

The Mo-Hud

Knockoff



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

June 2022

The REport

A Thank You-

My wife and I were able to get away for a relaxing vacation recently, and I'm appreciative of all those who stepped in to make sure things got done for MoHud while I was away. Shout out to Chip Van Slyke and Tracey Burckhard for organizing the MoHud display of cars at the Saratoga Auto Museum for their Spring Car Show. Also thanks to Russ Burckhard, Lyndon Peck, and Sal Baisley for their efforts in making sure preparations for our first autocross event of the season are moving along. And thanks to those of you who do things, big and small, to keep our club humming. Our members appreciate everything our fellow members contribute. If you'd like to get more involved, we're always looking for folks to help us - just let any officer know.

And Looking Forward-

MoHud members Sal Baisley, Pete Kroth, Ray Tetrault, and I will all be flagging for this Memorial Day weekend's Trans Am races at Lime Rock Park. Then it's an ice cream themed outing to Guptill's on Wednesday, June 1st (weather permitting). We then head to Kingston on Sunday, June 5th, for the debut of our new timing equipment for autocross. Good luck to our members who will be attending the Solo National Tour event at Seneca on the weekend of June 17th, and then we hope to see you NER's Paddock Crawl race at Lime Rock Park. If you're interested in becoming a race worker volunteer, please let me know - it is very rewarding and a lot of fun.

See you at an event!

~ *EJ Smith* Regional Executive

Calendar: June and...

- **June 1:** Wednesday. 6:30pm. Membership Meeting. **Guptils Ice Cream**, 1085 New Loudon Road (Route 9). BYO (Buy your own). Closest Northway Exit is Exit 7, head for Route 9 North when you get off.

- **June 5:** Sunday. 8:00am – 4:00pm. Solo (autocross) Event #1 for 2022. Tech Park in Kingston (550 Enterprise Drive).

- **July 1-2:** MoHud Time Trials Championship event #2, run as part of the SCCA national event at Thompson Speedway.

Always check the MoHud Facebook pages and the calendar on MoHud.Com for MoHud, SCCA and neighboring regional events, especially SCCA Track Night in America...

Roly's Memorial Brick at IMRRC

I am pleased to inform the MoHud membership that the memorial brick we ordered for our esteemed long-term member, Roly Heacox, has been installed in the memorial walkway at the International Motor Racing Research Center in Watkins Glen.

I knew Roly for over 40 of the 63 years of his SCCA membership and he would be humble but proud to see his memory live on in this special place. We will continue to miss him.

~ Tom Campbell



MoHud Time Trials Championship – Event 1 Recap

~ Aashish Vemulapalli

Thanks to C.A.R.T./NER Connecticut Autocross & Rally Team; New England Region), the kickoff for MoHud's Time Trials Championship got off to a good start at Thompson Speedway on May 21st. Eleven MoHud members put on their driving shoes and zip-tied transponders to set a fast lap. Dave Cowie, Matt Huchro and Jim Mulder earned their stripes by confidently making the crossover from autocross and improving throughout the day.

Tracey Burckhard was present as our chief motivator and got us all off to a great start.

The day started with overcast skies that made the heat bearable but still got much hotter as the day progressed. Surviving everything, the results are as follows:

Unlimited 1		Tuner 4
Dave Burnham - 2nd place		Aashish Vemulapalli - 1st place
		Tony Tovsen - 2nd place
Max 3		Dave Cowie - 3rd place
DJ McArdle - 1st place		Nigel Boyce - 4th place
Max 4		Sport 1
Adam Wright - 1st place		Michael Park - 1st place
Max 5		Sport 4
Salvatore Baisley - 1st place		Matt Huchro - 2nd place
		James Mulder - 3rd place

The next round of the MoHud Time Trials Championship will be the two day Time Trials National Tour at Thompson Speedway on July 1st and 2nd. To register please visit: <https://timetrials.scca.com/events/2000101-2022-tire-rack-scca-time-trials-national-tour-at-thompson-speedway-motorsports-park-powered-by-hagerty>



Tire Rack Street Survival School

~ *Jim Garry, Coordinator*

April 24th Saratoga Auto Museum/ SPAC Parking Lot

Mohawk Hudson Region and Patroon Chapter of the BMWCCA have been combining forces for over a decade to host one to two Tire Rack Street Survival Schools each year in our area. The pandemic put a hold on things in 2020 and the first part of 2021 but in October 2021 we held another successful school at the Saratoga Auto Museum.

This past April we continued our efforts with yet another school. The student turn-out was reduced because of some administrative issues, along with some late cancellations and a few no-shows. As a result, the school attendance was at half our usual number for a full school. But this didn't change the enthusiasm of our volunteers or the students.

What did our students learn? First thing in the morning there is an exercise that teaches them the ultimate braking performance of their vehicles. Many people crash their cars simply because they don't brake hard enough. That's a difficult concept for those who are reading this article but it's a fact. But with run after run our students were braking later and later while not blasting beyond the designated stop location. Their smiles were worth being there.

After the initial braking exercise, students are split into two groups. One group went to classroom instruction while the other continued with driving exercises. After about an hour the groups swapped. Then there was lunch followed by a demonstration of the energy put out by an airbag as we set one off in the parking lot. With an open water bottle sitting on top of the bag, the explosion sent it 50 to 70 feet straight up. Afterwards it was back to the morning rotation of driving and classroom work.

Regarding the classroom, this ain't no AAA-style lecture that puts everyone to sleep. There were very high level concepts being taught. Every time I looked in on the room the students were alert and engaged. No sleepy eyes there.

In the end, another group of young people graduated. Depending on their individual insurance companies, some will obtain discounts. But critically, these new drivers will know how to avoid dangerous driving situations and if they should find themselves suddenly facing the need to take emergency action they will know how to maneuver their vehicles through and out of the situation.

Many thanks and congratulations to our new Chief Instructor Sal Baisley who experienced his first school in that role. Sal took on these duties this year when Kevin Belden retired after a very long tenure in the position. Many thanks to Kevin and a big thank you to Sal who did a tremendous job.

I have yet to speak to any volunteer from our schools who has anything negative to say about their experience. Teaching their students is a gratifying and enjoyable experience. It is a form of giving back. I heartily encourage anyone who is interested in becoming an instructor or who want to volunteer in some other role to contact me at jdgarry10@gmail.com

>>>

Some TRSS Snapshots



Membership Report- *-Jim Garry Mohud Membership Chairman*

< mhr.membership@gmail.com >

As of May 26th, Mohawk Hudson Region membership stands at 336. So far this spring we have been holding steady around this number. Indeed, since July 2021 our numbers have been very steady, ranging between 331 and 338. But if anyone knows of friends or neighbors or colleagues who think cars are cool, please tell them about SCCA. Send them to scca.com or to mohud-scca.org, or have them send me an email at mhr.membership@gmail.com.

So far in May four new sports car and motorsport enthusiasts have joined our region. They are:

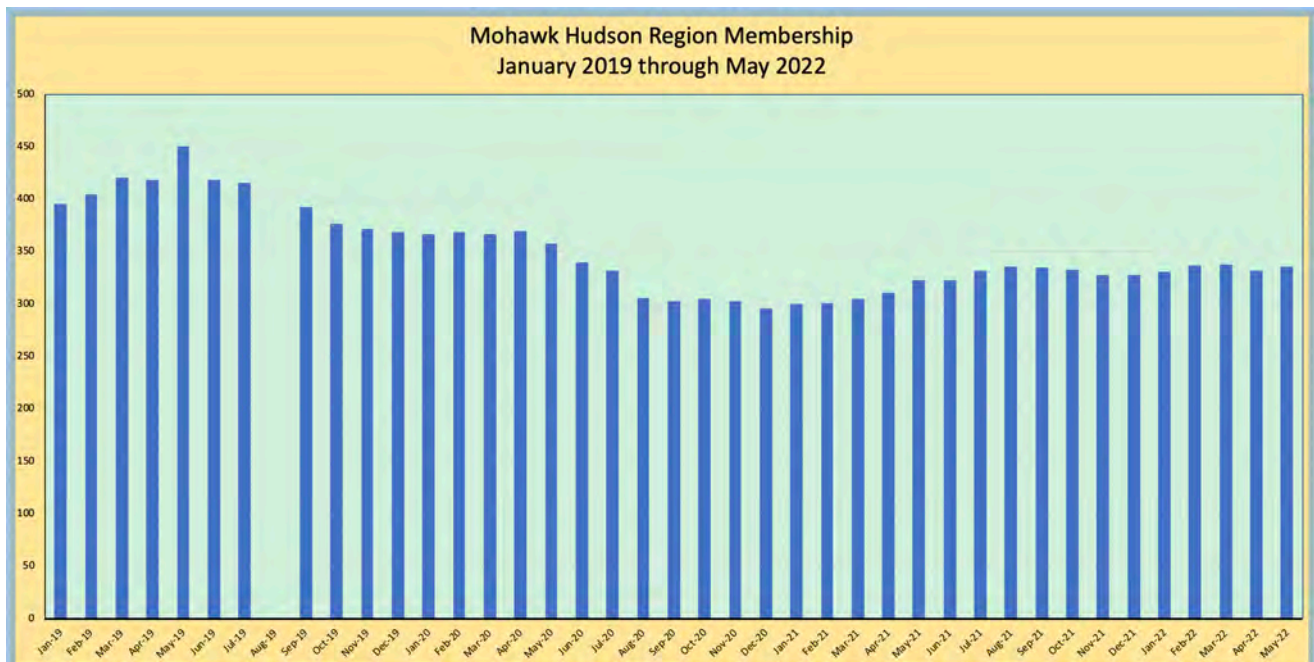
- Jonathan Williams, Fort Edward*
- John Binseel, Schenectady*
- David Johnson, East Greenbush*
- Michael Seeley, Queensbury*



Welcome everyone and please reach out to me or anyone listed on our contact list in this publication if you have any questions about the club.

And hearty congratulations to the following members having a significant anniversary in June:

- Audrey Kline 10 years*
- Rose Ann Garry 15 years*
- Karen Smith 40 years*



Mohawk-Hudson Region SCCA Membership Meeting of May 4th, 2022 7:00 PM

Location: The Gateway Diner Albany, New York

Officers Present: Eric Smith, Salvatore Baisley, Shelby Blanchette, Paul Malecki, Bruce Kosakoski Total Members Present: 10

Eric Smith makes a motion to accept the minutes as published in April's Knock Off edition. William Fish seconds and Salvatore Baisley thirds.

Membership Report submitted by Jim Garry

- 331 members

Knock Off Report- Paul Malecki

- Please try to take photos while at your events so you can submit them when submitting stories.

Treasury Report- Paul Malecki

- Financial audit has been completed.
- Current balance in checking account is \$27,566.57
- Still an outstanding check, will void old check and write a new one
- Paid expenses for Tire Rack Street Survival

Solo- Russell Burkhard

- Poughkeepsie has an auto cross at Tech City on May 15th
- June 5th MoHud will be at Tech City
- MoHud is raising rates to \$50 dollars per Solo event for members and EITHER \$60 or \$70 for non members-will follow up on that
- Should follow up with finding out lot cancellation fee
- Still looking for a new site.

Street Survival- Salvatore Baisley

- Set up and event went well
- Had 12 students

Track Report- Salvatore Baisley

- May 21st is the first CART/MoHud Time Trial at Thompson Speedway in CT
- Registration for National Time Trial on July 1st and 2nd is open
- Stickers are available for event

Road Racing-William Fish

- Event at Palmer last Sunday, tech went smoothly.
- Lots of flags and a few crashes, luckily everybody is relatively okay, a few broken ribs and a broken ankle.

Old Business

- Financial audit has been completed
- Regions inventory will need to be completed
- There are some cones in the bus that will need to be replaced
- Still looking for a Knock Off editor
- Sponsorship for banquet, board will have a meeting to discuss further

Salvatore Baisley makes a motion to adjourn the meeting, Bruce Kosakoski seconds. Meeting adjourned at 8:07 PM.

Meeting minutes recorded and submitted by Shelby Blanchette

Mo-Hud Officers and Contacts

Regional Executive (RE)

Eric "EJ" Smith MoHudRE@gmail.com

Assistant RE

Salvatore Baisley sa26bais@gmail.com

Treasurer

Paul Malecki paul@dianenpaulmalecki.org

Secretary

Shelby Blanchette shelby_blanchette@yahoo.com

Director

Bruce Kosakoski bkbmw@gmail.com

Director

Chip VanSlyke chipperv@earthlink.net

Activities Chair

Tracey Burckhard traceyburckhard@gmail.com

Membership Chair

Jim Garry mhr.membership@gmail.com

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

Rich Alexander dweebdad@msn.com

Merchandise

Chip VanSlyke chipperv@earthlink.net

KockOff Editor

This coveted position is Open; apply now!

WebMaster

Eric "EJ" Smith ejvo8@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 1st Wednesday of the month, excepting July and August, 7pm, at locations as announced on the Region's Facebook page.



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

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

The KnockOff Journal

This Month...

- *Jim Mulder on Having Fun with Cars*
- *Campbell Racing Race # 2 - Pitt*



My First Year with SCCA/MoHud - Jim Mulder

Love of Cars

I first drove my dad's 1966 Buick LeSabre around the neighborhood when I was 15. It was maybe a couple of miles. I felt the power, control and "Rush" of operating an automobile. I used to open the hood and look at the engine. It had "Wildcat 375" on the Air Cleaner. I had no idea what that meant but it sounded mean. Funny, I also drove his last LeSabre a 1997 in Florida before my brother and I sold it.

I bought my first car in 1976. It was a 1966 Pontiac GTO. It was a convertible. It was owned by a neighbor of ours and had almost 100,000 miles on it and 10 years of what I think was a pretty rough life. I watched it go by my house a hundred times. I got it for \$200 and there wasn't really much life in it but got my money's worth. I loved it and milked it for a year sucking out what little life it had left in it.

My second car was a 1977 Chevy Nova SS. My first new car. The Nova had a 350 cu.in. motor with a 4bbl carburetor and 4 speed with a whopping 180 HP (cars were pretty poor during that era). It could barely break the tires loose, maybe getting a little chirp. But, that was par for the course.

Love of Driving

My first recollection of "driving" was sitting in the garage in my dad's 1960 Chevy BelAir. We would go out and sit in the car and pretend we were "Driving to California" almost as a ritual when nobody was around. I don't even remember what we did in the car. Maybe talk, just kill time. We just liked sitting in the car. We were young but somehow loved the car. Maybe because it was an "Adult" thing to do.

It reminds me of Charlie Watts of the Rolling Stones. He owned Classic Automobiles but never had a license. He just admired them.

>>>

Jim's First Year with MoHud- cont'd

Driving at a Young Age

When we were kids we had mini-bikes, go carts and we all shared them in the neighborhood and rode each others stuff. I think the Go-Cart was my favorite. I liked it better than my mini-bike. It had a steering wheel and brake and gas pedals. It had controls similar to an automobile. We also had a little track in a field in the neighborhood and I loved going around that dirt track. One of the families had a circular driveway and we posted flagmen to watch the street and wave us down if there was a car coming. As the go-cart aged and the centrifugal clutch wore out we drilled holes through it and bolted it rigid and had a direct drive. We would start it on a little stand and then a couple kids would push it off with someone at the controls. The dirt would fly from that single wheel drive.

Racing?

As a youngster the racing I followed was NASCAR. They were cars you would see on the road every day. And, they had stickers and decals all over them. How cool! My parents never watched or followed racing so I don't know how I gravitated to it. I can remember watching Bill Elliot. I still have a Bill Elliot "Nascar" T-Shirt. It's wild and I don't wear it often as I don't want to wear it out but maybe I'll wear it to an event someday. I've visited the Bill Elliot museum inside the McDonald's in the Lycoming, PA Mall. There are two cars in that museum inside the McDonalds and it was a bucket list item for me. Part two on my list is to visit the museum in his hometown of Dawsonville, GA. I think there is a track there also which hosts TNiA so it could be a good trip.

Fast Forward

In 2021, I was looking around for a new car. I had my 2012 Highlander that had plenty of life in it but was looking for something that I could take a "Road Trip" in. A car. Something that drove and handled better than a 10 year old SUV. So, I happened to be in a Toyota dealer waiting with a friend and I asked her salesman if I could drive a Camry while she was waiting. He gave me the keys to one and I took it for a drive. Nice car and I liked how it drove. I said, "I'm just doing a little scouting as I'm going to be looking for a car soon." So, fast forward a week and as I was dropping my friend off to pick up her car I saw "My" new car in the showroom. I said to the salesman, "Why didn't you tell me about this TRD Camry?" Long story short, I bought it that night. No, it's no race car. Yes, it's lowered, has some beefed up suspension and stiffened body and a little growl from the cat-back exhaust. So, it's fun to drive. More than I was looking for. But, now how to test it out and see if these "adders" do anything! On the street? Fun but I wanted to go a little further.

I was browsing on-line one day and I saw an advertisement for a program at Watkins Glen. Drive your car at the Glen! Two laps for \$60 with a limit of 60 MPH. I thought, that's for me! However, upon further browsing I came across the SCCA. Wow, a "Treasure Chest" of stuff to do with your car. Things that anyone can do all the way to an array of racing opportunities. Then I read about AutoCross and watched some videos. YouTube is awesome. I thought AutoCross looks tame enough and I can get my arms around that. I was on a mission. I watched every Autocross video I could find on everything from preparing to driving. With little barrier to entry I kept searching and learned everything I could from the SCCA site also. And then, I found MoHud! I emailed a couple of the leaders with a few questions and they helped me out getting set up with classification of my car and MotorsportsReg. I'm on my way! There was an AutoCross coming up in August that I had my eye on. Oh, the nervous factor sets in!

>>>

Jim's First Year with MoHud- cont'd III

I attended the Ice Cream Social at Guptill's where I could meet some members. Here's my chance to learn everything I could about the upcoming AutoCross. I asked a lot of questions of everyone who's ear I could get. *I was so busy extracting information I didn't even get an Ice Cream.* And, I love soft Vanilla in a dish. I probably talked to close to a dozen people and they were all more than willing to talk. Of course. Because we all liked cars and like to drive. This was my launch and after Guptill's I felt I was ready to go. I met some folks and made some contacts and new friends. I think I was ready for my first AutoCross. As an introvert, this event was pivotal as I needed to soak up as much as I could before I dove in. A great quote I read many years ago, "Show up Early, Study the Threat, Visualize, Prepare, Focus." - Chad Henning (Air Force Academy Graduate, A-10 Pilot in Operation Provide Comfort - Northern Iraq, Dallas Cowboy Defensive Tackle).



AutoCross

My first event! I have no idea what the day would bring but I soon found out if you ask, you'll get an answer. Everyone was helpful beginning with where to park, how to set up, where you'll stage in the Grid, etc. And, just ask a car question and you'll make a new friend.

So, as I get settled I watched as the course is being set up and it's starting to look like what I have seen in all the YouTube videos I have watched. Next is a course walk which I already know is important so I join the course walk for Novices with some familiar faces from Guptill's! I'm thinking this looks pretty fun and maybe not as intimidating as I originally thought. Well, I'm in the first run group so this is a disadvantage for me as an introvert who likes to watch others first before I jump in. Just like going off the high dive at the pool for the first time. I watch how they climb the stairs, walk out on the board and examine the water below and how they land. Then, I try!

Well, when they give me the green flag and I give it a go. Whoa! A little harder than I thought. At speed that course goes by pretty quickly. My goal for my first AutoCross was not to go off course. Well, I achieved that goal but my time was poor. Actually, dead last for the day. Was I discouraged? No, I was already anticipating the next with only room for improvement!

So, am I competitive head to head with other drivers? I'm not sure yet how to sum up the competition. But, here is what I do. I compare myself to the average driver at an event. Did I do well? Am I average? Am I improving since the last event? Did I set a personal best against the Average of my Class or the broader "Street" group? It's how I compete and have fun. Will I ever win "HS"? Who knows but it's not important to me right now. What is important is whether I'm improving my personal skills. And, having fun.

>>>

Jim's First Year with MoHud- cont'd IV

Now to the Track

Track Night in America. You can drive your car on a track. Novices are allowed? Wow, now this is what I was originally looking for. I'm in. Within a few months of completing my first AutoCross I find myself at my first Track Night in America. I signed up for a spot at Lime Rock Park in September of last year. I was so excited and the anticipation was killing me. I was willing to drive out to Pittsburgh to Pitt Race to try this out but fortunately something opened up at Lime Rock.

When I arrived at Lime Rock after a nice ride on a fall day I was frankly a little intimidated. There was a morning group there that had rented the track. These were experienced drivers and they were humming around the track. I'm not afraid to admit it the fear factor started to set in. I got my car parked and unloaded the stuff I brought. The regular stuff I was bringing to the AutoCross events. I got everything sorted out and set up. Checked the tire pressure and cleaned the window. Something you do when you don't know what else to do. As usual I found a friendly guy next to me and I asked a few questions. I started out by saying this is my first time and he was very helpful.

I attended the mandatory Novice Drivers Meeting and met my Novice Coach and the guys I would be on track with and my nerves calmed and I was ready for the pace laps. Our coach gave us the rules of engagement on the track and it all seemed pretty straight forward and said he was willing to coach at any point during the day. Just ask. If we had difficulty on track and wanted to come into the Pit he'd be there to chat and coach. All went well and I loved driving the track during the paced laps with our coach. Turns, elevation change, scenery changing as you are driving. There were a number of great looking cars. Lotus, C8 Corvette, BMW or two. Then I noticed a Volvo Station Wagon! Hey, this is cool - I guess it is for Novice drivers. Preparing for our first session I sized up the field and went to the grid and tried to pick a spot I felt comfortable in.

Time to hit the track. They waved us out and we were underway. Well, within two laps I was passed by the C8 and the rest of the pack was descending down on me and the Volvo Wagon. Lap two I waved more people by than I thought we started with. I put my arm out on the next lap and took a right into the pit to talk to my coach. He said take a deep breath and gave me a few pointers. I'm not afraid to say it was a little intense at first and I just needed a breather in the safe harbor of the pits after hitting the track at speed again. Now, I'm kind of getting the picture. This is what speed and driving is all about. He found me a spot to get back on track and I hit it with gusto. I had a chance to follow a few cars at speed and see how they were taking the corners and began to feel a little more comfortable. By the end of the third session I was wanting more. I learned how to watch for traffic, get into a group that is driving more at my ability level and wave those by that were overtaking me safely looking for the opportunities on the track to let them go.

I got home that evening and signed up for TNiA at Thompson in a few weeks. I was now hooked on this Track stuff.

>>>

Jim's First Year with MoHud- cont'd V

On to my first Time Trial

Time Trials? Well, I happened to be looking at the SCCA Website and came across Time Trials. Oh, interesting. It looks like it is a formal way of keeping track of your time and competing with the clock and other drivers vs. just the TrackAttack I was using in my car to keep track of my progress. As a Six Sigma Green Belt (no not the one where you wear a robe) I was familiar with statistical analysis. I like data and liked to track my progress on AutoCross already. So, I posted something in the Group Forum regarding the progression from TNiA to Time Trials and immediately got a response. Yes, Time Trials is a natural progression from Track Night in America. Ok, once again I'm in!

Here I go studying again. I need to find out what this is about and I need to learn everything I can. Reading, watching videos, etc. This is an SCCA Regional type event and it seemed to be pretty big time and the nervous factor set in again. But, after all the research I was ready for it. With the track experience I had, however minimal I was good with it. I just needed to learn the format for the day and it seemed pretty interesting. And, as I said I would just enjoy collecting the data to see where my starting point is.

Now, after having just completed my first Time Trial at Thompson Speedway in the MoHud Challenge I can say this is a real blast. And, a fun day with fellow MoHud members and there were quite a few there. As usual just spending the day with a great group of people doing something fun is a bonus. I arrived early got ready and started working on my mental preparation. It was a no brainer. Arriving with me are my fellow MoHud folks. And, my questions started flowing as to the format and schedule for the day, car questions, tires, etc. I can honestly say after experiencing a couple of TNiA's I was prepared and ready for this day.

There was instruction available to the Novice group and after having made the acquaintance of one MoHud member I had not previously met, finding out that he was a coach I asked him if he could coach me. He pulled in right before I did so I introduced myself and we got talking right away. This turned out to be the best partnership for me and throughout the day helped me take 4 seconds off my time from my initial Time Attack session to my Time Trial in the afternoon. We did some practice laps, Cat and Mouse following and in-car instruction while I was riding along with him. What a great experience and I learned much during the day. I drove home taking in what I learned and how I was going to apply it to the next Time Trial in the series. One of the things that I think will be interesting is how my times from the first Time Attack sessions to the Time Trial in the afternoon compare to my first Time Trial experience. I'm wondering if I will narrow my improvement between those sessions. In other words, have I built enough experience to go out during the first Time Attack session setting up a more consistent time throughout the sessions. I'm guessing there are many ways to look at it in terms of improvement and I'm looking forward to it.

Thanks fellow MoHud members for all the encouragement on this journey. What a great group!

~ Jim Mulder

Campbell Racing - Race Report # 2 for 2022

Pittsburgh International Race Complex (Pitt Race) April 29 - May 1

Tom Cambell writes: I knew it was going to be an uncomfortable weekend when I had snow all the way from Rochester to Erie on my way to the track on Wednesday. That evening was too cold and windy to even try to set up the paddock. Test day, Thursday, started at 28 degrees and didn't warm much above 40 all day. We didn't bother to use the morning test sessions. We did get the canopy up and the rest of the paddock space arranged and then took each of the cars out for one session in the afternoon. Mostly they were shakedown sessions to make sure nothing was going to fall off on Friday during practice and qualifying.

Friday morning practice was, again, very cold. Charlie decided not to take his Spec Miata out. He did get in a few laps in the FP car later in the morning. The first qualifying session for the SM went OK. He had to start from the back of the grid because of no time from the practice session and ended up 14th. This was about where he would spend the entire weekend.

FP qualifying did not go well. The car was 2 seconds slower than in the morning and 4 seconds slower than the leading FP car (Kevin Ruck in the Acura that whipped everyone at VIR 4 weeks earlier). The car was all over the track, clearly the tires were used up. I tried to get one more session out of them (the Scotsman in me) and paid the price in poor performance.

Saturday morning was the second qualifying session. The SM was a little faster, but so were many others. Charlie would start the first race that afternoon in 15th place. A fresh set of tires eliminated the handling problems on the FP car and, although we were 4th, we were significantly faster than in the morning and moved up to 2nd on the grid with Charlie's personal best lap time at this track.

Race 1 for the SM started well. By half distance Charlie had moved up 3 spots and was looking for a few more when he got sideways coming down the hill onto the back straight. He lost about 3 seconds and 4 spots. But by the end of the race, he got 3 of those back and finished 12th.



The FP race was a good one. The Lotus got by Charlie early and he and the Acura were both turning laps faster than their qualifying times. Charlie stayed with them. Mid race there was a full course yellow for an incident, and it was going to take too long to repair the damage, the race ended early in the pit lane under yellow with Charlie in 3rd, where he would most likely have finished had the race gone full distance. Overall, a satisfying day.

>>>

Campbell Racing - Race Report # 2 for 2022 - II

On Sunday the rain started at about 7 o'clock. The first race started late and ended early with a big crash that damaged some of the guard rail. That resulted in a 1 ½ hour delay requiring that the remaining races be shortened in order to get them all completed in the time available for the day. the SM race was the first after the lunch break. The track was wet and there was a light mist. Charlie started 14th. Charlie had some good races with the cars around him, moving around between 12th and 16th. He was getting a little faster toward the end of the race, but of course, so was most everyone else. He finished 14th, right where he started.



The FP race was later in the afternoon. The rain had slacked off in the middle of the previous race, but the track was still quite wet. We got to the grid, starting 3rd. Everyone was on rain tires, as were we. And we had our full rain set up on the car. It had warmed a little and there was a good breeze. Just before we were expecting the 5-minute warning we were told that there was going to be a short delay for a track inspection. Charlie said he was tempted to go back to the paddock and put on the dry, slick, tires. We debated it for about 30 seconds and said why not make it interesting. We just made it back to our grid spot before the 1-minute signal was given. The track was wet. On the pace lap Charlie radioed that we may have made a mistake. I was confident; however, I have seen Charlie driving in the rain before.

The Acura is has front wheel drive and, of course, he is faster than we are in the dry. So he immediately started to leave everyone else in his dust (or should I say wake). Craig, in the Lotus, does not like the rain so he started at the back and took it easy, coming in early after getting enough laps to get credit for finishing the race. Charlie was immediately behind the other front running Miata (on rain tires). They had a fierce battle for most of the race. As the track dried Charlie knew he would be faster but couldn't find a way around without going into the wetter parts of the track. Meanwhile, the Acura was continuing to open the gap. On lap 6 there was a full course yellow, which closed up the field, eliminating the Acura's advantage. The race restarted on going into lap 10. Charlie finally was able to pass into 2nd place on lap 12 and immediately started lapping much faster dry racing line; he was lapping about 3 to 4 seconds a lap faster than the Acura. He cut the gap in half going into the 13th lap but unfortunately, that was to be the end of the shortened race. It had been shortened by 4 laps. Had it gone full distance I have no doubt Charlie would have been the winner. At the end, we had made the right decision to put on the dry tires. It was a great race and a well earned second place to close out the weekend.

>>>

Campbell Racing at Pitt... in the end, oh so close



Next event: Watkins Glen Super Tour. June 3 - 5. This will be a great event to attend if anyone out there is interested. Just let me know and I'll put get you a crew pass for the weekend.

~Tom and Charlie.