

# The Mo-Hud

# Knockoff



---

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

January 2022

## The REport

**On Saturday, January 8th, 2022, from 6pm to 9pm**, we'll be holding our Annual Meeting & Awards Banquet once again in-person. This year we've moved it to the [Saratoga Auto Museum](#), where you'll be able to dine among the Porsches on display as part of the "[Renn Sport](#)" display that is now at the museum.

As part of the annual meeting portion we'll be electing our region officers for the 2022 season. Our proposed slate should look very familiar, as everyone has agreed to serve for another year. The proposed slate is as follows:

- Eric "EJ" Smith, Regional Executive
- Salvatore Baisley, Assistant Regional Executive
- Shelby Blanchette, Secretary
- Paul Malecki, Treasurer
- Bruce Kosakoski, Director-at-Large
- Chip Van Slyke, Director-at-Large
- 

As for the awards portion of the evening, we plan on recognizing notable contributions and achievements by participants in the Track, Road Racing, and Solo programs, as well as the region itself. Registration for the annual meeting & awards banquet is open until **December 30, 2021**. Please visit <http://msreg.com/mohud-2022-banquet> to register. We hope you'll join us.

~ EJ Smith Regional Executive

---

*Ed's note: This month we feature Formula Vee, with a few bits about the history of F-Vee in SCCA, and a wonderful article by Greg Rickes on F-Vee in MoHud over the years. Why all the fuss? Because open-wheel racing is one heck of a lot of fun; good club racing with a good group of racers. And, it's a good time of year to think about getting a Vee and racing in a different or first-time class.*

---

---

## Calendar: January and ...

- **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: DoT will scare away any Northway snow...and at least a few members plan to stay overnight at Homewood Suites or the Saratoga Raceway Hotel...

- **February 2:** Wednesday. 7:00pm. Membership meeting at the **Albany Pump Station**. This time in the "Lounge" at the rear of the first floor, featuring a cozy fireplace and a little less frenzy than the main dining area. Celebrate Groundhog Day and the fact that sun will set at 5:09 pm; 38 minutes later than the best day in December.

---

## A Wrinkle in Time - Can You Help?

**We appear to have a gap in our digitized archives.**

If you have copies of The Knock-Off for the following years we'd appreciate it if we could borrow them for scanning. Be assured we'll return them to you.

The years we need are 2002,2003,2004, 2005 (prior to August issue)

You can contact me at [gfastr@nycap.rr.com](mailto:gfastr@nycap.rr.com)

Thanks

*~ Greg Rickes*



And for those who saw that squib in the TU about one of our long-time members, this is "the rest of the story."

---

## Formula Vee



### **There's a bit of the beast in every bug.**

That's what a 1967 DoyleDaneBernbach VW ad ("Think Small") said about Formula Vee. "It doesn't take much to unleash the savage fury of a Volkswagen. Take almost any old VW, replace the body, make a few simple adjustments, and you've got a Formula Vee racer."

" How can a mild-mannered, practical, everyday Volkswagen convert so easily into something so delightfully impractical?

In the words of the Formula Vee International Manual: "Volkswagen components seem to have been made expressly for use in a racing car. The engine, air-cooled and mostly aluminum, is light for its power output and already adapted to the rear-engine concept of modern racing cars. Its rugged construction provides a power plant which seems to be practically indestructible, particularly at racing speeds."

"Operating costs are amazingly low. One set of tires will ordinarily last more than a season and one oil change a year is sufficient."

### **Or, as the GCR GCR 9.1.1, Appendix C dryly puts it:**

"Formula Vee was recognized by SCCA in 1963. The class is highly restricted, originally requiring the use of genuine VW parts 'from the standard Volkswagen 1200 Sedan Series type 1, US model sedan as imported by VW'" in the engine, drivetrain and suspension. Over the years, the rules have changed slowly to maintain parts availability and allow a gradual evolution of the class. However, the focus remains the same: to provide a cost effective, highly competitive class that, through consistent and tightly controlled component and preparation rules, emphasizes driver ability rather than technological development of the car.

A formula for single seat, open wheel racing cars... restrictive in specifications so as to emphasize driver ability and preparation rather than design and technology of the car."

---

## Formula Vee: Some Background

### It's a Florida Thing

The Vee was born in 1959, fathered by Florida VW dealer Hubert Brundage looking for a cheaper way to compete in SCCA club racing. He commissioned the first one by going to the famous Italian race car builder Enrico Nardi – the steering wheel guy.

By 1962 there were several Vees running around the Southeast, but the big notice came when they finished 1-2-3 in a production car race at Savannah Raceway (now Roebing). This after being made to start from the back of the grid!

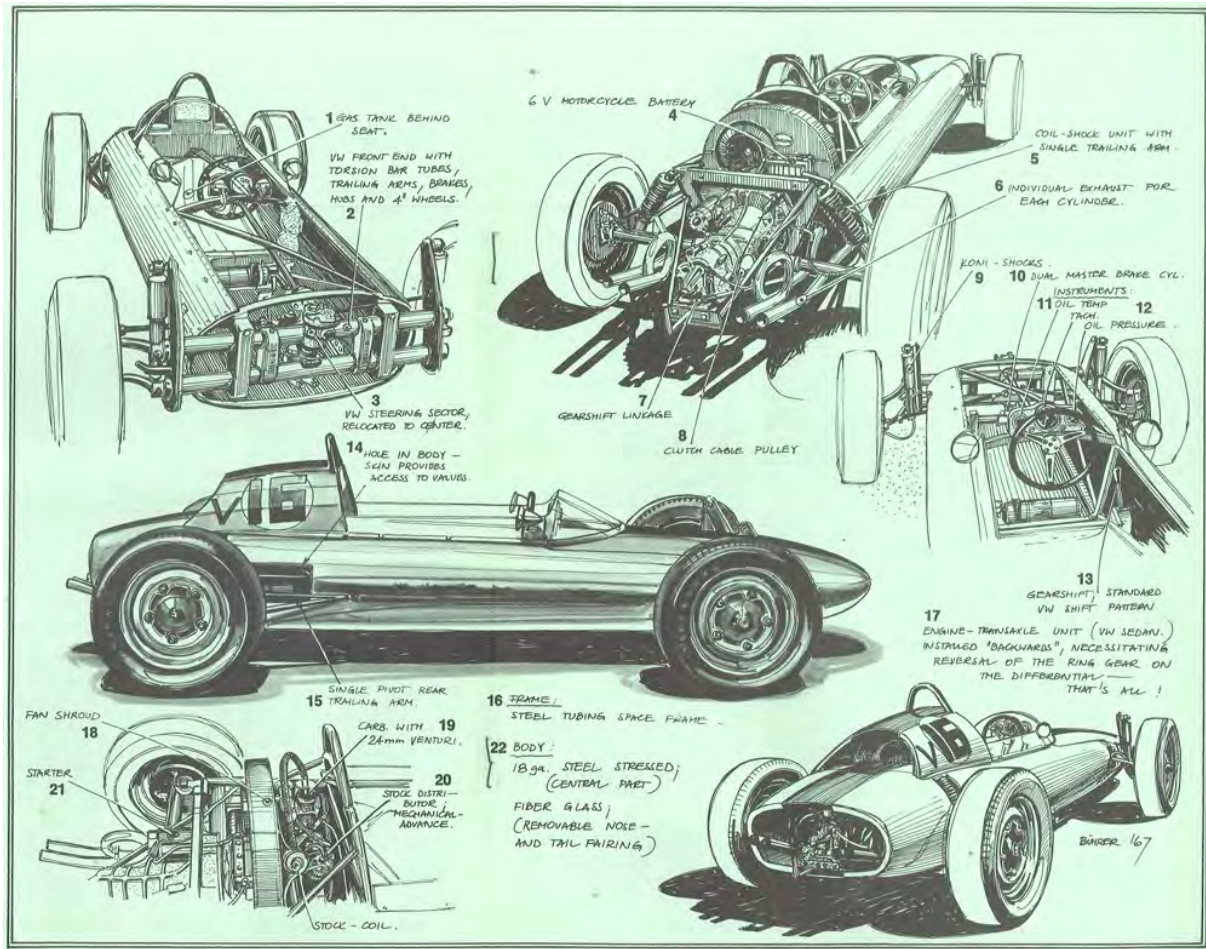
Another SCCA member, George Smith combined with garageman Bill Duckworth to start producing *Formcars* (pun), with Eugene Beach starting up production of Vees soon afterward. A *Formcar* would have cost you \$2,495 back then. Beach later designed the hotter Super Vee which became popular in Europe as a “feeder” for open-wheel series leading by steps to F1.

Up in frozen upstate New York, the first Vees, *Formcars*, were imported from Florida by Millard Ripley, son of the Ithaca VW dealer family and racer/dealer whose shop was next to mon and dad's. In 1963 Millard ran three *Formcars* in demonstration runs at various tracks, including the Dunkirk Airport races in May (or was it June). This writer shot several rolls of Ektachrome at those races, and took a number of shots of the Millard's Vees, but only one slide survives.



Later in 1963 SCCA adopted Formula Vee as an approved class. The first runoffs for the class were run in 1964 at Riverside, with a *Formcar* driven by Lewis Kerr leading the pack.

Sooner or later, Vees were bound to look attractive MoHud racers. For that story, read on as Greg Rickes revs up his memory...



## MoHud in Formual Vee: ah yes, we remember it well ~ Greg Ricketts

The Volkswagen-based Formula Vee class has been one of SCCA's most enduring success stories, approaching its 60<sup>th</sup> anniversary in 2023. It remains among the most popular and at the same time one of, if not the, most economical way to get into SCCA road-racing. By this time it's analog technology, devoid of sensors (the entire electrical system consists of about 4 wires), and stock-specification carbureted engine, may be out-dated but it's also eminently approachable for the hobbyist racer.

The original air-cooled Volkswagen Beetle of the 1960s served as the mechanical basis for FV, providing not only the engine and transmission and rear brakes, but also the complete front suspension, and even the narrow steel wheels. There have been only a few technical "adjustments" from the original specifications first written in 1963 ---- the power-robbing fan housing for the air-cooled engine can be removed and, grudgingly, an option for disc brakes has been allowed, while the swing-axle rear suspension has generated some innovative adaptations.

*Though Formula Vee was introduced in the early 1960s, and was much talked-about in the region, it was upwards of a decade later before the first MoHud-based FV took to the track.*

>>>

---

## MoHud in Formula Vee: II

Greg continues:

**I may have actually been among the first** in the region to be involved with Formula Vee. Around 1970 I was part of group of students at UAlbany who loosely formed the Group W Bench Racing Team (ib id Arlo Guthrie's "Alice's Restaurant", which you inevitably hear every year at Thanksgiving on your local NPR station). Somehow we came upon a deal to buy a pile of parts that roughly constituted two Formcar Formula Vees, the design that originated the class but which were well behind the times when we acquired them. The price was \$250, split between myself, Hal Wood, Rich Waring, and Kent Doan. The parts went into the basement at the house Rich and Kent were renting off Schoolhouse Road. Our ambitions for the most part exceeded our mechanical ability, though Kent did get one car assembled after a fashion, only for the components to be caught in a flood in the basement of Lotus Northeast on Central Ave. By 1971 graduation, marriage, and re-location had dispersed the group and I was left with the remnants, which I traded for an early-vintage Cooper Norton project.

I subsequently sold the Cooper and in the fall of 1972 I bought a Autodynamics Mark III Formula Vee, which I intended to use for autocross. As best as I can recall the car, ready-to-run and with trailer, cost me \$800. I ran a full season of autocross events in 1973, had some good results and a lot of fun. Bill Hoffert and Mel Munz joined the fun with an elderly Formcar to provide additional competition. Reluctantly, with the combination of a winter gasoline shortage, economic downturn and a relocation to Ithaca I sold the car.



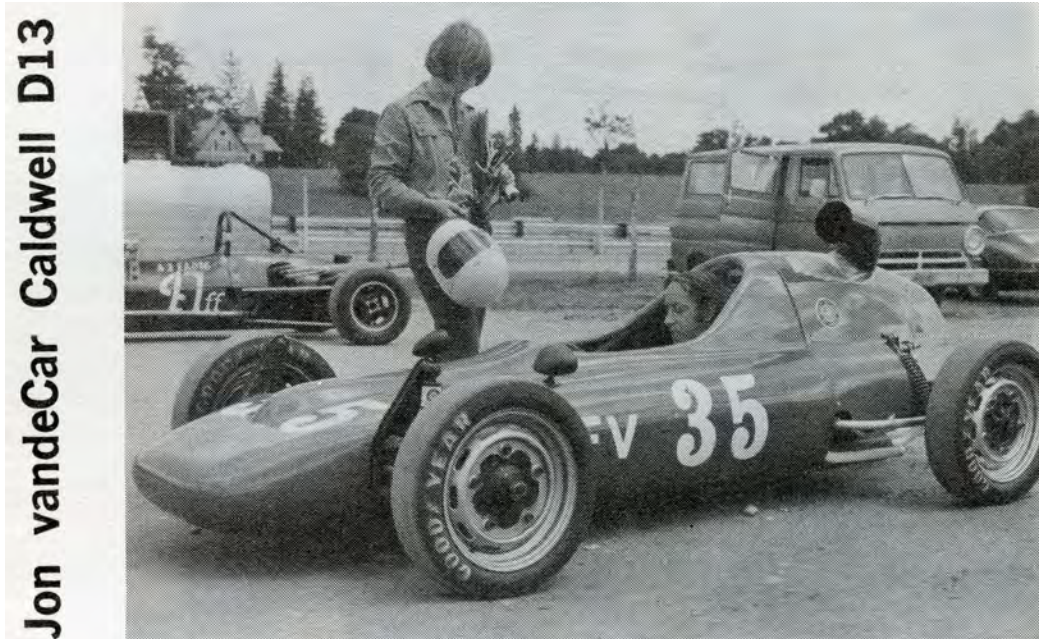
Ken Buzzard seems to be the first driver from MoHud to actually race a Formula Vee. His photo, with a then state-of-the-art Caldwell D13 shows up in the MoHud photo annual for 1973. Ken had some good results in a very competitive and well-populated class.

By 1974 there were no less than a half-dozen MoHud drivers with Vee. Dick Caron took my ex-Mk.III through drivers school and a few races, and subsequently traded up to a faster SuperVee for a few seasons. Ken Buzzard was back with his D13, joined by Jon VanDeCar in a similar entry. Vandecar would become a FV icon, being a FV front-runner well into the 21<sup>st</sup> century. Other entries came from Al Peck, Paul Grieger, and Walt Thomas.

>>>

---

## MoHud in Formula Vee: III



By 1975 Jon VanDeCar was at the sharp end of the field at the National level (now called Majors), experiencing both the joy and frustration of being a front-runner. A win at Bryar MotorSports Park (now the site of New Hampshire Motor Speedway) was protested because his intake manifold was 7 grams underweight, and he was disqualified. On appeal the win was reinstated when the manifold was re-weighed at National Headquarters and found to be 4 grams (!) overweight. It turns out the scale used at the initial protest was supplied by the competitor lodging the objection :-0

While VanDeCar would continue to be a force to be reckoned with, the ranks thinned somewhat as the 70s progressed, though Roberta Harris did join the ranks at the Regional level. Better known as one of the club's most enthusiastic corner workers, Ernie Digan showed up in FV at the MoHud regional race in 1979, soon to be joined by Jim Winkleman. Over on the autocross side Fred Scott Smith, driving a FV shows up in the results table with FTD.

Into the 1980s Jim Bishop, Bob Behrens, Paul Voorhis, and Linda Gray join the autocross fun with thr former Hoffert/Muntz Formcar. On the racing side Jim Winkleman continued to be competitive, including a runner-up in the NARRC championship in 1983.

1985 would mark the debut of a MoHud driver who would have prominent influence and success in Formula Vee not just for years but for decades. Racing out of West Sand Lake, Dick Stewart was no stranger to the technical side of racing. He had been deeply involved with a number of top-running dirt-track Modified teams at Lebanon Valley Speedway, but he also developed his skills as a driver. Dick started off with a past-its-prime Autodynamics Mk.IV from the early 70s, but soon upgraded to a Caldwell D13 and moved to the front of the pack. He'd soon be joined by another M-H Formula Vee racer who would also quickly move himself to a contenders' role.

>>>

---

## MoHud in Formula Vee: IV

Where Dick Stewart was steady and studious (hence the nickname "Doctor Dick") young Dave Riggi was brash. The low-horsepower VW-powered cars are frequently referred to as "momentum cars" because speed lost was elusively hard to regain, but Dave Riggi had a "let it all hang out" style of driving. Starting out in the ex-Winkleman Caldwell, he'd really move into the thick of the action when he stepped up to a state-of-the-art BRD.

Two more racers with circle track roots would also join the fun; that would be Don DeLapp, who took over Dick Stewart's legacy Autodynamics and then built his own unique DeLapp EXP1, and Jon Handy who jumped the four-cylinder mini-modifieds to a sleek Laser FV. Not to be over-looked coming into FV from the Skip Barber series was Connecticut's Chris Zarzycki. Pennsylvania transfer Dan Andrews joined the fun too. With a half-dozen North Atlantic Road Racing Championship races at Lime Rock, and a robust schedule for the New York State Road Racing Championship there was a cornucopia of nearby events to choose from. Jon Handy even ventured north of the border to race his Laser at an SCCA-sanctioned race at Shannonville Ontario. As the FV runner-up in the NARRC series Dick took home the princely sum of \$156.85. If that sounds trivial keep in mind that the entry fee for a Lime Rock race was \$125.



STEWART



RIGGI

As the world moved into the final decade of the 20<sup>th</sup> century I found myself enmeshed in Formula Vee again, as Dave McClumpha and I became the owners of the ex-Jim Bishop & Friends Formcar (the same FV I'd competed against in autocross in the early 1970s). By now the Formcar was really a relic. If not exactly vintage it was still a fun car to drive, and at some events its flank looked like a bingo card with numbers assigned to three, four, or even five drivers. On the racing side Chuck and Geroge Gohn briefly joined the FV scene. Jon VanDeCar retained his MoHud membership and was a leading contender in National level FV racing, bringing the total region participation to 9, the highest level amongst the SCCA's many classes (this would only be succeeded by Spec Miata in the 2000s, which had a total of more than a dozen competitors within the region at one point).



---

## MoHud in Formula Vee: V



Zarzycki



McClumpa / Rickes

1994 saw the brief addition of Brian Davies to the FV ranks. Davies was a teen-ager coming out of karting success his family purchased Dick Stewart's D13 and had several very competitive races before writing the car off at NHMS. Thereafter he left for college, and an eventual future working for a number of NASCAR Cup teams in North Carolina..

The sale of his D13 enabled Dick Stewart to expand his role as "Mayor of Formula Vee" by moving to a state-of-the-art Protoform, and also going into the race car rental business. Jim Niles was his first customer, taking part in an SCCA Drivers School. The rental rate started at \$500. Tony Leone of Catskill became the latest M-H member to join the FV ranks. Rich Welty also made his open-wheel racing debut in a Stewart Ltd.-rental.

In an effort to lower costs and encourage older Formula Vees to get back on the track for 1996 the NARRC series instituted a "Club" class, which specified harder compound racing tires and also offered the option of using street radial tires. While it seemed like a great idea the class got only lukewarm support, though Mo-Hud's Chris Zarzycki was an enthusiastic supporter of the concept.

For 1997 Rich Alexander, who'd been racing in the Skip Barber Series, joined the FV fun with a one-of-a-kind that looked a D13 Caldwell but was in reality a Packard (?). and made a good impression by immediately scoring a win in Club Formula Vee at Lime Rock. MoHud also organized an autocross on Lime Rock's original infield course, and Jim Bucci and my wife Debbie got a chance to try the Formcar. It would turn out to be my last event in this car. In a masterstroke of bad timing, shortly after Dave and I sold the Formcar the VSCCA made the car eligible for their events :-/

The decade of the 90s ended on a tragic note for MoHud and Formula Vee racing as Dave Riggi lost his life in a highway accident. No longer would we see his distinctive red and yellow #85 battling at the front of the pack. The individual and season-long battles that had gone on between Dave and Dick Stewart were some of the best competition the region has ever seen, and through it all they were not only fierce competitors but respected friends.

On the plus side Bob Bownes and Aaron Pulaski, Dick Stewart's right-hand man at Stewart Ltd, joined the ranks of Vee racers.

>>>

---

## MoHud in Formula Vee: VI

**As a measure of how strong Mohud was in FV racing**, at the region's 2000 race at Lime Rock the top four at the checkered flag were Dick Stewart, Chris Zarzycki, Tony Leone, and Aaron Pulaski. Dick and Aaron would then go on to finish 1-2 in the 2001 NARRC series.

Ron Bass joined the fun in 2005, and the Alexanders became a two-car team around that time, with daughter Libbie joining Rich. Tony Leone upped his game in 2008 taking FV championships in both NARRC and the New York State Road Racing Championship (NYSRRC).

Around this time FV went through an ebb in entries. Some of it could be attributed to the arrival of SpecMiata as another "budget" class, the upgrade of SpecRacer to Ford-power posed as another potential factor. FVee diehards in the northeast did not take this decline as inevitable. A group of long-time competitors, you will not be surprised to hear Dick Stewart's name included, went to work on creating a focus event designed to enhance participation and camaraderie. This became known as "VeeFest".

VeeFest evolved to form the basis for the current Northeast Formula Vee organization, which continues the theme of regional focus events, and encourages the sharing of parts and information. One of the group's signature developments is the annual "Open Wheel Racing Experience" (OWRE), which applies the concept of the SCCA Club Racing Experience ---- getting people out on the track racing in a closely supervised environment as an introductory experience - to formula cars.

The concerted efforts of the northeast FV community and the inherent qualities of the class, affordable cost and close competition across the spectrum, got FV back on a growth curve as the second decade of the 21<sup>st</sup> century rolled in. It was also marked a time of significant change as far as MoHud's presence in the class. After his 2010 NARRC championship season Dick started scaling back. The Stewart Ltd fleet which had grown to four cars was pared down to just Dick's familiar #43 as Dick scored his final victory in 2011 and then retired from the game. All told Dick was a force to be reckoned with in Formula Vee for over 35 years, with 11 NARRC titles, numerous race wins and regional awards, and a long-lasting influence on the FV community.



THE ALEXANDERS



REYNOLDS

>>>

---

## MoHud in Formula Vee: VII

As Dick was leaving the scene younger drivers were making their entrance. Tyler Reynolds is a second-generation M-H racer, his father Dave competing in an MGA for many years. Queensbury's Nick Galuardi, who MoHud claims on a territorial basis even though his membership card says "NER", also has a strong family heritage. His father Tom has been around FV for going on 40 years; he's still an active competitor, racing the same BarrCar that he's had from early in his career. The BarrCar was built by long-time SCCA formula car maestro Roger Barr, who you may know from his on-going role in Wayne Carini's "Chasing Classic Cars" TV series. Nick is a testimonial to the timelessness of FV. His Caldwell D13 can trace its roots back to the early 1970s, yet in his hands the design is still competitive a half-century later!

In tracing the trajectory of participation Formula Vee has an admirable reputation for the longevity of its competitors. As noted already Dick Stewart's FV escapades went on for 25 years.

Through all its ups and downs Chris Zarzycki continues to be a strong advocate for FV, now extending his tenure to more than 30 years; he's also brought his son Justin into the fold.

In terms of longevity it's hard to match Jon VanDeCar. A MoHud member since 1973 his span in FV ran from 1974 until 2019, and even now he's still involved on the race prep side. I'll save you the math; that's upwards of 45 years of racing experience dedicated to the VW powered speedster. He made multiple trips to the SCCA National Championship RunOffs, extending from the days when only the top 3 cars in each division earned an invitation, and though a victory eluded him, whenever he went he was in the thick of the action.

Ron Bass also falls under the heading of long-term Formula Vee racer, celebrating more than 15 years in the class. Here's what Ron has to say about the past, present, and future

*"I think I started in 2004, renting from Dick. I initially got into FV because I was really intrigued with the platform - a 1200 cc vw motor. The first car I ever owned was a 1970 VW bug, and I had done a fair amount of motor work on it over time including a complete rebuild. I thought if I was going to get into road racing I might as well get into a platform that I'm familiar with. It was a good decision - the car is fairly easy to work on. I lucked out with being able to purchase a Mysterian, one of the better designed cars (in my opinion) and very successful at the Runoffs. And, the car fits me like a glove. I'm literally one with the car. It's a very competitive class but the racers are a very safe and considerate group. That may have something to do with the open wheel format - there's not a lot of car-to-car contact. Also, the (Northeast FV) group is extremely helpful and supportive. Lots of partying at the end of the day. The platform is also relatively inexpensive - motor refresh is about \$1,000. High quality brake shoes, e.g. Porterfields, \$250. And, I can't begin to count how many times someone has wrecked and others will gather in the paddock to help get the car back on track again. At the last race of the season, Thompson, one of the Vees went off track and hit the tire wall fairly hard, bending the front beam. A closed wheel car would have probably been finished and put on a trailer for home. Normally on a vee with a bent beam, you unbolt the old and replace with a spare. While a spare was available, we took a different approach, and bent it back using a "come-along", a block of wood, a torch, and a large sledgehammer. The car was back on track the following morning. Great racing, great group of people, ease of working on the car, close racing, very competitive, and relatively inexpensive platform - you can't ask for more."*

>>>

---

## MoHud in Formula Vee: VIII

**In one other footnote to this saga**, before Jim Garry focused on autocross and three SCCA National Championships his early endeavor was road-racing in, you guessed it, a Formula Vee.

It's something of an enigma that FV is not more popular in MoHud. The class remains the least expensive in terms of initial outlay, as well as long-term upkeep. Weighing in at right around 1000 pounds it's still feasible, if not necessarily fashionable, to utilize a simple two-wheel trailer, and it can be hauled behind a modest SUV or even minivan. There's also the attraction, and intensity, of single class racing.

If you'd like to keep up-to-date on Formula Vee your best resources are "Northeast Formula Vee.org" on Facebook or their website at nefv.org, and for broader based discussions there's also the FV Forum at Apexspeed.com ~ *Greg*



Nick Galuardi



Jim Garry



Those were the days, my friend...

Ron Bass in #51...  
Why not join him?



---

## 1973 RCA MK IV Formula Vee

*~Rich Alexander*

**Formula Vee was conceived in the early 1960s as an entry level class for open wheel road racing.** The goal of this class was to provide a competitive class dependent on driver skill at a reasonable cost. These cars are purpose-built tube frame race cars with fiberglass bodies. They use a stock air-cooled VW 1200cc, 40 HP, motor, transmission, suspension, wheels, and brakes as found in the ubiquitous Beetle of that era. This class requires that the car weigh a minimum of 1200 pounds with driver at the end of a race. Top speed for a Formula Vee is approximately 120 MPH. Like most open wheel formula cars, the cars tight cockpit is typical. Adults of average or larger size might find it difficult to enter or exit the car.

Notable drivers who race Formula Vees early in their careers include Formula 1 World Champions Niki Lauda, Emerson Fittipaldi, Nelson Piquet, and Keke Rosberg as well as Mohawk-Hudson racing legend Dick Stewart.

This RCA MK VI entered its first race on September 21, 1973. Over the years it saw competition, with at least eight different owners, at many well-known tracks including Bridgehampton, Watkins Glen, Lime Rock Park, Summit Point, Nelson Ledges and Bryar (now New Hampshire Motor Speedway). The last documented race for this car was on September 29, 1995 at Lime Rock Park in Connecticut.

I donated the car to the Saratoga Automobile Museum in 2003 for use as a "photo op" car. While the car saw action in several colors and numbers, I chose to paint it red with the number 85 as a tribute to my late friend and fellow Formula Vee racer David Riggi who raced throughout the Northeast under that color and number. Riggi, widely known as both a ferocious competitor and a skilled mechanic who would jump in to help a fellow competitor at the drop of a hat, tragically lost his life in a motorcycle accident in 1999.

In early 2021, the RCA MK VI underwent extensive body restoration by the Albany based, Paintworx Collision Center. David Stumpf, owner of Paintworx, donated his time and materials to ensure this Formula Vee car could be enjoyed for many years to come. The RCA MK VI is currently on display at the Museum.



On display as restored



From one of the several Log Books

---

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

< mhr.membership@gmail.com >

**On December 18th Mohawk Hudson Region's membership stood at 328.** The count has modestly improved from a low of 296 in December 2020 but has not attained the stronger numbers of mid-2019.

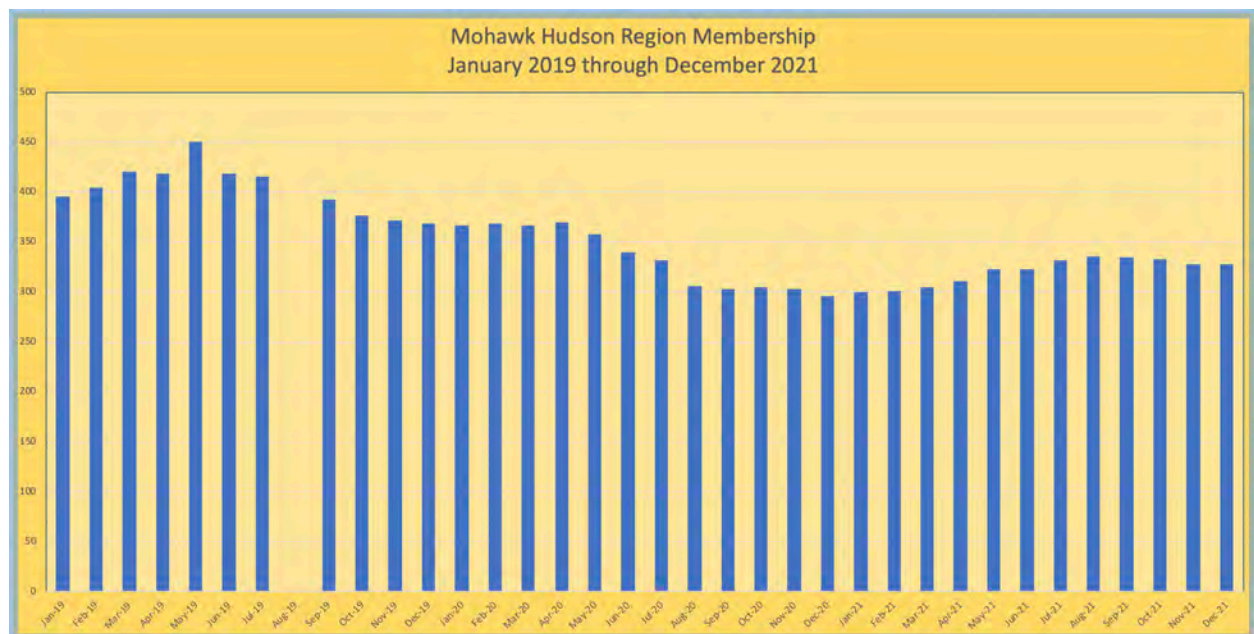
## New members in November and December

<i>Bill Bean,</i>	<i>Scotia</i>
<i>Bruce Nichols</i>	<i>Voorheesville</i>
<i>Peter Stattler</i>	<i>White Plains</i>



## Significant Anniversaries

*Steven Dweck* - 15 years - Steve holds an active SCCA competition license



---

## **Mohawk-Hudson Region SCCA Board Meeting of October 27<sup>th</sup>, 2021 7:36PM**

Location: Gateway Diner

Officers Present: Paul Malecki, Eric Smith, Bruce Kosakoski, Chip Van Slyke, Salvatore Baisley, Shelby Blanchette

Total Members Present: 8

### **Eric Smith: Solo Timing Equipment**

- Updates on solo timing equipment, Pronto equipment was too expensive
- Rough cost, would need a module (\$185), Farmtek equipment is just under \$1100, includes 2 antennas and stands, need to see if case included.
- All in favor to purchase but Russell Burckhard still had reservations, need to check on extra set of sensor heads and spare stands, will need to look for classes/coverings.
- Will move forward with purchase knowing we will need to supplement purchase.

### **Eric Smith: Election Committee**

- Diane Malecki resigned as chair, Sheri DeJan does not want to step into chair position.
- Chair's duty is to get committee together, if any requests for a nomination or a person wanting to run, has to collect/submit 10 member signatures to committee. Committee would speak to secretary about organizing a vote.
- Kirby Vaillant-White did show interest but not present.
- If Kirby does not want the position Russell Burckhard will step into the Election Committee chair position.

### **Eric Smith: Season Awards for Banquet 2021**

- Awards to think about for upcoming banquet; Member of Excellence, Road Racing, Track & Time Trial and Worker awards.

### **Eric Smith: 2020 Solo Awards**

- Per Russell Burckhard, specialty and championship award finished, waiting for 2021 winners to send one order for physical awards.
- Eric Smith questions how to include 2020 awards with the 2021 award, may not have time to include 2020 awards with 2021 awards
- May need to have another event for the 2020 awards.
- Eric Smith inquires about who is in charge of Member of Excellence Award.
- Per Chip Van Slyke, no driver awards, except for special awards for Road Racing.
- Eric Smith suggests Adam Wright and Richard Alexander for volunteer awards.
- Per Salvatore Baisley, spoke to Tom Campbell, will need details soon to talk about pricing and time for banquet.
- Russell Burckhard mentions the need for information about Banquet for December Knock Off.
- Eric Smith mentions need for another board meeting to discuss per person price of banquet
- Per Eric Smith, MaMa Mia's will cater, start time for Banquet is 6-6:30, with no known speaker,
- Eric Smith questions what time Saratoga Auto Museum will close, how to accept payments for Banquet payments, Motorsport Reg. For online registration and payment

### **Treasury Report: Paul Malecki**

- \$29,908.82 in Mohud account after payment of bills from Street Survival
- Per Paul Malecki, Tom Campbell told Paul that Saratoga Auto Museum gets expenses and 1/3 split of proceeds from Tire Rack Street Survival, have done that in past
- Have paid Saratoga Auto Museum like this in past per paper documents but appears others did not know about agreement. Will do that this year and discuss for next year.
- Eric Smith will speak with Tom Campbell about discussing the 1/3 of profits on top of \$500

Meeting adjourned at 8:49PM, all in favor.

---

## **Mohawk-Hudson Region SCCA Membership Meeting of November 3<sup>rd</sup>, 2021 7:00PM**

Location: Gateway Diner Albany, NY

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

- Total Members Present: 25

Shelby Blanchette makes a motion to accept minutes as published in the November Knock Off. Diane Malecki seconds.

### **Membership Report: Eric Smith**

- 335 member, 6 new members since August and September

### **Knock Off Report: Paul Malecki**

- November edition was published
- Still looking for someone to take over editor for Knock Off

### **Treasury Report: Paul Malecki**

- As of morning have \$30,131.07

### **Solo Report: Russell Burckhard**

- Season completed, bus is stored with electronics in Russell Burckhard's basement
- Fire extinguisher replaced and extras have been purchased.
- Currently working on season trophies.
- Per Eric Smith we will need to do another inventory update/ organizing at tech party

### **Tire Rack Street Survival**

- Per Tom Campbell Saratoga Auto Museum was pleased with event
- Russell Burckhard mentioned might be beneficial to station someone to prevent random cars from using lot.

### **Road Rally: Eric Smith**

- Note from Kenneth Relation, unfortunately will not be able to do a road rally this fall.

### **Track/Time Trials**

- Per Salvatore Baisley, Atlanta Time Trials happening this weekend.

### **Road Racing**

- Richard Welty mentions not currently in racing season, lots of talk about improved touring
- Per Richard Alexander, two members are nationally licensed in race official licensing, Peter Kroth and Eric Smith

Jared Lendrum shared some stories from the runoffs this year.

### **Old Business: Eric Smith**

- Diane Malecki stepped down as Chair of Nomination Committee, Russell Burckhard stepped into position.
- Financial audit, Kirby Vaillant-White, Sheri DeJan and Salvatore Baisley will need to set time aside to do financial audit.
- Annual meeting and awards, per Eric Smith, still waiting on museum to talk costs, Tom Campbell just need to settle cost for caterer.
- Banquet is Saturday January 8<sup>th</sup>, at the Saratoga Auto Museum 6PM to 9 PM
- Estimate about 75 people, with online registration and online payments
- Solo equipment purchase, have a direction to go, have some last minute details to work out
- Still looking for a Knock Off editor

### **New Business**

- Jim Mulder's first meeting, started with solo events then track night in America

Diane Malecki motions to adjourn meeting, Russell Burckhard seconds, all in favor.

Meeting adjourned at 8:12PM.



---

## **Mohawk Hudson Region SCCA Board Meeting of November 29<sup>th</sup>, 2021 7PM**

Location: Gateway Diner

Officers Present: Paul Malecki, Shelby Blanchette, Eric Smith, Bruce Kosakoski, Chip Van Slyke, Salvatore Baisley

Total Members Present: 7

### **Axeware Software: Eric Smith**

- Would need to connect laptop to someone's cellphone and use phones data connection
- There would be a live timing link and is updated within a few seconds of real timing
- One time fee for license for module
- All in favor of purchasing software

### **Banquet: Eric Smith**

- Note from Tom Campbell, Mama Mia's will not be catering but have a replacement
- Will be combining 2020 and 2021 year awards for Solo
- Should be out of Saratoga Auto Museum by 9PM
- Chip Van Slyke has 8 people to recognize, wants to give shirts to everyone who shows up to banquet from road racing
- Chip Van Slyke makes a motion to budget \$200 for road racing award budget. Salvatore Baisley seconds motion. All in favor.
- T-shirt as awards seems to be the most appreciated
- Banquet registration link was sent with newsletter and will be put on facebook and on website
- Aashish Vemulapalli and came up with a Time Trial award budget of \$75-\$100

### **Treasury Report: Paul Malecki**

- \$28,498.43 in account

### **New Business: Aashish Vemulapalli**

- Wants to grow Time Trials with Mohud
- Mohuders have not only participated in Time Trials, also played roles by volunteering at events
- Aashish Vemulapalli reached out to CART about having Mohud run with CART
- Events with CART would be point events based on CART and Time Trail national events in 2022
- These 2022 events would help build participation and knowledge on how to run events in future
- Hopefully Mohud could work toward cohosting or hosting own events in future
- CART did seem interested
- CARTS run SCCA sanctioned event
- Eric Smith questions why we have not approached NER since CARTS is a subchapter of NER.
- Per Aashish Vemulapalli, have not approached NER because CARTS primarily runs Time Trial and Autocross events.
- Aashish Vemulapalli has stated Adam Wright has spoken to Kathy Barnes and Kathy thinks we should work more with CART
- Aashish Vemulapalli mentions having Mohuders shadow people running events to learn and eventually get proper licensing to build our clubs knowledge of how to run these events
- Eric Smith wonders what resources we would need; just running events at CART and getting more people to Time Trials per Aashish Vemulapalli
- Bruce Kosakoski mentions would need to find out information about track fees and figure out our budget.
- Per Eric Smith most tracks around here NER uses
- Adam Wright still doing research
- Will need to hear more in future

Meeting adjourned at 8:40PM

---

## **Mohawk-Hudson Region SCCA Membership Meeting December 1<sup>st</sup>, 2021 7PM**

Location: Albany Pump Station

Officers Present: Eric Smith, Bruce Kosakoski, Chip Van Slyke, Paul Malecki,  
Shelby Blanchette, Salvatore Baisley

Total Members present: 16

### **Membership Meeting: Eric Smith**

- 326 members, 2 new members from month of November, Bruce Nichols and Bill Bean

### **Knock Off Report: Paul Malecki**

- Lots of comments on this Knock Off
- Still looking for someone to take over Knock Off editor duties

### **Treasury Report: Paul Malecki**

- \$28,498.43 in account
- Most bills paid, new bill from Eric Smith from buying live timing software.
- Will have bills from banquet awards

### **Solo Report: Eric Smith**

- Per Salvatore Baisley, Kingston location was sold
- Eric Smith, we will reach out to Poughkeepsie and see what they know

### **Road Rally: Eric Smith**

- No event happened in November
- Plans for traditional time, speed, distance rally next year, nothing definitive yet

### **Time Trial: Eric Smith**

- 2022 Time Trial schedule out, stops at Thompson and Jersey
- Per Salvatore Baisley, registration typically opens about 2 months in advance

### **Old Business: Eric Smith**

- Introducing Kirby Vaillant-White as the chair of the Election Committee, taking over for Russell Burkhard
- No actual elections, everyone unopposed
- Window for nominations closed
- Financial audit; Per Sheri DeJan, will get together, hopefully after holidays, before end of January.
- Online registration open for annual meeting/Banquet, link on facebook, published in Knock Off and on website.
- Per Salvatore Baisley, 30 dollars for adults, 10 for children, is at Saratoga Auto Museum, will be an ice cream bar included and an alcohol bar not included.
- Eric Smith states, Mama Mia's will not be catering but an equivalent caterer will be providing food.
- Eric Smith mentions some of the purchased Solo equipment, stands and antennas have come in, will need to test out to know limits. Live timing has also been bought, process needs to be figured out.

### **New Business: Eric Smith**

(There was considerable new and significant business brought before the membership at this meeting, so that section of the Minutes will appear on the following page as one text block)

>>>

---

## Mohawk-Hudson Region SCCA Membership Meeting December 1<sup>st</sup>, 2021 7PM

### New Business: Eric Smith

- Feedback on Albany Pump Station, food and drinks better, a lot of noise
- February membership meeting will be at Albany Pump Station in the lounge
- Proposal for getting Mohud more involved with Time Trials
- DJ McArdle explains the need to take baby steps for Mohud to hold its own Time Trials event due to the high financial risk.
- DJ McArdle proposes trying to curate more interest in the program within Mohud by utilizing CART and NER program who usually has 3-4 events a year running under SCCA Time Trial rules.
- Per DJ McArdle their events usually occur at Thompson, Palmer, Canaan, ran at Pocono this year
- DJ McArdle spoke to members that are leaders for club, inquired about Mohud getting involved, coming to events and running a separate points event, not co-hosting events, no financial risk/outlay; so Mohud would have own points championship using their events.
- Proposal would be to get a budget, up to \$500, to spend on year end awards.
- Give opportunity to get core members experience in operating event, get them involved in roles needed to run event.
- Would allow club to see if enough people interested in going to Time Trial events.
- Adam Wright brings up fact that tracks that host Track Nights in America not making money in morning of events, if Mohud rented track on first half of day and partner with TNIA , would bring staff for events and more people.
- Adam Wright supports the points championship with CART to get people involved and would lessen the financial commitment.
- Having events with CART would help gauge interest and build interest
- Benefits region by giving members opportunity to expand from autocross and track nights.
- This could lead to Mohud growing their own Time Trials program, an opportunity to make an investment in the club.
- Chip Van Slyke mentions we should worry about award budget November 2022.
- DJ McArdle mentions CARTS events are usually on Saturday.
- DJ McArdle makes a motion to endorse Aashish Vemulapalli's Time Trial series program to be combined with CART and SCCA national events with a points fund to exceed no more than 500 dollars.
- Shelby Blanchette seconds the motion, Salvatore Baisley thirds motion and all in favor.
- Per Greg Rickes there is a gap in Knock Off archives, anyone with the Knock Off from 2002-2005, if you could lend to archive to borrow.
- 

Salvatore Baisley makes a motion to adjourn meeting, Greg Rickes seconds and all in favor.

Meeting adjourned at 7:48 PM.

Meeting minutes recorded and submitted by Shelby Blanchette



*And Lastly:  
Happy Holidays  
from  
the KO Editorial  
Staff..*

---

## 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 [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)

---

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.*

---