

The Mo-Hud

Knockoff



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

February 2022

The REport

On the evening of Saturday, January 8th, 48 members and friends of the Mohawk-Hudson Region of SCCA gathered at the Saratoga Automobile Museum for our Annual Meeting & Awards Banquet. Many thanks to the staff of the museum for their hospitality on our special night.

Membership and Treasurer reports were given, indicating we are in good shape for the next year. The slate of officers were elected to another term for 2022:

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

I'd like to extend a heartfelt thank you to these officers for their service to our region and membership this past year, and agreeing to do it for another year.

For the awards portion of the evening, we had presentations on various programs of the club, including Track, Road Racing, and Solo. Thanks to Aashish Vemulapalli, Chip Van Slyke, and Russ Burckhard for the presentations. Russ set up a Facebook live stream of his presentation, and not only was it well received, but it worked pretty well. We'll likely look at doing something similar for the entire event in the future. Congrats to our award winners.

Finally, I'd like to congratulate the member who deserved and was awarded MoHud's highest honor, the Member of Excellence Award: Tracey Burckhard. Her efforts to promote MoHud and SCCA to participants of our events, her participation in regional and national Solo events, and her long history of being an asset to our region earned her this recognition. Congrats, Tracey!

We'll be back at the Albany Pump Station for February's Membership meeting. Check the website and our Facebook page for updates on this and future meeting locations.

~ *EJ Smith* Regional Executive

Calendar: February and ...

- **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.

- **February 6:** Sunday. Ice-racing on Lake Algonquin? Route 30 up in Wells, New York (Turn at Amsterdam and just keep going North). A number of MoHud members are active in the Adirondack Motor Enthusiasts club that sponsors racing there, Lake George, and other places where the ice can stand all the commotion. There was good ice on January 23rd, and there may be races up until February 13th. Look for details on the AME Facebook page.

Old KO's Given New Life

Greg Rickes sent a note that the gaps in the KO collection he noted last month have been filled, and the archives have been expanded with digitized versions available via the MoHud website.

Tom Campbell sent the following along, as well as a note that he has "two safety harness sets that are beyond their GCR expiration date. Both are in perfect condition, one is only 2 years old. Available at no cost to the first responders."

< tomcampbellscca@gmail.com >

Racing drivers' image is farce

By **BOB COCHNAR**
NEA Automotive Editor
NEW YORK — (NEA) —

The racing driver is often depicted — in movies, on television and in the mind of the casual observer—as a fun-loving, gregarious daredevil harboring a streak of nuttiness and captured by a seldom-spoken death wish.

It is the stuff of adventure. Why, sure. The competitive driver is a real oddball (or why else would he deliberately risk life and limb at speeds upwards of 180 miles per hour?).

Don't believe it. It's not true.

And, finally, there's sufficient evidence now to counteract such romantic notions about drivers, both amateur and professional, thanks to a study made recently by a pair of California psychologists which was published in the Journal of Sports Medicine and Physical Fitness (June 1968).

Keith Johnsgard and Bruce Ogilvie of San Jose State College ran some 200 drivers (novices, SCCA regional, divisional and national class champions, top professionals and Grand Prix drivers) through a battery of tests to find out something about them. The result is interesting.

"In general," write Johnsgard and Ogilvie, "the competitive driver appears to be a well-integrated, stable, reserved, self-sufficient individual. He is controlled, orderly and self-disciplined with remarkably low anxiety and consequently performs well under conditions of stress.

"He is independent, experimental with high leadership potential and a high need to dominate, but he is not a joiner.

"He has a great capacity for endurance and an incredible need to be the very best. He has a creative personality. He is tough-minded with a below-average need for other people in emotionally close and sensitive relationships and less than average awareness of other people's needs for him."

The investigators also found that the driver is not bent on self-destruction and that he is not particularly guilt-prone although remarkably aggressive and will argue for his point of view and attack contrary opinions. They add: "He is not a neurotic individual.

In planning their research, the psychologists naturally turned to all available literature on the subject and found very little. Of special interest

to them, however, was the paper presented several years ago by Berenice Krikler, a British psychologist, which assessed the skills of Grand Prix drivers. She hypothesized that the motives of the spectator might be similar to those of the driver.

The spectator, she believes, is reassured of his own invulnerability by seeing the race driver push himself and his machine to the very limits in a highly dangerous sport and emerge seemingly invulnerable. She speculates that this explanation is nearer truth than that of some sort of death wish.

The Johnsgard - Ogilvie study indicates that the better drivers of the sampling have a tendency to assume personal responsibility for their actions "a healthy attribute when driving at 180 miles per hour in close proximity with other friends and competitors."

In all, race drivers turn out to be pretty decent people unencumbered with the psychological hangups so often attributed to them. Interestingly, the researchers believe he is considerably more dominant and aggressive than professional basketball players and add, "It appears also that he may score higher on these dimensions than any of the other subgroups of athletes" within

a sampling of 3,500 tested by Ogilvie and another colleague.

Such information should come as no special surprise to those who have followed racing carefully. They know that a neurotic driver might not only finish last he might finish dead.

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Thanks!
John

SOLO: Missed Opportunities

~ Jim Garry

eds' note: Solo Awards for 2020 and 2021 will appear next month. In the meantime, Jim Garry has provided a lookback that will resonate with any competitor in any sport...

Rocky Enriken is the keeper of the Solo Nationals records. If you ever need to know some statistics about that event, he's the one to check with. And for a reasonable cost you can order part or all of the records from him.

The other day as I was working in the garage, the question of how many National Championship events I've attended popped into my head. My first trip to Nationals was in 1982 for the one and only time the Nats were in Chicago. But I know I've missed about a third of them since then. Curious to know the exact number I sent an email to Rocky. His answer: 28 events attended. He listed the dates.

Just out of curiosity I used Rocky's list to determine the years I didn't start a National Championship event to see if I could remember why. When I was done it seemed like something to share on Facebook but then I remembered our KnockOff editor is always asking for articles, especially in the dead of winter. So I added details to my list and submitted it. He replied with a request for photos of the cars I've driven at Nationals so I've included those too.



Above: Trophy from 1984 Solo Nationals at original Salina, KS site.
Right: Trophy from 1993 Nationals at 2nd Salina site.
1981 Gemini FF



My first miss was 1988 when the event was at the second Salina, KS site. My wife and I had just purchased our house in August of that year and it was a terrible wreck. Her brother had taken a week's vacation to stay with us and help. I just couldn't see myself running off to Kansas while they stayed home and busted their butts. >>>

SOLO: Missed Opportunities - II

Next miss was 1995. This was the first event at Forbes Field, the Topeka, KS site close to SCCA headquarters. My wife was 8 months pregnant.

Third miss 1996. My son was 10 months old.

Fourth time was 1998. I actually made it to the site (still at Forbes Field) but due to a family emergency had to fly home less than 18 hours after arriving. Chip Van Slyke was my co-driver and I felt bad that he had to tow the trailer home alone so I arranged for someone to share the tow. It was the sister of a friend of mine who was a very interesting but at times crazy lady.

Chip had several good stories from that drive but the best happened during one of her driving stints, going downhill, at 80 mph in my 1992 Buick Roadmaster sedan. The trailer started wagging its tail pretty seriously and Chip got worried. Looking over at her, she nonchalantly wiggled her fingers on the steering wheel and breezily exclaimed, "weeeeeeeee!"



1992 Buick Roadmaster
tow vehicle
from 1998 thru 2006

2002 was another instance when I actually got to Forbes Field but didn't compete. I was seriously injured before the event even started. The Test and Tune event for the day was over and having left my sneakers in grid I rode my bicycle the half mile from paddock to pick them up. I tied the sneaker laces together and draped them over the handlebars. Forbes was an old SAC base, similar to the one we use in Lincoln and it was huge, but parts of it were breaking up. While pedaling back I was lifting the front tire over the big cracks in the pavement. Still a quarter mile from anyone, the sneakers slid into the front wheel spokes and I took a header.

I woke up staring at an incredibly clear deep blue Kansas sky. I recall thinking how awesome it looked. It was late in the day and no one was around. Everything was peaceful. Then I closed my right eye and I realized I couldn't see out of my left. But I didn't get worried because I was so out of it. After some time a friend drove by. He was on the other side of a fence but saw me lying there and asked if I was OK. In a daze I replied, "Yah".

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SOLO: Missed Opportunities - III

The friend fetched help. Soon a competitor who was a nurse jogged over to me, followed by another competitor who was an ER doc. He talked to me and I replied but he didn't say anything in return. In the ambulance the medics talked to me and I again replied and they said nothing. I was wondering what was going on and it wasn't until later that my co-driver, Mike McMullen, said that I had been "speaking in tongues". My brain was really stunned. But during the ride to the hospital my vision returned with what seemed like an audible "pop". With relief I fell right asleep.

Hours later in the hospital, asleep on the ER table, I woke up when it sounded like someone was inserting staples into the side of my head. Using my first English words since the crash I asked, "what are you doing"? The doctor replied, "I'm stapling your ear back on". I stayed in the hospital for 3 nights.

I eventually got back to the site and watched Mike take his runs for two days, and then we, or should I say Mike, drove home. I was out of work for 3 weeks and it wasn't until November that I felt normal. I was very, very lucky.

Sixth miss was 2006. This was the first year of the Solo Nationals in Lincoln. My C-Mod Formula Ford was finally well balanced but there was no grip. So my co-driver Ken Hurd and I decided not to take the trip. However following a shock rebuild, we attended a MoHud event in October and grip was suddenly very much available even at that cold event. The next two years saw wins in Lincoln.



2007 Nationals in Topeka KS. Winning car. 1984 Citation.

2010 was a year of illness. After going three years undiagnosed with Lyme disease, I found a competent Lyme doc in February and finally got the right meds to fight it. By September I'd been on a high dose of a variety of antibiotics for 8 months and was in no condition to go anywhere.

In 2014 and 2015 my B-Mod Cheetah was handling so terribly for me that I had no enthusiasm and stayed home. I was deep into car improvement.

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SOLO: Missed Opportunities - IV

My tenth absence was 2016: This was the third instance of taking the trip out and coming home without competing. The Cheetah was now handling terrifically but the transmission blew itself to smithereens during a Sunday T&T run. Instead of going home, co-driver Ken and I were offered garage space by a local SCCA member. It was in a commercial business park and the garage was huge but every square foot contained a wild assortment of parts, cars, and junk. He called his adult son on the phone and told him to "make a hole".

Our class was scheduled to run Tue-Wed so we changed class to AMod hoping we'd be done with the job in time for Th-Fri. Between ordering and waiting for parts, pulling out the engine/transmission, doing the repairs, and then the reinstallation, it took three full days. But we did finish! It was in time for Wednesday early evening tech. I was psyched and told Ken this was going to be an epic Nats. But ...

When we tried to roll the car out of the garage, the engine/transmission was bound up solid. We were too exhausted to tear things apart again. So we headed home very bummed out. Turns out a gear had been installed "inside out". If the gearbox was stock, that gear would have been fine the way we had it. But the somewhat common mod that we had made the year before required the gear to be reversed. Didn't discover the problem until a week after I got home. That was a tough one because of all the time we put into it.



2018 Nationals at Lincoln, NE in the 1998 Cheetah.

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SOLO: Missed Opportunities - V

2020: No one went to Nationals that year due to the pandemic. Event canceled. So this doesn't get categorized as a miss.

2021 was my eleventh miss: My new C-Mod car wasn't close to being ready so I had lined up a co-drive in someone else's car in the class. But I was forced to withdraw due to my second bout with Covid (May and August) and the several health issues that came with it.

Still, twenty-eight Nationals is a lot and they were full of rich experiences, many great, some not so great. It was, mostly, a lot of fun. I'm working hard to be able to bring my new C-Mod car to Lincoln come September. But history indicates ya never know!

- Jim



1994 Citation FF being built in Jim's garage January 2022



Road Racing: 2021 *Tallied by Chip VanSlyke*

Driver of the Year

Evan Karl; dominated Spec Miata in the Northeast.



Spirit of the Sport Award

Jared Lendrum; who along with his family was responsible for a pack of new and returning racecars, carried the MoHud banner to the Runoffs, and inspired all with their encouragement.

Racers All

We would like to recognize the following participants in various Regional and Major series in the northeast division including NEDRRC, NYSRRC, NERRC*, NE Conf Majors*, HRG*, Hoosier Super Tour*, and the National Championship Runoffs:

Adam Figarsky	SM2	Ed Zemeck	SM2	Jim Quail	FF
Anthony Kalkandis	HRG4	Evan Karl	SM, STL	Johannas Krauss	HRG4
Bob Smart	EP	Fred White	HP	John Waterhouse	HP
Bob Wright	FX	George M. Harmuth	HRG1	Jon Farbman	STU
Charlie Campbell	SM, FP	Jared Lendrum	T3, T4	Ken Lendrum	T4
Chip VanSlyke	FF	Jason Smith	AS	Michael Lo	ITS, SM
Chris Brassard	SRF3	JC Ogle	SM, SM2	Patrick Stringer	SRF3
Chris Zarzycki	FV	Jeff Lehner	SRF3	Ron Bass	FV
David Ferguson	SRF3	Jim Bucci	Bspec	TJ Hanifan	FP
Doug Garrison	SRF3			Tyler Reynolds	FV

We would also like to recognize the following outstanding achievements:

Adam Figarsky	1st: NEDRRC, 2nd: NYSRRC
Bob Wright	2nd: Hoosier Super Tour, 3rd: NERRC
Charlie Campbell	1st NE Conf Majors, 3rd: Hoosier Super Tour, 5th: Runoffs
Chip VanSlyke	1st: NYSRRC, 2nd: NEDRRC, 2nd: NERRC
Evan Karl	1st: NYSRRC, 1st: NERRC
Jared Lendrum	3rd: NERRC (T3), 3rd: NERRC(T4), 9th: Runoffs(T3)
Ken Lendrum	20th: Runoffs



Licenses: What's in Your Wallet? *Tallied by Greg Rickes*

One of the inevitabilities of digitizing the region's historic documents is that you come across something that captures your attention, thus slowing the process of feeding sheets into the scanner.

From December 2002 Dave Wachtel did a compilation of SCCA-issued licenses in the region. These reflect mostly the racing side of the group, though there was something called a Solo II (i.e. autocross) license at the time.

A couple of explanatory notes:

- 1) The Competition (non-driving) license of 2002 was what the SCCA called a "crew license". It was supposedly required for access to the "hot" pit area, and as I recall came about at the behest of the club's insurance group. Somewhere along the way this quietly disappeared.
- 2) When Jim Garry was gathering the current data he broke it down into National/Regional for licensing level. That's the third column on the chart.
- 3) It's possible to have more than one SCCA license. In fact a number of members have them in several categories.
- 4) Once you get a worker license they may almost automatically renew unless you actively drop them. It has now been many years since the region last organized a race event, but at that time many members volunteered to work at registration for this once-per-year assignment, so we've got a plethora of Registrar licenses that likely don't get much use.
- 5) The Track Event (TE)/Time Trial (TT) category is brand new, but as you can see a number of members not only have driving credentials, they're delving into the organizational/operational side.
- 6) Jim G also says the number of Street Survival (SSS) Instructors, at 3, seems way undercounted.

While we are primarily an autocross-focus group these days, I hope this brief chart shows there are a multitude of ways for you to get involved and have fun with cars.

SCCA licensing in MoHud	2002	2021	Garry
Racing Divison			N/R
Competition Driver	51	45	
Comp (non driving)	200		
Flag & Comm	13	19	6,13
Emergency Services	2		
Gird & Pit	10	8	4,4
Race Admin		3	2,1
Race Control	6		
Registrar	10	15	1,14
Scrutineer	8	11	2,9
Sound Control	1	3	1,2
Steward	1	3	1,2
Timing & Scoring	7	1	1,0
Road Race Safety Steward		3	3
Rally (Driver)	3		



Membership Report- *-Jim Garry Mohud Membership Chairman*

< mhr.membership@gmail.com >

Mohawk Hudson Region has 332 members as of January 20th. No new members in January as of this writing

New members Since the January KO Report

*Edwin Martin, Ballston Spa
Camden Bednar, New Hampton
Ian Bednar, New Hampton
Talan Bednar, New Hampton
Tiffany Bednar, New Hampton*

Hope you can all make it to the February Membership Meeting at the Pump House...

Significant Anniversaries

Wayne Green - 25 years. Wayne is licensed in road race Timing & Scoring.

Jeff Lehner - 20 years. Jeff has an active SCCA competition license.

Ken Relation - 5 years. Mohawk Hudson Region's Rally Chairman has a competition license and a Time Trial license.

Helmets – What You'll be Wearing in 2022

Road Racing: Snell SA/SAH 2020, and 2015

Time Trials: Snell SA/SAH 2020, SA/SHA 2015, and SA/SAH 2010

Solo Autocross: Basically same as Time Trials

There are some less expensive options for TT, Solo, and Track Nights, but keep in mind that it's your mind at risk...



SNELL SA2020	
SNELL SA2015	
SNELL SA2010 SAH2010	



Mohawk-Hudson Region SCCA Annual Meeting of January 8th, 2022 7:30 PM

Location: Saratoga Auto Museum, Saratoga Springs, New York

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

Total Members Present: 31

Election of Officers: Eric Smith

- Nomination Committee: Phillip DeJan, Sheri DeJan, Diane Malecki, Russell Burckhard and Kirby Vaillant-White
- No nominations for officers this year, current officers agreed to hold their positions into new year
- Regional Executive - Eric Smith
- Assistant Regional Executive - Salvatore Baisley
- Secretary - Shelby Blanchette
- Treasurer - Paul Malecki
- Director at Large – Bruce Kosakoski
- Director at Large – Chip Van Slyke

Eric Smith asks for a motion to accept the slate of officers as presented. Greg Rickes accepts motion, Sheri DeJan seconds. All voted Aye.

Treasury Report: Paul Malecki

- MoHud's Citizens Bank account balance as of December 31st, 2021 is \$28,336.75.
- The account is down by \$1,003.61 compared to December 31st,2020.
- The Citizens account is our only financial asset.
- As per practice in recent years, the club's "Program Year" recap, running from March 1, 2021 to February 28, 2022, will be presented at the March Board of Directors meeting.

Membership Report: Eric Smith

- January 1st of 2021 had 299 members
- December 31st of 2021 had 331 members
- In 2021 had 41 memberships expire and added 73 new members

Adam Wright makes a motion to adjourn the meeting, Phillip DeJan seconds the motion. All in favor, meeting adjourned at 7:48 PM.

Meeting minutes recorded and submitted by Shelby Blanchette.

Awards ceremonies followed.

Mo-Hud Officers and Contacts

Regional Executive (RE)

Eric "EJ" Smith ejevo8@gmail.com

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Treasurer

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Director

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Membership Chair

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Road Racing Chairs

Richard Welty Paul Malecki paul@dianenpaulmalecki.org

Solo Chair

Russ Burckhard russtduck@gmail.com

Track Chair Time Trials and Track Nights

Aashish Vemulapalli aashish2@gmail.com

Rally Chair

Ken Relation Kenneth.Relation@dot.ny.gov

Flagging and Communications Chair

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KockOff Editor

This coveted position is Open; apply now!

WebMaster

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

Membership meetings of the Mohawk-Hudson Region SCCA are held on the 1st Wednesday of the month, excepting July and August, 7pm, at locations as announced on the Region's Facebook page.



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