



## Gearing Up!



*The Feb 4 MoHud go-kart event at Checkers Out Speedway in Johnstown has folks gearing up for another season in solo and racing. More photos inside on pages 0-0.*

**CORRECTIONS:** Editorial error: last month's cover pictures mistakenly identified those pictured incorrectly. Shown with Jim Bishop & Greg Rickes is Craig Robertson, not Roberts. In the bottom photo, the crew member with Tom Campbell is Dave Riggi. Apologies to all!



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The KnockOff is the official publication of the Mohawk-Hudson Region, Sports Car Club of America. Opinions expressed here are not necessarily those of the Mohawk-Hudson Region or of the Sports Car Club of America.

The general membership meeting is held on the first Wednesday of every month at 7:30pm at The Orchard Tavern, 68 No. Manning Blvd., Albany, NY.

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<http://www.mohud-scca.org/>

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# RE R E P O R T

Russ Burckhard

## March 2012 RE Report

March 1-3 is the date for the SCCA National Convention. It is looking like Mohud will have a pretty good representation. The Roundtable is set for March 17-18 in Pocono PA. April 14<sup>th</sup> is the date for the annual Tech party. More details to follow. We have a date for a National race at Lime Rock on June 22-23. The Solo program is still working on their schedule. DJ is working on firming up the date for the PDX at Lime Rock. It is scheduled for October 20<sup>th</sup>. Our Street Survival guys are looking to hold 2 events this year. We are still looking for someone to head up the Rally program.

We held the second of 3 events at the Checkers Out go kart facility. The next event is on Feb 25<sup>th</sup>. Go to <http://www.mohud.motorsportreg.com/> to sign up.

# SOLO Report

Russ Burckhard

## March 2012 Solo Report

Unfortunately I do not have any additional news to report on the Solo schedule other than the confirmation of the Adirondack Corvette Club's Charity event.

Sad news for the AMEC guys: Malta Speedway has gone back to dirt. This was the site for their high speed autocross events. We welcome them to attend our events this season.

<i>May 5-6</i>	T&T, Event 1	
<i>June 2-3</i>	Street Survival, Event 2	
<i>July 1 or 15</i>	Event 3	
<i>Aug 11-12 or 25-26</i>	T&T, Event 4	
<b>Sept 8</b>	<b>Adirondack Corvette Event</b>	<b>Prospect Mountain</b>
<i>Sept 15,16</i>	Street Survival, Event 5	
<i>Sept 22,23</i>	Parent Survival, Event 6	
<i>Oct 14</i>	Event 7	

*Italics are tentative. Bold are confirmed.*

# COMPETITION REPORT

Jack Hanifan

## 2012 March Competition Report

**NARRC Banquet-** With ten days notice NY Region has scheduled the NARRC Banquet for Saturday February 25<sup>th</sup> at the Boathouse Restaurant in Lakeville, Ct. The Banquet is open to all members, cost is Thirty dollars per person. There will also be a Solo event at the track in the morning. For more details check out the NARRC website.

**70 is the new 60.** - Among the changes in the 2012 GCR are the requirements for Medical examinations. The full requirements can be found on page 125 of the GCR but basically drivers aged 15-39 must submit a new physical form every five years, those 40-49 every three years and 50 to 69 every two years. Drivers aged 70 and over, every year. The examination has to be within 3 months of the application date.

**Helmets etc.** - Not wanting to be redundant, but remember all helmets in 2012 must have a 2005 or newer SNELL SA rating and all drivers must have a SFI approved head and neck restraint. Check your belts to make sure they are compliant; remember some belts have both an SFI and an FIA sticker on them. If the SFI sticker is expired but the FIA sticker is compliant the belts are OK.

**NARRC and NYSRRC and NATIONALS** - If you have any thoughts or complaints about either of our Regional Racing Series or NeDiv National Racing, please email me and I will voice your concerns at the appropriate meetings at the Spring Roundtable in March at Pocono Manor.

**Race Car for Sale:** 1985 VW Jetta ITB. Very reliable race car with no DNF's. Consistent top 5 at NHMS and Watkins Glen. Log book available. Race ready with shine racing Quaiffe transmission, Bilstein coil overs with Eibach springs, spherical bearings in front control arms and rear axle, Ground Control camber/caster plates, Accusump System, Revolution 13" wheels, Shine rear sway bar, steel braided front and rear brake hoses, new paint (White). Engine just freshened up with new head gasket, timing belt, plugs....bearings. Many spare parts including doors, hood, engines, transmissions, rear axle.....too many to list. Asking \$3,500.

Call Mike at 518-209-8352.

## Campbell Brothers Racing – 2011, Our Great Adventure

*by Tom Campbell*

In early 2010 Tom bought a new F Production Miata as a retirement present. Well, it was almost new. It was two years old but only had one event, a driver school, in its log book. Unfortunately, it took most of the 2010 season to work out the design problems that hadn't been identified because of that lack of run time. By the end of the year, though, it was a substantially better car and Tom had some class wins at Watkins Glen and Limerock. At the October Watkins Glen event Tom asked Charlie to try it. Charlie was always faster than Tom and this would be a chance to see what additional capability the car had. During the race Charlie was lapping at times within a few tenths of a second of the class pole time at the July National. With that the idea was started to put Charlie in the car for the 2011 season.

Over the winter the plans were developed. Charlie would bring his Spec Miata and Tom would bring his F Production Miata to the NEDIV National races and Charlie would drive both. If all went well, both cars would go to the Runoffs at Road America in September. While the immediate goal was to get both cars qualified for the Runoffs, a goal was also set to win the NEDIV points championship in the FP car and finish in the top three in the SM.

It was a very busy year. Starting with the race at New Hampshire in April, nationals were run at New Jersey, Nelsons Ledges, Watkins Glen (double), Beaver Run, and Pocono (double). For the F Production car a flat tire cost a win at New Hampshire. The suspension problems thought to have been solved in 2010 showed up again at Nelson Ledges and caused a DNF. At New Jersey a continuing shifter design problem took the car out of second place. But the car showed great speed and Watkins Glen brought a strong second place on Saturday but an engine failure took it out on Sunday. Following the unplanned engine rebuild, wins at Beaver Run (along with a lap record) and both of the Pocono races (one in heavy rain) moved Charlie to the top of the division and wrapped up the championship.

While all this was going on Charlie was also running the SM car. Steady top five finishes, highlighted by a win at the Great Lakes National at Nelsons Ledges resulted in a season end second in the Division Championship behind the guy who has been champion for the past several years. Charlie also took the SM car to the June Sprints in order to get some track time there before the trip to the Runoffs in September.

With both goals for the NEDIV season checked off it was time to get ready for the Runoffs. There were only 4 weeks between the last race at Pocono and the Runoffs and both Tom and Charlie had other commitments to fit into that time. Both cars needed engine work and the SM needed a fair amount of body work as well. The SM motor went back to the builder to be freshened. The FP motor was not only tired after two full seasons but damaged from the dropped valve at Watkins Glen. Tom decided to have a complete new motor built specifically for the Runoffs. Then the waiting began. The SM motor got back to Charlie three days before he was planning to leave for Road America. The FP motor showed up in New York four days before Tom was to leave. The FP motor installation was completed on Sunday, a short break-in was accomplished on the Synapse dyno on Monday and Tom left for Charlie's place on Tuesday morning. He helped Charlie finish the SM Tuesday afternoon and they both left for Road America from Pennsylvania on Wed.

Arrived at the track late on Wednesday but too late to set up. Thursday was set up day in the paddock. We had a very nice spot, actually three spots, in the Mazda compound and were able to set up a comfortable arrangement for the coming week. Friday was test day. We ran only the FP car since Charlie had the June Sprints experience with the SM car. This also served as the break-in for the new motor. The test went well and the differences in the cars made the test day a wise decision. Entirely different shifting and braking points were encountered and, of course, the cornering speeds were substantially higher. There were three sessions and between the second and third we changed the rear end. We had been using one that was so tight that it was essentially a locked differential and it had been causing a corner exit push all season long. During the break Charlie build up a new one with less limited slip preload and this was the first opportunity to try it. It gave us the improvement we hoped it would and the lap times showed it. On Saturday we put the FP car on the chassis dyno and the engine builder did a tune up which gained a few more valuable horsepower.

It was raining on Monday, the first day of qualifying, and we decided to not go out in the FP car (it was the first group at 8am). Weather was a bit better in the afternoon and Charlie did go out in the SM car to shake it down and refamiliarize himself with how it worked around the track. Qualifying on Tuesday, Wednesday and Thursday went without too much difficulty. We did pull the FP transmission to fix the recurring problem with the shifter (there was a shaft joint inside the case that we welded instead of the dowel pin that was failing). Charlie changed the transmission in the SM car after the Wednesday session as it was starting to show problems that were expected and the change was planned for some time before the race. We had set a goal of qualifying the FP car in the top 10 and being in the top three Miatas (there were 24 total entries including 9 Miatas). Lap times came down on each session and by the end of the qualifying on Thursday we were fifth overall and third Miata. SM was a very strong field and Charlie qualified 24<sup>th</sup> out of 35. He had set a goal of being in the top 15 so would have to pick it up in the race.

The F Production race was on Friday morning. Weather was good, a little cool but dry and sunny. Charlie stayed with the leaders for the first third of the race but then the car behind him closed and they battled for the next third of the race letting the lead pack get a gap on them. Soon they were racing for fourth as attrition took out one of the lead four cars. Shortly after that battle was resolved in Charlie's favor the next car from behind caught him and they battled through the last third of the race to the end. We found out after the race that the left front tire was giving up. We had started the race on a scrubbed set of the soft compound tires believing that the cool weather would help the tires last the distance. We would have been better off starting with the soft tires on the right but the harder compound on the left. By the end of the race the left front was down to the cord on the outside edge. Through that last bit of the race another of the leading cars fell out with mechanical problems and now Charlie was battling for third. He was fourth going into the last lap but had a plan and was able to repass into third and hold the position by only .019 seconds at the finish line. Podium finish in his first Runoffs appearance – well done!

The SM race was on Saturday morning. As we all have come to expect from SM races there was heavy racing activity throughout the field. Charlie started 24<sup>th</sup> but continually worked his way forward. Some of the progress was by out racing those in front of him; some of it was through attrition of those closer to the front of the pack. He drove a clean race, came through

the entire weekend without a mark on the car, and by the last lap had gotten into the top 15 where he had hoped to finish. But, unfortunately, one last try to advance caused a spin on the last lap and he fell back to a final position of 18<sup>th</sup>. This improved to 16<sup>th</sup> after the post-race tech made a few changes to the final results. Not quite up to expectations but a fine race nonetheless.

To recap, we had a great time throughout the season and especially at the Runoffs. Met our goals, made some new friends, saw a new track, and improved the equipment. It was a big commitment of resources, especially time away from home, but we expected that. Driving two different cars at each race was a big demand on Charlie but there were only a couple times when they were back to back sessions and he held up well. We decided to not even think about next year yet. Don't let the season's highs or lows drive the decision but take a break from racing for a couple months and then consider if we want to try this again.

## Minutes – Executive Board Meeting - January 23, 2012

### Call to order – 7:30 pm

**Membership** – Street Survival participants have received an SCCA complimentary membership. The Board discussed ways to welcome the new members to Mo Hud. We will send them a welcome mailing and offer them a discounted rate to their first Autocross event. Will S. will draft a welcome letter and share with Jim for review prior to mailing. Will also suggested that we advertise our events in Grassroots Motorsports to attract new members. This will be taken under consideration.

**National Convention** – Jim Bucci and Jack Hanifan will be attending the National Convention in Las Vegas. Motion made and approved to send Will to the Convention to represent Mo Hud at the Solo and Street Survival seminar.

**Knock Off** – no report.

**Solo** – Advisory meeting was recently held. Schedule includes: 7 Solo events, 2 test/tunes, 2 Street Survival, and one Parent Survival (a Solo school for the parents of Street Survival participants). We will need new limer (for making lines on the Solo course), radios, fire extinguishers, and tech stickers.

**PDX** - PDX tentatively scheduled for October 20<sup>th</sup> at Lime Rock Park.

**Activities** – Checkers Out karting event was recently held. We will try to keep the cost to \$20/ hour per participant.

**Competition** – Jack reminded everyone that competition cars must now have legal weight posted on the side of their car. A new “alternate” driver’s school can now be put on by Regions. We can use a PDX or a Test/Tune track day to issue a Novice license. Spring Tech Party is in the works.

**Old Business** – none.

**New Business** – Chip distributed the proposed upcoming annual budget. Roundtable will be March 17<sup>th</sup> in Pennsylvania. Russ will be attending. Motion made/approved for Will S. to attend as Street Survival Chair.

## Membership Meeting Minutes – February 1, 2012

Meeting called to order at 7:40 pm.

**Secretary** – minutes from last meeting approved.

**Membership** – all Street Survival participants were given a one year free SCCA membership. Discussion followed about how to welcome these new members to the Club/Region. Emails have been sent out inviting them to the Karting event this weekend, as well as directing them to the Mo Hud website for a schedule of upcoming future events. Motion made and approved to offer these individuals one free entry to an Solo event, a reduced fee to any future Solo events this year (to cover insurance costs), and free entry to the Mo Hud race.

**Street Survival** – two events are tentatively scheduled for June and September 2012. Will S. and Kevin Belden will be attending the Street Survival Summit at the upcoming National Convention in Las Vegas.

**Knock Off** – Jack reminded members to submit their article on time to the editor – the 15<sup>th</sup> of each month.

**Treasurer** – no report.

**Solo** – Advisory Committee recently met. A tentative scheduled has been worked out, which includes a parent “Street Survival” event.

**Rally** – we are still looking for a Rally Chair.

**PDX** – Saturday, October 20<sup>th</sup> is the scheduled date at Lime Rock Park. Bruce asked that members attending the National Convention solicit information from those attending about the direction of SCCA PDX events and report back to the membership. The region may want to look into holding a time trial in conjunction with the PDX (in the future).

**Activities** – Pete is receiving a fairly large number licensing waiver requests and novice permits. Checkers Out Karting Event will be Saturday, February 4<sup>th</sup>. 15 members are already signed up. If more members sign up, the entry price/person will go down. Motion made and approved for the Region to donate \$100 to the event to bring the cost down.

**Competition** – Tech Party will be 12:00 noon Saturday, April 14<sup>th</sup> at Bob Karl’s shop. All cars must post the correct minimum weight on the side of the car where it is clearly visible to tech scrutineers (unless it is a spec/formula series that has one weight assigned). Head and Neck restraints are now required. If it is an older HANS and does not have an SFI sticker, the restraint must be returned to the manufacturer so that the device can be recertified and a new sticker applied. The Mo Hud National Race race will be at Lime Rock Park on June 22 – 23. SCCA is now offering an alternative to attending a driving school in order to get Novice permit. An individual may participate at a track event such as a PDX with an SCCA instructor, who may then sign the participant off for a Novice Permit.

**Old Business** – John Sheridan’s father recently passed away. The membership offers condolences.

**New Business** – Chip presented the 2012 budget to the attending membership. Budget approved unanimously.

Roundtable will be coming up Pocono on St. Patrick’s Day weekend.

Meeting adjourned at 8:35 pm.



# Checkers Out Karting Event

Saturday, February 4<sup>th</sup>







# Monthly Membership Report 2/17/2012

Will Schambach

**New member report 2/17/12 from: 1/17/12 to: 2/17/12.**

*Please welcome these new members to the region.*

<b>Name</b>	<b>Joined</b>	<b>City</b>	<b>State</b>
Chris McCormick	1/25/12	Oak Hill	NY
Beth Moeller	2/3/12	Saratoga Springs	NY
Ben Moeller	2/3/12	Saratoga Springs	NY
Paul Bishop	2/10/12	Saratoga Springs	NY
Bill Dosch	2/16/12	Niskayuna	NY

**Interests report as of 2/17/12.**

## **Solo**

Paul Bishop	<b>Club Racing</b>
Bill Dosch	Chris McCormick
	<b>Rally</b>
	Paul Bishop

**Anniversary Report as of 2/17/12**

<b>Name</b>	<b>Joined</b>	<b>Years</b>
	<b>February</b>	
Brian Blizzard	2/11/97	15
Patricia Blizzard	2/11/97	15
Bill Blizzard	2/11/97	15
Wayne Green	2/11/97	15
Jeff Lehner	2/20/02	10
	<b>March</b>	
Michael Bromirski	3/4/97	15
Joe Sell	3/5/02	10
Jeannette Udway	3/19/97	15
Kevin McIlvain	3/27/02	10

**There are 342 members in the region.**

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## FYI to All:

The KO emailing list is constantly being updated via several sources. If your email address is incorrect, out of date, or missing, please send an email directly to your editor, Lisa Hanifan: [lhhanifa1@nycap.rr.com](mailto:lhhanifa1@nycap.rr.com)

I apologize to anyone who has not received their KO. The list with email addresses received from the National SCCA office is only as accurate as it can be using the membership application information supplied by individuals. If that information is missing and/or incorrect or unreadable, it will remain that way until each member confirms the address correctly.

Also, if you aren't a member and wish to become one, it's a very easy process. Our website contains all the information you need. Visit: <http://www.mohud-scca.org/about/join/>

If you have questions about the club, join us at a monthly meeting on the first Wednesday of each month at the Orchard Tavern, 68 N. Manning Blvd, Albany, NY (518-482-5677) at 7:30pm. Everyone in attendance will be glad to help.

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