

THE KNOCK OFF

October 2023 Issue

MOHUD ON
FACEBOOK



MOHUD ON THE WEB



THE REPORT

Welcome to October! By the time you receive this issue of the Knock Off, we'll be wrapping up the Runoffs at VIR. Rich Alexander, Pete Kroth, and I are attending as corner marshals, and I know the Lendrums and Campbell race teams will be there representing MoHud as well. Let's hope the weather is better than last year's Hurricane Ian-soaked event.

October is also the time for beginning the annual officer election process. Recently there hasn't been much intrigue to it as there aren't many members willing to step up and fill the roles necessary to keep the administration of the club running smoothly. Thanks to the few who do step up and give of their time and talents to make MoHud what it is. If you're interested in participating, either by serving on the Election Committee, or by running for an officer position, please reach out to a current officer and let us know (they are listed on the region's contacts page on the website and in this issue).

Finally, we have a Street Survival event happening on Sunday, October 15th. I know we have many members who voice their support for MoHud holding the event, but now it's time to put action behind those words and to volunteer to help. We need assistance with setup on Saturday, October 14th, as well as volunteers on Sunday, October 15th to help with cones, traffic control, etc. during the event. Please come out and assist this very rewarding event - the lives of the young drivers who are signed up depend on it. If you know of a newly minted driver age 16-21 who could benefit from one of the best accident avoidance courses offered, please tell them to visit StreetSurvival.org and to sign up for our school.

Thanks,

Eric "EJ" Smith
Mohawk-Hudson Region, SCCA

TREASURER REPORT – PAUL MALECKI

As of September 2nd, 2023, the MoHud CB checking account had an available balance of \$27,135.47.

That amount includes I&E through the major income/expenses of Solo Event #4, so the balance is a reasonable reading of the Club's fiscal health.

In the Fall of '19, when COVID was first appearing on our radar, the monthly balances were running around \$33K. A dip in membership, and our recent support for two important programs (Time Trials and Solo) would be obvious reasons for the decline in the balance on hand.

Reflect on the fact that 55 years ago, in January of 1968, MoHud had \$2,586 in the bank.

- The August CB Statement reconciled with nary a hiccup. You expected otherwise?
- There has been no change in the Club's cyber-money holdings; not even a new NFT.

Membership Report – Jim Garry

On September 25th 2023 Mohawk Hudson Region had 314 members.
We had one new member in September, Shane Rowe of Schenectady.

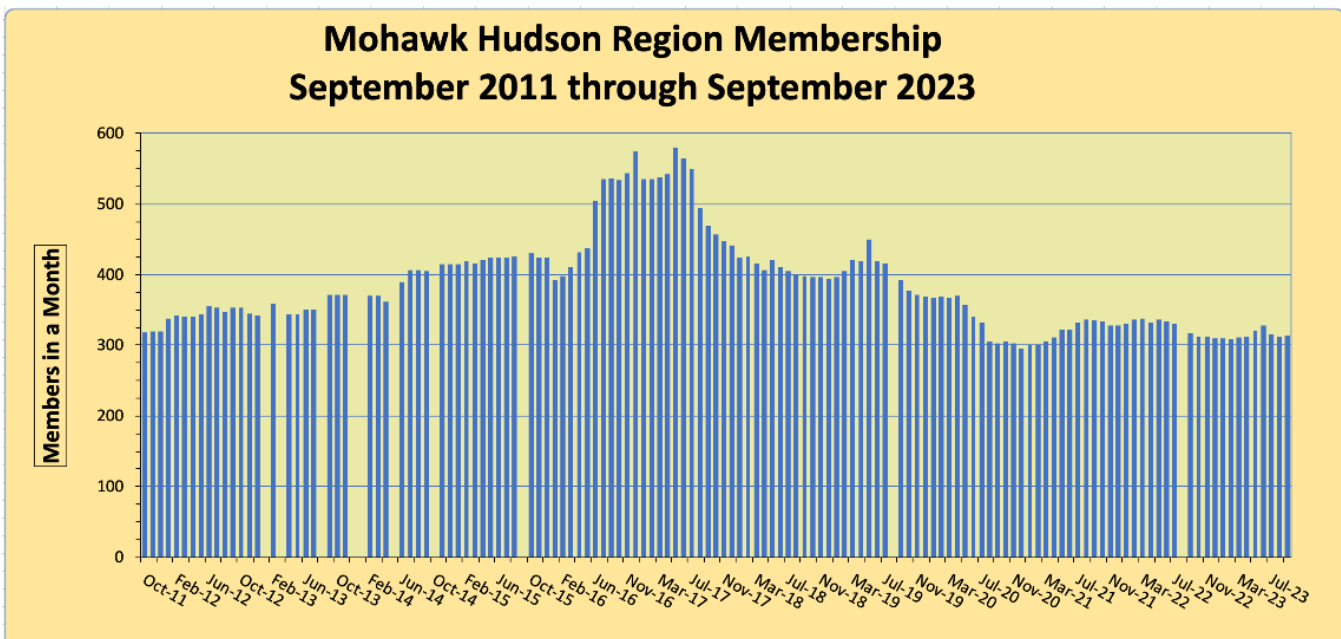
Significant Anniversaries in October

Jeremy Treadway - Five Years

Jeremy had a gap in membership of several years but he's been with the club a lot longer than five. years., He is one of the best Formula Ford drivers in the country and came very close to winning the Runoffs several times.

Jon Coffin - Forty Years

John was regional Solo Chairperson for Central New York Region for many years



MINUTES OF THE MEETING

Mohawk-Hudson SCCA Board Meeting of September 5th 2023 Start 7:00 PM

Location: Zoom

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

Total number of members: 7

Knock Off- Eric Smith

- Do we want to continue with the KO?
- Still a good idea to have a KO, helps keep people informed who cannot go to the meetings
- Do we keep with the rotating editor or look for a permanent editor?
- Will discuss at the meeting

Officer Election

- Need an election chair or committee

Time Trials Update- Salvatore Baisley

- Should be getting a check for a little over \$3,000 from CART for our joint TT at Palmer.
- Rain did not help with the number of entrants we had
- Entry numbers were lower than we were hoping for
- Lots of events coincided with a lot of other events
- A lot of the workers are signed up to drive too which makes it difficult

Tow Fund

- Do we want to offer the Tow Fund again?
- Consensus is yes.
- Offered to Run Off and Solo National participants who submit an article to the KO
- Will discuss amount at membership meeting

TRSS- Salvatore Baisley

- Have we reached out to the Museum after most employees have been replaced?
- We have a lot to do to prep for the event and will need to reach out to Museum
- Have 8 students registered
- Need to have a point person for set up

Annual Meeting & Banquet

- Still discussing where it will be
- Will need to decide date, going to try and coordinate with NER so it is not on the same day as their banquet
- Considering The Factory in Ballston Spa

Readership Feedback on REport

- Need to come up with more ways to get people to volunteer

Meeting adjourned at 8:20 PM.

Meeting minutes recorded and submitted by Shelby Blanchette

Mohawk Hudson SCCA Monthly Membership Meeting on September 6th 2023 at 7:08 PM

Location: Metro 7 Diner

Officers Present: Salvatore Baisley, Paul Malecki, Chip Van Slyke, Shelby Blanchette

Number of members present: 13

Shelby Blanchette makes a motion to accept the meeting minutes for June and July as published in the Knock Off. All members approve motion.

Membership Report- Jim Garry

- Jim Garry out of state at nationals, no report this month.
- Noticeable decrease in volunteers for SCCA

MINUTES OF THE MEETING

Knock Off Report- Greg Rickes

- Still looking for temporary, permanent or rotating editors

Treasurer Report- Paul Malecki

- September 2nd \$27,136.47
- Includes income and expenses
- Does not include \$3200 of return from the TT we shared at Palmer
- August bank statement reconciled without issue

Solo Report- Salvatore Baisley

- Had entire season since last meeting
- Averaged about 40 entrants per event
- Some events did get rained out
- Poughkeepsie still has 2 more events at Tech City this year
- Does sound like we will be losing the lot next year

Tire Rack Street Survival- Paul Malecki/Salvatore Baisley

- October 15th at the Saratoga Auto Museum
- Still need volunteers and instructors
- Will need help setting up the day before too
- Currently at 8 registered students

Time Trial and Track- Salvatore Baisley

- Had first co-hosted Time Trial with CART
- Had 37 entries at Palmer
- Event lost about \$2000 split between the two of us
- DJ McArtle, Aashish Vemupalli, Adam Wright and Salvatore Baisley all stepped up into major roles to help the event move smoothly
- Next event for CART will be at Thompson on September 16th
- Patroon has an Advanced track day at Limerock on September 15th

Road racing- Richard Welty

- Event at Palmer later this month
- October 13th and 14th will be the Divisional Championship at Thompson
- September there will be the Fun One at Watkins Glenn
- Run Offs Lendrums and Charlie Campbell will compete

New Business

- Elections are coming up, looking for an election chair
- If you have any interest in any positions please reach out to whomever our election chair will be.
- Tow Fund for Solo Nationals, Run Offs and Time Trial Nationals, if you submit an article by a deadline date after attending those events you can receive a cash prize. Articles have to be submitted by the end of the year for the January Knock Off.
- Salvatore Baisley makes a motion of awarding \$150 to any participant (worker or driver) who goes to the Solo Nationals, Run Offs or Time Trial Nationals and submits an article to the Knock Off by January 1st. John Sheridan accepts the motion and Diane Malecki seconds, all members were in favor.
- Tire Rack Street Survival setup, NER season closer is the same weekend, need someone to help take charge setting up lot for event.
- New banquet location at The Factory in Ballston Spa, reasonable pricing.
- Diane Malecki makes a motion to put a deposit down on The Factory for January 6th Banquet, William Fish seconds motion and all members are in agreement.
- Diane Malecki makes a motion to adjourn meeting Diane Gurdak seconds motion, all members in favor.

Meeting adjourned at 7:42 PM

Meeting minutes recorded and submitted by Shelby Blanchette

What's Happening

Oct. 4 - Mohawk-Hudson Membership Meeting, Metro 7 Diner, Latham social 6 p.m., meeting at 7

Oct. 8 - autocross, [New England Region SCCA](#), Devens Airfield, Ayer MA

Oct. 10 – SCCA [TrackNight in America](#), Thompson Speedway Motorsports Park, Thompson CT

Oct 13/14 – [New England Road Racing Championship](#), Thompson Speedway Motorsports Park CT

Oct 13 - Mohawk-Hudson Tire Rack Street Survival Set-Up: Volunteers Needed, Saratoga Auto Museum (SPAC Parking lot, Route 50) contact Sal Baisley (Sa26Bais@gmail.com) to sign up

Oct 14 - Mohawk-Hudson Region Tire Rack Street Survival, Saratoga Auto Museum (SPAC Parking Lot)

[Teen-Age Driver Registration](#)

[Instructor Registration](#)

Oct 27/28 – [MiataCon](#), Lime Rock Park CT

Oct. 28 – autocross, [New England Region SCCA](#), Devens Airfield, Ayer MA

Nov. 1 - Mohawk-Hudson Membership Meeting, Metro 7 Diner, Latham social 6 p.m., meeting at 7

Nov.5 - Mohawk-Hudson Road Rallye ---- more details coming. Stay tuned!

Nov.25 – [“Lost Speedways”](#), Saratoga Auto Museum

Skip Barber receives the inaugural Mohawk-Hudson Region Lifetime Achievement Award

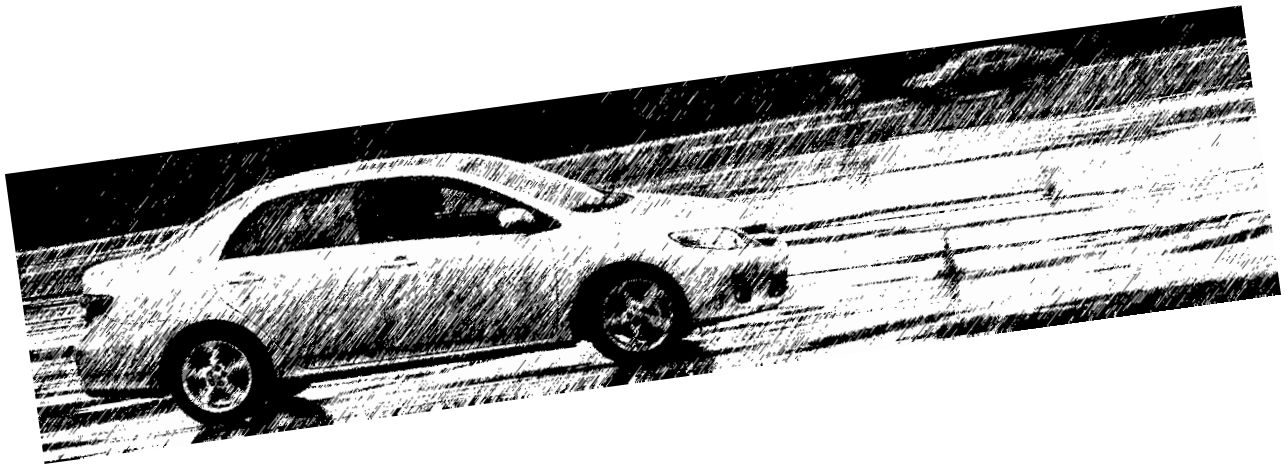


Skip Barber, former MoHud RE Craig Robertson, and MoHud Treasurer Paul Malecki.

Street Survival School for Teens

Real World.

Hands On.



Sunday, October 15th, All Day

Saratoga Automobile Museum

When a teen driver attends a Street Survival school, they are taught to control a car in unpredictable situations based on the car's handling limits. They master the application of driving physics using their "daily driver" car. They learn how to make good driving decisions and react more quickly. They become more road-aware and learn how to begin anticipating the actions of other drivers.

Presented by:

Mohawk Hudson Region, Sports Car Club of America
Patron Chapter, BMW Car Club of America
Saratoga Automobile Museum



QR Code >> [Link to Street Survival Info and Registration](#) >>

Solo Report

Recap of the 50th Running of the 2023 SOLO Nationals – Tracey Burckhard

We had a total of 6 MoHudders compete this year at Nationals, which is the biggest showing we've had in awhile.

We braved temperatures feeling as high as 104 degrees and lows near 65 degrees. We were all met with different challenges, such as tire management, mechanical issues, fatigue, and dehydration. But we didn't let them prevent us from having a great time!

Here is how we all made out.

[Russell Burckhard](#)

Ran G Street Open
Day 1 Time 59.194
Day 2 Time 65.804
Placed 14th out of 23
Placed 547 out of 1297 competitors

[RaceMom Tracey Burckhard](#)

Ran G Street Ladies
Day 1 Time 59.976
Day 2 Time 67.188
Placed 3rd out of 4
Placed 29 out of 94 Ladies index for Tues/Wed
Placed 790 out of 1297 competitors

[Nigel Boyce](#)

Ran Street Touring Hatch
Day 1 Time 57.461
Day 2 Time 66.288
Placed 18th out of 28
Placed 723 out of 1297 competitors

[Jim Garry](#)

Ran C Mod
Day 1 Time 50.973
Day 2 Time 59.374
Placed 6th out of 12
Placed 480 out of 1297 competitors

[Ken Hurd](#)

Ran C Mod
Day 1 Time 52.239
Day 2 Time DNF
Placed 12th

[Mikey Albacete](#)

Ran Classic American Muscle Contemporary
Day 1 Time 56.690
Day 2 Time 64.649
Placed 18th out of 47
Placed 697 out of 1297



50th Running of the Solo Nationals My season and journey to Lincoln

By Jim Garry

This would seem to be a story about prepping and running a Formula Ford C Modified car but more importantly it's about friends.

I wanted to be ready for this event, the National Championships, so much so that I started working out in October of 2022 after missing that year's Nationals. It was for general health after years of compromised health. But I also wanted to be able to better deal with heat and the physical efforts involved in autocrossing, particularly at the Nationals. I began walking three miles a day and doing nearly daily workout routines.

And of course there was lots to do on the car, a 1994 Citation Formula Ford. The '22 Nationals trip was cancelled when the transmission went weird at an event the week before I was to leave. That was just as well because not too much later at a late September event at Devens the "fresh" engine I had purchased during the build of this car decided to expire.



At Seneca Army Depot in August

Good friend Mark VanDeCarr suggested I bring it to him and I happily complied. Teardown in December '22 clearly showed it to be in terrible shape. Too many failings to list here. When I (too late) called the famous engine builder who had supposedly built it, he noted that he had last touched it about 20 years earlier. I was the victim of an unscrupulous seller. I thought about confronting the seller over it but then decided only a psychopath would sell an engine that was in such terrible shape for so much money. I decided it best to take the monetary loss and not risk having the guy kill me in the middle of the night.

Mark's brother Dean came to my rescue with his old motor which we quickly disassembled one afternoon. Mark kindly donated his time and expertise to rebuild it. We used Dean's engine, a few parts from the original engine, and some expensive new parts. Mark also introduced me to his genius machinist who indeed was brilliant. But the guy was so busy that the engine wasn't ready for installation until May. That's OK. I had a good engine and it was because of the VanDeCarr brothers.

Once installed in late May there were teething problems with external parts of the engine and other areas of the car. These distractions prevented my co-driver Ken Hurd and I from digging into handling issues until later in the summer.

Around about June those work outs I had been doing fell apart when I suddenly could barely make a mile and instead of doing my strength exercises I got reacquainted with my TV remote. Six weeks later I was diagnosed with Bartonella, a tick borne disease like the Lyme I had dealt with for many years previously. Between that and the antibiotics, my energy levels plummeted and remained low throughout the summer.

As for the car, we clearly had some handling problems because we were consistently finishing 1.5 to 2 seconds off the RTP/PAX factor at all of our local events and at the National Tour. It was perplexing because I had found a very good balance for the car's handling. The car was fun to drive, it didn't have brutal push like my former race car originally had, and it didn't have excessive oversteer either. But I was sensing a subtle, lower grip level than seemed reasonable.

We soldiered on, trying a few things here and there but generally not changing much and just trying to drive well. But the results were unsatisfying. We questioned our driving but without data acquisition it's tough to compare and analyze this issue.



Bob Bownes saves the day

In early August a brief crisis occurred when a steel shock bushing inexplicably leapt from my hand and in a flash navigated its way to the small engine timing access hole in the bell housing. It sounded like a pin ball hitting all the flippers and finally landed deep inside the housing next to the clutch/flywheel assembly. The bore scope showed its location was precarious to the health of moving parts. I could not have done that if I had tried! At first I thought I'd have to remove the bellhousing, again, but friend Bob Bownes arrived to help save the day. He used one very big magnet and one small one on a flexi-stick and the offending interloper bushing was coaxed out of its hiding place. What a relief! Huge thanks to Bob!

Ken and I continued attending as many events as we could to get seat time and also perhaps figure out what the car needed. But guttingly, the car suffered a failure at the event prior to our scheduled departure for Lincoln. Just like 2022. It seems the old distributor bracket didn't allow the gears to mesh correctly with the matching gears on the cam. Both sets of gears finally

gave up and the engine stopped suddenly at a Finger Lakes Region event. Many thanks to the autocross gods for not waiting until Nationals for this to happen.

I considered canceling the trip, again. But this Nationals was the 50th and I really wanted to be there. Time was not on our side though and we only had until Friday before our scheduled departure. To the rescue again came Mark VanDeCarr insisting I bring the engine to him at his shop in Rhinebeck the next day. Monday was his day off and the shop was otherwise closed for business.



Camshaft and distributor gears, eaten. Broken lifter.

Critical to the success of completing these repairs in time was that rather than return to Vermont, Ken stayed Sunday night at my place and we had the engine out of the car and into the van before noon. Then we headed to old friend Chip VanSlyke's house. Chip shared ownership of my first Citation with me back in the late 90s and early 2000s, and his current race car is a fine Crossle Formula Ford. Miraculously Chip had a spare cam shaft. This too played a very large role in our rush project because obtaining one through a commercial route would

have taken at least another day or two, causing perhaps an insurmountable delay. Chip also supplied an engine stand which proved to be an important part of performing the engine work efficiently.



Genius and great friend Mark Vandecarr at his shop in Rhinecliff, Aug 28

Ken and I arrived in Rhinecliff around 1:30 pm on Monday and Mark got down to business immediately. We removed the oil pan (which couldn't be done with the engine in the car) and I set about cleaning it while Mark and Ken continued with the engine. The cam shaft was removed without disassembling the engine except for lifting out the valve train. That's when Mark discovered a broken lifter.

He immediately called brother Dean who has a penchant for keeping all sorts of automotive related pieces around and sure enough he had a brand new set for us to fetch! Ken & I immediately departed for Hopewell Junction, a 90-minute round trip.

We arrived back at Mark's shop around 7 and reassembly proceeded. By about 9:45 pm we were all a little blurry eyed as Mark used his forklift to load the buttoned-up engine back into my trusty van.

Ken had already decided to stay another night and we got right to the task of reinstallation early on Tuesday morning. And then another remarkable example of friendship occurred. I'd already been blessed by Ken, Mark, Dean, and Chip (and Bob earlier in the month), now another old co-driver Mike McMullen stepped in to help. Visiting from his new home in Florida, he had read about my travails on Facebook and arrived to apply another pair of hands to the job. He stayed many hours and without him we certainly would not have finished the job as easily as we did.

But we had more to do and Ken stayed a third night! Wow! He remained to continue the job until after lunch on Wednesday. This meant he was only able to spend about a day and a half with his wife and attend to his job before leaving Vermont again early Friday morning to make it back to my place for our departure to Lincoln.

But wait, the job wasn't done yet! On Wednesday the engine was running very rough and so old friend and mechanic extraordinaire Tom Hansen came over in the evening to spend some time figuring things out. After having about a dozen jolts of electricity shot through him from the Citation electrical system we finally worked out that the newish spark plug wires were shot. Not as straight forward a diagnosis as it might seem especially when all the wires were shiny and pretty.

On Thursday I chased around town looking for suitable spark plugs wires and found a customizable kit. A neighbor held the throttle steady at 4000 rpm while I set the timing once more but the engine still didn't sound good. After dinner I ran the engine and then performed a hot valve lash. Within 2 seconds of firing up the engine I felt relaxed for the first time in four days as it purred like a happy kitten. I could finally get around to packing for the journey.



Mike, me, and Ken at my garage almost finished, Aug 28

Ken arrived bright and early on Friday and our 20-hour trip to Lincoln (with one hotel stay) was pleasantly unencumbered by any incidents. However we had rented an RV which was delivered to the event site so that we could live in the paddock, have a place to retreat to during the day, and not have to drive back and forth to a hotel. But in keeping with the general theme of this season, its air conditioning did not work. Given the 100° days, this was not what we signed up for. We worked out a discount to use it while we were on site but went to a hotel at night.

Nationals is a huge affair with various gatherings, parties, ceremonies, the Pro Solo, official meetings, test and tune runs, onsite food vendors, tire services, big SCCA tents, and of course the National Championship event itself which saw about 1300 drivers compete over four days. Navigating the huge paddock was a challenge and I'm surprised there were no traffic incidents. It says something about the general driving ability and logic of SCCA's autocrossers.

C Mod took their runs on Thursday and Friday. My worker duties were completed by then because I had signed up to be a SportsCar writer. My assignments were AM, SSP, and SSPL. Of course, it means doing post-event work writing up your articles when you get back home but that's a good trade off. With temperatures exceeding 100° for much of the week I was happy to not have to work on my run days.



Sunset over the Test & Tune course in Lincoln. The building on the right was one of the largest Air Force hangers built in the 50s, was rated for nuclear blasts, and used a cool double cantilever design. Later it was used as a Goodyear global distribution center and now serves a small airline whose jets must taxi across the Nationals paddock area to get to the runway.

On Thursday we competed on the tighter and technical West course. Both courses were sophisticated, challenging, and plenty of fun. However once we began our runs, our times were disappointing. It was the same issue we'd been experiencing all season.

There was a pretty cool element on the West that saw us upshift to third through some easy transitional stuff and stay flat out as we went downhill. Yes, there is quite a gradient in places on this giant pad. Then the course went left at high autocross speed and blended into a very fast 3 cone slalom, the first cone of which required drivers to line up with while still sweeping left. On my second run I didn't slow appreciably as I entered here but instead just modulated the throttle a bit and got back hard on it. It was an exhilarating moment and a really good run. I was definitely in the hunt for a trophy. The success in that corner encouraged me to decide that on my final run I'd remain full throttle into and through it.

The ensuing run was very good until the downhill because I had cleaned up all my mistakes and tentativeness. But when I stayed flat the car snapped sideways at the bottom of the hill. I held counter steer for over 100' and was surprised the car didn't spin, but it ruined the run. Yet I was only a few tenths slower than previously, showing it would have been a fine run. Argghh, if only. The day ended with my best time 0.4 seconds out of the trophies. Ken was a little further back.

Despite being a second behind the leader I received a terrific complement on my driving from someone who had been watching the class compete. Not sure how they saw through the one second deficit but this turned out to be an event highlight for me.

Friday's East course was much faster and featured a lovely and quick 7-cone slalom and two very, very long, high speed (for autocross) sweepers, one lasting as much as 10 seconds depending on your class. Unfortunately, the nature of this course more clearly exposed the car's weaknesses. I really had fun driving it and upon crossing the finish line after each run I thought I had done well. But the clock doesn't lie and my times were dreadful as I lost a position by the end of the day.

Something I've experienced at all of the roughly 30 Nationals I've attended is that during the course of a season it's easy to believe you're kind of competitive. But a trip to Nationals always reveals the truth. It can be that you are going pretty damn fast. Or it cruelly whaps you upside the head and irrefutably lets you know you aren't going fast enough.

Our event was over, we were disappointed, but we had made it to Lincoln. Once Ken's 5th heat work assignment was over we were free. In the past we would have stuck around for the somewhat formal banquet held off site in a large facility but that is a thing of the past these days, dropped in 2021 due to Covid. But people now seem to prefer getting their trophies awarded after each heat, post-Impound, and it's certainly a huge money saver for the event budget. Nevertheless on Wednesday and Friday evenings there is a large dinner provided under the tents on site and we were tempted to stay for that. But by then there was a run of Covid going around and several people we knew had come down with it over the past few days. The last thing we needed was for we two old guys to bring Covid home as a present to our wives. So we skipped the super spreader event and started home around 5pm that afternoon.



Old autocross geek fitted out for 100° day with big hat, high SPF long sleeved shirt, an ice vest, and lots of sunblock.

This allowed us to drive through Iowa at night, something we hadn't ever done. Everyone posts photographs of the hundreds upon hundreds of wind turbines you can see from I-80 during the

day but at night we saw something different. At first we wondered what it was we were looking at. Hundreds of small red lights flashing in a synchronized dance across the black horizon. Seems the aircraft warning lights on these huge structures are kept in synch so they're less distracting. Here's a link to a video I captured:

https://www.youtube.com/watch?v=0op8_8A5uZI. Very eerie.

On the long ride home we had plenty of time to debrief. We both admitted we could have driven better. But everyone knows that the car/driver relationship is a symbiotic one; when you are in tune with a good car you can go faster than just being in a good car should provide. When it isn't working well it's hard to feel like it's being a good teammate. Yes the balance of the car had been nice nearly all year long. And with varying surface and temperature changes the car was easily brought back into balance with anti-roll bar adjustments initiated from the cockpit. Nevertheless, I had been noting that the car felt like there was a lack of grip all season. Probably I should have responded more decisively to issues during the season instead of carrying out the few improvements we did make to the car. And perhaps the person who complimented me saw only the driving style and lines and wasn't concerned with the times which were hampered by the car. A lack of grip might do that.



I took this photo after the last run on Friday. It shows the East Course and a sliver of the West Course on the right. It is a big piece of concrete and only a portion of the entire site if you include the immense paddock area.

Once home I conducted a weeklong series of email conversations with ... smart people. These one on one conversations ended up being very informative. In some instances, my smart people spoke to their smart people and then reported back to me. It was an intense, compulsion fueled week. Shockingly (see what I did there?) the consensus was that the shock valving is too stiff and given the high motion ratios on my car, the damping forces ramp up much too quickly, by triple says the car's designer who also told me, "The handling you experienced was absolutely predictable."

Now he tells me.

Too bad I hadn't undertaken these discussions earlier in the summer, but a few factors made it hard to do. The previously reported reliability issues took too much of our attention until well into the summer. And we needed to build up a log of enough events to be able to have details needed to deliberate the shortcomings. Finally, as I reported above, it often takes competition at the Nationals to have a problem really get drilled into my brain. An alien driver like my friend Mark Daddio could probably have shortened the process had I been able to get him into the

car. He is a wizard at diagnosing a car's handling and making recommendations. But our paths didn't cross much in 2023.

In the end my wife summed things up for me nicely. I had told her that I was happy I took on the whirlwind 4-day task and experienced all these good friends helping me through. I was humbled and honored that they came together to make sure the car got to Lincoln in good operating condition. Yet I was stuck with feeling deep disappointment over having finished poorly. She reflected that I can feel disappointed and proud at the same time.

My deepest thanks go to Ken Hurd, Mark VanDeCarr, Dean VanDeCarr, Mike McMullen, Chip VanSlyke, Bob Bownes, and last but not least Tom Hansen. You guys got me to Lincoln this year. Your friendship is irreplaceable and treasured.



Solo Report

Mohawk-Hudson SCCA - Event 4 - Sun 08-27-2023

Pax Time Results / Mobile Format

Timed Entries: 44

Pax Pos.	Pos.	Class	#	Driver	Car Model	Total	Factor	Pax Time	Diff.	From 1st
1	1	XDS	59	Monti, Scott	22 Toyota GR86	32.973 / 40.809	*0.808	32.973	0.000	0.000
2	2	XSTH	12	Boyce, Nigel	17 Honda Civic Si	33.448 / 41.193	*0.812	33.448	0.475	0.475
3	1	BS	19	Zavos, Leon	22 Toyota Supra	33.491 / 40.943	*0.818	33.491	0.043	0.518
4	3	XGS	81	Burckhard, Russell	19 VW GTI	34.003 / 42.825	*0.794	34.003	0.512	1.030
5	2	BS	199	Zavos, Stephen	15 Audi RS5	34.007 / 41.574	*0.818	34.007	0.004	1.034
6	4	XSTS	16	Sell, Joe	92 Honda Civic	34.153 / 41.957	*0.814	34.153	0.146	1.180
7	1	DS	41	Isbester, Paul	22 Toyota GR86	34.230 / 42.365	*0.808	34.230	0.077	1.257
8	1	HS	22	Russo, Carmine	00 Honda Civic Si	34.261 / 43.590	*0.786	34.261	0.031	1.288
9	1	STS	52	Vogelsang, Garrick	91 Mazda Miata	34.365 / 42.218	*0.814	34.365	0.104	1.392
10	1	STR	19	Cowie, David	06 Mazda Miata	34.376 / 41.367	*0.831	34.376	0.011	1.403
11	1	STH	28	Benjamin, Paul	17 Honda Civic Si	34.531 / 42.527	*0.812	34.531	0.155	1.558
12	2	STS	3	LuxRamos, Max	95 Mazda Miata	34.598 / 42.504	*0.814	34.598	0.067	1.625
13	1	NGS	11	Lourie, Jordan	19 VW GTI	34.716 / 43.724	*0.794	34.716	0.118	1.743
14	1	GS	8	Burckhard, Tracey	19 VW GTI	34.737 / 43.750	*0.794	34.737	0.021	1.764
15	1	ES	35	Scaptura, Michael	96 Mazda Miata	34.779 / 43.914	*0.792	34.779	0.042	1.806
16	1	CS	5	Thompson, Sean	05 Honda S2000	35.299 / 43.526	*0.811	35.299	0.520	2.326
17	2	GS	78	Fish, William	17 VW GTI	35.440 / 44.635	*0.794	35.440	0.141	2.467

Solo Report

18	2	ES	23	Wilson, Matthew	99 Mazda Miata	35.483 / 44.802	*0.79 2	35.483	0.04 3	2.510
19	2	NFS	111	Corriveau, Jeremy	23 Chevy Camaro	35.494 / 43.659	*0.81 3	35.494	0.01 1	2.521
20	3	GS	28	Gorman, Russell	19 Honda Civic Si	35.587 / 44.820	*0.79 4	35.587	0.09 3	2.614
21	2	DS	68	Dejan, Phil	19 BMW 430xi Coupe	35.778 / 44.280	*0.80 8	35.778	0.19 1	2.805
22	1	XP	88	Lowe, Trever	99 Mazda Miata	35.832 / 40.534	*0.88 4	35.832	0.05 4	2.859
23	3	ES	75	Scaptura, Andrew	01 Madza Miata	35.875 / 45.297	*0.79 2	35.875	0.04 3	2.902
24	1	SMF	395	Conforti, AJ	90 Honda Civic	35.922 / 42.411	*0.84 7	35.922	0.04 7	2.949
25	3	DS	411	Isbester, George	22 Toyota GR86	36.047 / 44.613	*0.80 8	36.047	0.12 5	3.074
26	3	STS	07	Rajwar, Anshuman	94 Mazda Miata	36.140 / 44.399	*0.81 4	36.140	0.09 3	3.167
27	5	XSM	106	Peck, Lyndon	97 BMW 332ti	36.252 / 41.766	*0.86 8	36.252	0.11 2	3.279
28	6	XCS	200 0	Redington, Phillip	00 Honda S2000	36.274 / 44.728	*0.81 1	36.274	0.02 2	3.301
29	1	ESP	135	Baisley, Salvatore	14 Subaru BRZ	36.411 / 43.347	*0.84 0	36.411	0.13 7	3.438
30	1	CAM S	70	Hayden, Tom	08 Dodge Viper	36.640 / 43.671	*0.83 9	36.640	0.22 9	3.667
31	4	DS	168	Dejan, Sheri	19 BMW 430xi Coupe	36.797 / 45.542	*0.80 8	36.797	0.15 7	3.824
32	4	GS	60	Muller, John	22 VW GTI	36.855 / 46.418	*0.79 4	36.855	0.05 8	3.882
33	1	AS	62	Cassidy, Joseph	12 Chevy Corvette	36.950 / 44.897	*0.82 3	36.950	0.09 5	3.977
34	3	NHS	72	Bastien, Michael	15 VW Sportwagen	37.049 / 47.137	*0.78 6	37.049	0.09 9	4.076
35	1	SM	48	Gentile, Vince	09 Ford Mustang GT	37.330 / 43.007	*0.86 8	37.330	0.28 1	4.357
36	7	XCP	50	Beebe, Arnold	89 Ford Mustang	37.486 / 43.690	*0.85 8	37.486	0.15 6	4.513
37	2	ESP	35	Blanchette, Shelby	14 Subaru BRZ	37.573 / 44.730	*0.84 0	37.573	0.08 7	4.600

Solo Report

38	1	STU	13	Tresco, Stephen	18 Subaru STI	38.152 / 45.967	*0.83 0	38.152	0.57 9	5.179
39	2	STR	7	Shepperd, Jamie	00 Mazda Miata	38.474 / 46.299	*0.83 1	38.474	0.32 2	5.501
40	4	NDS	26	Orabona, Michael	22 Subaru WRX	38.902 / 48.146	*0.80 8	38.902	0.42 8	5.929
41	1	STX	4	Eamer-Dulin, Ryan	11 BMW 128i	39.125 / 47.889	*0.81 7	39.125	0.22 3	6.152
42	5	NST U	300	Deitz, Carolyne	2017 Subaru STI	39.513 / 47.606	*0.83 0	39.513	0.38 8	6.540
43	6	NSS	796	Burstein, Jeffrey	21 Porsche 911 Carrera 4	42.477 / 51.055	*0.83 2	42.477	2.96 4	9.504
44	7	NKM	35	Shafran, Shawn	08 Ultramax Octane	45.158 / 48.401	*0.93 3	45.158	2.68 1	12.185

Complete results for round 4 of the 2023 Mohawk-Hudson Region Autocross Series can be found here

<https://www.mohud-scca.org/solo/schedule-results/>

Ready for Road or Track , and everything in between

The 1993 Nissan NX2000 I'm selling is the 5th I've owned! What can I say other than it happens! Like the NX2000's before it, number 5 also had a suspension package for the ice and one for track days.

Before covid hit, I had been thinking about SCCA's Rally Cross program. I was already good with going sideways on the ice. How could sideways in the dirt not also be fun? I decided to prepare the car for the Stock Front (SF) class. I figured the car could be competitive in that class as it was one of the few FWD vehicles which came with LSD!

After a track day at NYST, I swapped out the track suspension. New stock taller springs and full set of new Sachs gas struts replaced the shorter AGX's and custom Hypercoils.. All of the rear suspension links and bushings were replaced by Bob Dowie's shop in Chester, NY. They also aligned the car. The only thing left to finish the car, was to add front skid plate protection under the engine..



Solo Report

As the car now sits, it has yet to turn a wheel in the dirt! And that's largely because I've hit a wall. Call it the point at which one realizes it's time to step back and pass the keys on.

This is my 1993 Nissan NX2000, 5 speed w/LSD. Engine is stock with 125K. It had an Exedy stage one clutch at 119k. It is currently on new OE Sachs gas struts front and rear. New OE springs, all new OE rear bushings and rear suspension links. It has had a full alignment when rear suspension links were replaced.

Car is being sold with a 25 year collection of used NX2000 parts. They include full track day suspension with mounted Toyo R888 on Miata wheels, Hakka studded ice racing tires and wheels, spare wheels, spare LSD transmission, fenders, headlights, t-tops and more from the ownership of 5 road driven Nissan NX2000's!

Included in this sale is a **second**, identical, 1993 NX2000 with title! It is a running parts vehicle which can be driven onto a trailer. Before being decommissioned from road use for structural rust it received a barely used Exedy Stage One clutch, OE fuel pump and a slick shifting 1996 5 speed LSD transmission!

Price below includes everything mentioned. I would ask that everything also be removed at time of purchase.

The car is located in Colonie, NY. It is currently registered and insured.



Asking \$5300!

Questions? Please call **Phil LePore (518 339-0850)**



Round 3 of the MoHud TT Championship

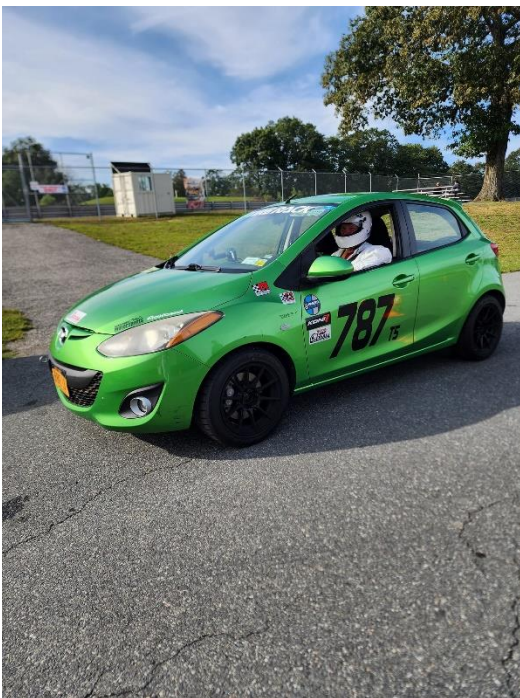
The final round of the MoHud Time Trial Championship was held at Thompson Speedway Motorsports Park on September 16. Thanks to Tracey Burckhard for the photos



Aaron Wright



Aashish Vemulapalli



Dan Gorss



Mike Park



Round 3 of the MoHud TT Championship



Nigel Boyce



Russ Burckhard



Dave Burnham



Alex LuxRamos

Tales From The Track

Campbell Racing – Race Report 2023

Virginia International Raceway (VIR) SCCA National Championship Runoffs

The 2023 Runoffs is complete for Campbell Racing. The 24 separate races are spread over 3 days. The race schedule varies each year and this year both of our races were held on Friday.

The event started for us last Friday, both Charlie and I rolled into the track about noon. After a quick stop at registration we proceeded to our reserved paddock spot, the same one we have used on the previous two Runoffs events at VIR. By the end of the afternoon, we had our rigs in place, the canopy erected, and the cars and equipment unloaded. And it was a good thing we did because what seems to be the annual Runoffs tropical storm hit the track at about 9pm. Very heavy rain and wind continued all through Saturday. We just relaxed in our motorhomes and watched. Saturday is the first of three optional test days, and a few hearty souls actually did go out but not many and I'm not sure why they did. We had signed up for the Sunday test day for the F Production car and Monday for the Spec Miata. Sunday dawned very nice and the good weather continued through the rest of the week. The FP car was in the second group for both qualifying and the race on Friday and the temperature was about 60 all days. But each day warmed to the 70's so, overall, weather never became a factor.

There were three qualifying days, Tuesday, Wednesday and Thursday. Each class goes out once each day. The FP qualifying on Tuesday went well but pretty much set the stage for the rest of the qualifying. We were 5th in the FP car. Few people, including us, improved their times on the following two days. One of the Hondas was slow getting up to pace but did so on Thursday and we ended up 6th behind 3 Hondas and 2 other Miatas. We did have one scare on Wednesday when the motor started to run rough early in the session. At first we thought the engine had failed but back in the paddock we couldn't find any problems with the usual diagnostic search and so put it back together and it started up and sounded just fine. We concluded that a spark plug connector had come loose and, as we hoped, it ran just fine the rest of the event.

The SM qualification sessions were trouble free. There were 52 SM cars entered, the best cars from all over the country. On Tuesday Charlie was 23rd. On Wednesday he improved his time by almost a full second and fell to 33rd. That position held up on Thursday.

The FP race started at 9:15 on Friday morning. Charlie got a great start and moved up to 4th by the 4th turn. The three Hondas were ahead and stayed that way for most of the race. Charlie and our friend Mason in the other Miata ran pretty much in tandem for the whole race, swapping the 4th and 5th places several times. They were right behind the Hondas throughout the race and occasionally one of the Hondas would make a mistake and fall back and the Miatas would move into third, but the Honda power allowed them to pull back ahead on the straightaways. At one point Charlie was in 2nd, but it couldn't last. At the end of the race the fastest laps of the top 5 cars were within 8 tenths of a second of each other (Charlie had recorded the second fastest lap). Another comparison: in qualifying the fastest speed trap recording was by one of the Hondas at 133.7 mph. By comparison Charlie's best was 127.2. No matter how good your race craft is or how well your car handles around the turns, it is hard to overcome that much straight-line speed difference at someplace like VIR which has two very long straights.

Tales From The Track

Overall, we are pleased with the outcome. Both the car and driver performed well. The car is coming home without damage. We would had hoped for a better finish position but being 5th in the nation isn't a bad thing.

The SM race was also on Friday – it started about 1:00. But on the first lap, with 55 nearly identical cars, you can imagine how crazy things can get. Two cars got together, and one went over the guard rail and rolled over in a rather dramatic fashion. The driver was ok. The race was stopped to attend to the driver and do the cleanup and didn't get restarted for about 40 minutes. As always with SM the racing was tight throughout the field. At the end there was a photo finish and it was declared a tie. Co-championships were awarded; first time that has happened. And Charlie: back in the middle of the pack the rough-housing was rampant, as usual. He finished 35th with a major dent in the left side of the car. But he finished and had some great racing with the cars around him.

At the end of the day, that is to say by about 2 o'clock, he had driven two very intense races and was rather worn out. Since our racing was done we decided to load up in the evening and after a good night's sleep, head for home Saturday morning. It has been a long, challenging 10 days.

There are so many people who have contributed to our success. This includes Carl Wassink, our team member throughout the year; Jesse Prather for the outstanding engines; Ron Olsen for the transmissions; Mike Puskar for the Carbotech brakes; Brian Brown for the Hoosier Tires, Brian Ross for all the special fabrication support; Steve Andrew for the engine tuning; and Harry Adalian and Bjorn Zetterund for the data system, without which I wouldn't know what is going on half the time.

Thanks for all your interest in our exploits throughout the year. We'll be back with more in the spring. Time to start the winter rebuilds and search for just a little more speed.

Tom and Charlie

More MoHud at The RunOffs

Touring 4 – Ken Lendrum Subaru BRZ 20th Touring 3 – Jared Lendrum Subaru WRX 9th

B Spec – Jared Lendrum MINI 11th



Our Fearless Leader, Eric Smith



Peter Kroth, #1 in our book 😊

Somehow Rich Alexander avoided the camera for the entire week. Did we miss anyone?

A Page From The Past

There's been an on-going discussion about membership and participation in SCCA and MoHud. Here's a look back at what the club looked like in 1966

Mohawk-Hudson Region SCCA

SCCA POPULATION - AS OF SEPTEMBER 1, THE MEMBERSHIP OF THE CLUB WAS DISTRIBUTED AS FOLLOWS [Executive Bulletin No. 7, October 3, 1966]

AREA 1	AREA 4	AREA 7
New England 1169	Western Mich. 124	Delta 129
New York 839	Detroit 334	San Jacinto 201
N. New Jersey 488	Indianapolis 236	Texas 355
<u>2496</u>	Kentucky 84	Southwest La. 35
	NE Ohio 354	Alamo 118
AREA 2	Northwestern Ohio 87	Red River 52
Northeastern Pa. 94	Ohio Valley 114	Central La. 62
Philadelphia 398	South Bend 96	S. Texas Border 34
Steel Cities 324	Southern Indiana 54	Mississippi 29
Washington 833	NE Michigan 115	West Texas 66
Southern W. Va. 67	Cincinnati 125	Lone Star 59
N. Carolina 141	Central Kentucky 84	<u>1140</u>
Central Pa. 35	Indiana NW 122	AREA 8
Old Dominion 64	Wabash Valley 28	Colorado 236
Mahoning Valley 71	Fort Wayne 80	Rio Grande 87
South Jersey 132	Western Ohio 166	W. Rocky Mt. 41
Northern Ohio Val. 43	<u>2203</u>	Pan American 144
Susquehanna 82	AREA 5	<u>508</u>
Blue Mountain 20	Central Ill. 94	AREA 9
<u>2304</u>	Chicago 634	Arizona 121
AREA 3	Iowa 91	Bonneville 28
Alabama 68	Land O' Lakes 200	Utah 112
Atlanta 136	Milwaukee 290	Las Vegas 35
Florida 278	Golden Triangle 12	Ariz. Border 52
Gulf Coast 73	Des Moines Valley 87	<u>348</u>
Savannah 54	Blackhawk Valley 78	AREA 10
Sowega 20	Great River 30	California SCC 989
Tennessee 75	<u>1516</u>	Northwest 265
Charleston 61	AREA 6	San Francisco 820
Central Car. 126	Kansas 51	Hawaii 30
Central Ala. 40	Kansas City 223	San Diego 121
Eastern Tenn. 57	St. Louis 251	Oregon 287
Central Fla. 411	Oklahoma 137	<u>2512</u>
Middle Georgia 25	Nebraska 66	AREA 11
Tenn. Valley 66	NE Oklahoma 107	Central NY 163
Chattanooga 40	Southern Ill. 62	Southern NY 136
Dixie 37	Mid-South 84	Western NY 158
<u>1567</u>	Arkansas 62	Finger Lakes 190
Overseas 61	Wichita 99	Mohawk-Hudson 115
	<u>1142</u>	Glen 141
Foreign 65		<u>903</u>
Nat. Life 31		<u>TOTAL 16,796</u>

ED NOTE: Out of 99 Regions, New England leads in population, Golden Triangle has the fewest members, and MO-HUD places #43 on the scale...a little better than half way up.



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Sal Baisley

Racing Program Committee

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