.

I have to admit there was true elation that this had all worked. Up until now the whole Cooper-BSA project had been a theoretical exercise.

I eased the Cooper up through the gears (sequential shifter 😊) and started focusing on the track. The intent was to feel the car out, and blend with the traffic sharing the track. The original track surface for racing was dirt, but for the varied attractions of the Altamont Fair there was now a layer of cinders on top, so there was even less grip than usual. The Cooper's tail would swing out ever slightly coming off the turns. I'd go thumping down the straightaway and let the car slow under compression for turn entry, then pick up the throttle midway through the corner. The car was nimble and responsive (keeping in mind that it had maybe 25 horsepower). Too soon the checkered flag was out. With this experience in the books we elected to put the car away for the day. Everything had worked as designed.



I'd get one more opportunity to drive the Cooper, this time at Lime Rock Park, for the inaugural Vintage Fall Festival (known these days as the *Historics*). There were some open lapping sessions between the various vintage race groups and Jim Haynes, being a former SCCA National Champion in F-III, allowed me to trade my spot in the PA for booth for some time behind the wheel. The open-track group included everything from the tiny Cooper to Shelby Mustangs, so traffic awareness was paramount, but even a brief foray was a thrilling experience, especially with the Cooper now in its familiar environment.

After that Dave decided to sell the Cooper, which eventually found its way back to England, but in our brief association it had enabled me to join the select company of those who could say they'd driven at the historic Altamont Fairgrounds.

~ Greg



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## Campbell Racing- The 2021 Runoffs at Indianapolis Motor Speedway

*~ Tom Campbell*

**Another National Championship Runoffs has come and gone** and with it the 2021 Racing season for Campbell Brothers Racing. We had a rather short year – running only four events and then the annual National Championship Runoffs. But we did win the Northeast Conference Championship in F Production and, on the strength of three race wins, finished fourth in the Hoosier Super Tour National Points Championship. And then it was off to the Runoffs.

As is our usual practice, we arrived at the track on Friday afternoon and set up the motorhome, trailers and the big canopy, our home for the next 9 days. Saturday was an “off track day” when we prepared the cars, got them through the required tech requirements, and spent some time greeting friends we only see at this annual event.

This is the second time the Runoffs has been at IMS, we were here in 2017. The total entry for the event was around 875, the most we have seen since our last visit. The Spec Miata class has 91 entries and the FP class 40. The FP field at this Runoffs was the largest and strongest we have seen. There were 23 FP cars at Road America last year. In addition to several newcomers there were also a few highly experienced drivers, with top of the line cars, who joined the group this year. Of the 40 FP cars, 22 were Miatas – there were 11 at the Runoffs last year. It’s all good.



Sunday was test day for the FP car. The three sessions went as planned. They are used to do a shakedown on the work done to the car since the last event (over two months ago) and to start gathering information on tires, gearing and handling performance. The car was a little slower than we had anticipated but we rationalized that away. It would be better when qualifying started on Tuesday.

Monday was test day for the SM car and this, too, went well but slower than expected.

SM qualifying was mostly frustration. At the end of the Tuesday qualifying Charlie was 58<sup>th</sup>. On Wednesday he fell back to 69<sup>th</sup>. That was a big problem because the maximum number of cars on this track, based on track length, is 72. The format was for the top 60 to be locked into the race and the remaining 30 to have a “last chance qualifying race” on Thursday afternoon with the top 12 cars filling the field for the race on Friday. I forgot to mention that the transmission failed on Wednesday so there was, it seems, the obligatory transmission change Wednesday night. >>>

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## Campbell Racing- 2021 Runoffs II

**Charlie started 9<sup>th</sup> for the SM qualifying race** Thursday but on the pace lap reported that he thought he had a loose wheel, as indeed he did, and withdrew to the pits at the end of the first lap. He would not participate in the championship race on Friday.

FP qualifying was also a series of challenges. We were mid pack on Tuesday and again on Wednesday. Thinking that different gear ratios would be a help, we changed the transmission Wednesday evening hoping it would support an improvement in the last qualifying session on Thursday. However, on the way to the grid for the Thursday qualifying the engine started running very rough and we had to abandon the session before even getting on track. Totally frustrated with the performance of both cars at that point we decided that it was time to make a big change. So, on Friday we pulled the engine and transmission out of the FP car and installed the backup motor (in the trailer) and reinstalled the as yet untested transmission. Based on the first two days of qualifying Charlie would start the race from 16<sup>th</sup>. I think this is our lowest starting spot in our ten years at the Runoffs.

And then there was the rain. The week had been nice up until Saturday. The morning was cool and windy but not unpleasant. But the forecast called for rain starting in late morning. And it did – about 10 o'clock. A steady rain that the forecast initially said would last most of the day. We, of course, have a rain set up for the car; making several changes to help it perform better. So we did all that work only to see that there was a big hole in the rain clouds that was going to arrive around 3:00, the scheduled start time of the race. We made a few compromises on the set up so that the car would perform reasonably well wet or dry. The big thing, though, is which tires to use. The rain did let up a little before race time but the track was certainly wet, with puddles and water running across the track in few places. So we decided to put on the rain tires as did, we learned, most of the other cars in the race – but not all.

Starting 16<sup>th</sup>, Charlie made an excellent start and handled the usual chaos in turn well. By the end of the first lap he was up to 11<sup>th</sup>. He continued to improve, one place at a time, and was up to 6<sup>th</sup>, when someone attempted an overly aggressive pass and knocked Charlie back to 11<sup>th</sup>. But he recovered and continued the battle. A full course yellow flag and pace car helped closed the distance to the front of the pack and he continued to work his way up. A second full course yellow later in the race again helped his close up on the leaders and he raced his way back to 6<sup>th</sup> and was closing in on 5<sup>th</sup> place when a third full course yellow occurred when someone found himself beached in a gravel trap. He was able to continue but brought a lot of gravel onto the track and there wasn't time to get it cleaned before the time limit so the race ended behind the safety car. The winner and the second-place cars both had gambled on starting the race on the dry track tires and, in the end, it paid off. The track at the end of the race had dried too much for the rain tires to perform well.

I came to the Runoffs this year, knowing the level of competition, telling myself that I would be satisfied with a top ten finish and top three Miata. We were 6<sup>th</sup> overall and 3<sup>rd</sup> Miata. Mission accomplished.

So the week at the races ends. One of the most frustrating Runoffs we have had – up until a great race capped off what will be a well-remembered effort. A special note of appreciation to Carl Wassink for crewing for us this week (and several other events this in the last couple years), It would have been a bigger struggle without his help.

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## Campbell Racing- 2021 Runoffs III

**Everyone had a good time at the Runoffs;** we stayed safe and we didn't hurt the machinery too badly. Both Charlie and I have our winter work lists scoped out to get ready for the start of the next season, at VIR in April. And next year, in fact the next two year, the Runoffs will be at VIR, a track we know well.

Thanks to you all for your ongoing interest in what we are doing, we enjoy sharing it with you.

*Tom and Charlie*



Ah, the Romance of Racing...