

The Mo-Hud

Knockoff



NEWSLETTER OF THE MOHAWK-HUDSON REGION SPORTS CAR CLUB OF AMERICA (Mo-Hud)

September 2016

The REport

Please mark your calendar for Sunday, November 6. We will be holding a Tire Rack Street Survival school at the Saratoga Automobile Museum. Did he say Novembrrrrr? I did. Hey, if it snows, think how easy the skid pad will be? I know the date is not ideal and certainly understand your concerns. However, an earlier date was simply not possible.

Both the museum and The Tire Rack have asked us to please be available to host another event this year. Overall, the number of TRSS events nationwide is down and that affects the time, money, and resources the Tire Rack contributes to the program. Therefore, I ask for your help and understanding with organizing this event for November.

Our chief driving instructor for the event, Kevin Belden, will be contacting all our instructors asking if they are available for the event. Please consider this the first "call out" for instructor help. Also, if you've helped us out at past TRSS events as a cone shagger, traffic control, registration, etc., we hope you will be able to help us out again on November 6. If you haven't helped us out at a past TRSS event and you are curious about what goes on at a Street Survival event, please join us and I'm sure we can find something for you to do! Extra hands are always appreciated. The Tire Rack Street Survival teen driving events are very worthwhile programs and your support is truly appreciated. Instructor and student registration should be open on motorsportreg.com by the middle of September.

For those who may not have heard, Lisa Noble has resigned as President and CEO of the Sports Car Club of America to pursue other challenges, the SCCA Board of Directors announced on August 10th.

Noble had previously served on the Board of Directors, including as Chairman of the Board, for six years before transitioning to the President's role in October of 2013. An SCCA member since a teenager, Noble will continue to compete in the Club's road racing and U.S. Majors Tour program in her Formula Vee. The entire article is available at SCCA.com.

For the good of the sport,

- Jim Bucci -

Coming Events

- **September 7:** Wednesday, 7:30pm. MoHud Membership Meeting. Orchard Tavern, 68 North Manning Boulevard, Albany.
Contact: Jim Bucci hdjimbu@gmail.com
- **September 9 - 11:** Friday - Saturday. Watkins Glen Vintage Grand Prix. Races/ events celebrating 60 years at the "permanent" circuit.
Information: <http://theglen-grandprix.calls.net/> and <http://www.grandprixfestival.com>
- **September 16 - 18:** Friday - Sunday. Glen Region SCCA "Fun One" races. Watkins Glen International Raceway.
Contact: Allan Kintz akintz@gmail.com
- **September 19 - 25:** Monday - Sunday. SCCA-Garmin VIRB 53rd National Runoffs. The Breeder's Cup for hydrocarbon-powered horses and their jockeys. Mid-Ohio Sports Car Course, Lexington, Ohio. To see what MoHud racers had to do to qualify, look for <http://www.scca.com/articles/1999092>
- **September 25:** Sunday, 8:00 - 5:00. MoHud Solo Points Event #5. OGS McCarty lot, Thruway exit 23.
Contact: Russ Burckhard russtuck@gmail.com
- **October 7 - 8:** Friday - Saturday. MoHud John Stim Memorial Races in cooperation with New England Region regional races at Thompson Speedway Motorsports Park, Thompson Connecticut. Double points for MoHud members; additional details to follow.
- **October 9:** Sunday, 8:00 - 5:00. MoHud Solo Points Event #6. OGS McCarty lot, Thruway exit 23.
Contact: Russ Burckhard russtuck@gmail.com
- **November 4 -5:** Friday - Saturday. The Breeders Cup for hay-powered horses and their jockeys. Santa Anita Park, Arcadia, California.
<http://www.breederscup.com/about>
- **November 6:** Sunday. **MoHud -Tire Rack Street Survival school for teens.** Saratoga Auto Museum grounds. Unless you will be returning from Santa Anita that day, you should be planning to give a hand.
Contact: Jim Bucci hdjimbu@gmail.com

Background- Racers Greet a New Day at Pittsburg International Race Complex

Pics Wanted

MoHud club racers, and anyone else who would like to see themselves publicized in the NorthEast's finest SCCA regional newsletter, are asked to send the editor a picture of themselves -- artfully and decorously posed with their race car or other appropriate prop. Any bio stuff you wish published far and wide is also appreciated.

Please E-mail your PDFs, TIFFs, etc to < paul@dianenpaulmalecki.org >

SOLO Report

We held our third points event of the season on July 24th. The weather was another bright, sunny, and hot day. The temperatures had climbed well up into the 90's. A slight breeze took a little bit of the edge off of the heat, but not much. If you were like me and not smart enough to use sun block, you came home with a sunburn.



60 competitors came out to run and may or may not have noticed a change of some of our key people. It is that time of the year where life happens. Vacations, interviews, what have you, caused some absences. Usually we have been lucky and only had no more than 1 person missing at an event. This time we had multiples. Fortunately we had other competitors step up and take over for the missing people. So I hope that the ones that could not make it had a good time and accomplished what they needed to do. I also want to thank them for what they do when they are here. To the people that stepped up and filled in, thank you as well. You did a great job and it is appreciated.

We had the highest amount of novices this year as 18 were listed as novices (welcome to all and thanks for coming). Jon Kirschman continues to bring fresh ideas to his course designs. His designs seem to be liked by many as he received a round of applause at the drivers meeting and by the many praises of the course that I hear throughout the day.

Competitors times ran from the low 30's to the mid 50's. There was a shakeup at the top of the speed lists. The FTD was set by the same vehicle as last two events but this time the 89 Raptor F Mod car was driven to the top spot by Saul Morse's 16 year old son Ian Morse. Ian's run of 31.6 was over a second and a quarter faster than his dad's. The fastest fendered car was Lyndon Peck in his 95 BMW 318ti, running a 34.9. The top of the Pax list belonged to Ian Morse with Joe Lagdao just .03 behind in a 2015 WRX. Phil Reddington held third, Russ Gorman ran fourth, and Jose Martinez rounded out the top five on the Pax list. Top class winners were Phil Reddington in the Pro class, Joe Lagdao in Street, Charles Dickenson in CAMS, Ian Morse in Prepared/Modified, Adam Torrey in Touring/Modified, Adam Wright in Street Prepared, and Johnathon Burckhard, who did exceptionally well in his Kart setting the 8th fastest raw time. Full results can be found at <http://www.mohud-scca.org/solo/schedule-results/>

Update on the bus. David Peters acquired a seat for us (thanks Dave) and I installed it prior to the last Guptil's event. It is much easier to be able to transport people (in this case my kids) with the bus. Hopefully I will have more to report on the graphics next month.

- Russ Burckhard -

Upcoming Solo Schedule

Sep-25	MoHud Points event 5	McCarty Ave
Oct-09	MoHud Points event 6	McCarty Ave

Other area solo and autocross events

Sept 17-18	Tri Vettes	http://clubs.hemmings.com/trivettes/events.htm	Edinburg NY
Sep-18	Poughkeepsie Sports Car Club	http://www.pscny.com/schedule/	Hudson Valley Mall
Oct-16	Poughkeepsie Sports Car Club	http://www.pscny.com/schedule/	Lake Taghkanic

PDX events (track events)

Sep-10	Patroon BMW	https://www.motorsportreg.com/orgs/bmwcca/patroon	Lime Rock
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MoHud Family Fun Night Out

August 3rd, Funplex, East Greenbush



Dave Hathaway leads Peter Kroth through Big Bend



Bruce Kosakoski “chairs” a bench-racing session between Harry Adalian and Thom O’Connor



Anthony Bucci puts pressure on Pete Smith and Dick Stewart



Kay & Ernie Riggi, Clark Nichols view the scene from the paddock



Peter Kroth starts thinking about the '17 runoffs



Kroth, behind A. Bucci on the grid, plans his start strategy



Trish Bucci reminds Kroth that roller derby rules apply here



The family that races together stays together
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Watkins Glen '56... ah yes, I remember it well.

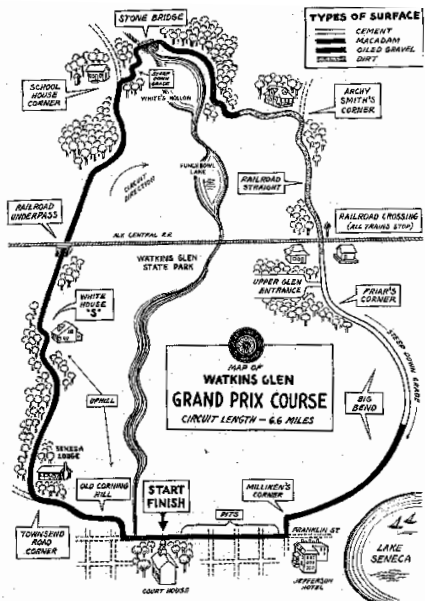
This September marks the 60th anniversary of the "permanent" road racing circuit at Watkins Glen, a circuit meant to replace the earlier over-the-roads course that had witnessed several driver and spectator fatalities, as well as interrupting the New York Central's Elmira to Canandaigua line.

My first experience at the Glen was in 1956, the first year races were held on that permanent circuit. I had convinced my parents that this was going to be a really keen all-day picnic, and Coach Fitzgerald had given his OK for me to miss that day's football game - we were playing some small diocesan high-school on the way to our undefeated season. I think my parents were okay with the idea because they socialized with some of Bill Milliken's associates. (Milliken was the aircraft engineer who rolled his Bugatti Type 35A at the last corner of the 1948 race, a corner since known as *Milliken's Corner*.)

The first thrill of that day was the sound of Arnolt-Bristols revving incredible RPMs as they downshifted for the last corner before the pits. But the grandest sights and sounds were the brand new D-Jaguars driven in the Grand Prix by George Constantine and Jack Ensley (1st and 2nd, respectively). Walter Huggler, someone I never did hear about again, DNF'd. The Ds whipped some fierce competition that day, including Paul O'Shea's 300SL, several Allards, Bob Said driving one of Luigi Chinetti's Ferrai Mondials, two Ferrari Testa Rosas, another Mondial, and Bill Sadler in one of his specials. Denise McCluggage drove a Jagaur XK140M in the GT race, and Gordon MacKenzie drove an XK120 in the same race, although I can't say if he wore his famous MacKenzie kilt while dicing with Denise.

If you were there, it became obvious during the first race that the newly laid pavement was breaking up in the corners. All the races were shortened, and I later learned that a mid-morning drivers' meeting was called to discuss whether or not to go on with the show. Most of the production cars' front ends were heavily taped to minimize damage from the chunks of asphalt being tossed up by cars ahead. Still, it was quite a show!

It's been widely reported that Bill Milliken used resources at Cornell Aeronautical and New York DOT in designing the Watkins Glen circuit to mimic design features of public roads. What many people don't realize is how his team used early defense technology to match the topology of the new course to the topology of the original around-the-streets course. Starting at the new pits (old: Franklin Street) you went up the fast uphill (old: 329 past the Seneca Lodge), ended the straight at the hairpin (old: the stone bridge), then came through the fast bends (old: Station Road and Division Street), finishing at the downhill hard right (old: Milliken's Corner). And for both courses, what more famous race course did they mimic? (I'll leave it to you to figure it out, but it starts with "Spa.")



< 1948 COURSE

1956 COURSE >

Milliken's team used WWII aerial stereophotogrammetry, as perfected by Signal Corps exercises in the nearby Cherry Valley and Catskills c.1943, to plot elevations and linear distances more accurately than any extant topo map. You can still find some of these photos on the Internet.

- Paul Malecki -



Crew Chief Quiz...

Something is Wrong With this Picture. What?



Answer: GCR 9.3.29, A,B,C

Each car shall carry identification numbers and class letters per A and B, below, SCCA logos per C, below; and any markings required by the Supplemental Regulations.

A. Numbers and Class Letters Numbers shall be placed on the front and both sides of the car so that they are legible. ... Numbers may be 1, 2 or 3 digits. 3 digit numbers must start with the number "1". Class letters shall be placed on both sides of the car so that they are legible...

B. Size of Numbers and Class Letters

Numbers shall be at least 8 inches high, with a 1.5 inch stroke on a contrasting background ... Metallic (reflective) numbers and class letters are prohibited. The distance between 2 numbers shall be at least as wide as the stroke of the numbers. Class letters shall be at least 4 inches high, with a 1/2 inch stroke on a contrasting background.

C. SCCA Logo

... Each car competing in an event shall display the official SCCA field logo unobstructed and prominently on both sides of the car and adjacent to the side numbers. A third logo shall be displayed on the front of the car unobstructed and prominently near the front number. ...

You spotted that right away, didn't you?

Membership Report

The membership count for Mohawk Hudson Region now stands at 536. This may very well be an all-time high for us. In *SportsCar* magazine we have been in the top three regions in SCCA for percentage gain for two months running (for regions of similar size).

Between July 1 and August 3rd we had 21 new members. They are listed below (in order of join date) with the club interests they selected, if any.

- Jim Garry -

New Members

Rukhsana Shahnaz	Averill Park	Club Racing
Darchele Downie	Troy	Club Racing
Michael Corrigan	Troy	Club Racing
Maximilian Domicich	Glenmont	Club Racing
Elizabeth Ferrannini	Hoosick Falls	Club Racing
Nick Jones	Mechanville	Solo, Rally, Club Racing
John Williams	Waterford	Solo
Robert Ellis	Wynantskill	Club Racing
Andrew Cushing	Melrose	Solo, Club Racing
Kiara Chapko	Troy	Club Racing
Daniel Purcell	Albany	Club Racing
Michele Kagel	Johnsonville	Club Racing
Judith Gunberg	Valatie	Club Racing
Thomas Lilkas	Selkirk	Club Racing
Lou Pirro	Schenectady	
James Tesoriero	Rensselaer	Club Racing
Frank Niosi	Hannacroix	
Luke Niosi	Hannacroix	
Salvatore Baisley	Schenectady	
Sheri Ann DeJan	Ancram	Solo, Rally
David Austin	Saratoga Springs	Club Racing

Significant Anniversaries

Five Years

Nelson Guay

Ten Years

Stephen Crowley
Brian French
George Kline

Twenty Years

Russ Burckhard
Andy Furlong

MoHuders in Action



“I couldn’t have done it without my trusty steed, # 83.”
 Jim Bucci takes 1st in class at
 Pittsburgh International Raceway



Skyler Weisenburger climbs a mountain

*(Is this a bad time to mention that New Jersey
 warehouse where they staged
 the Moon landings?)*

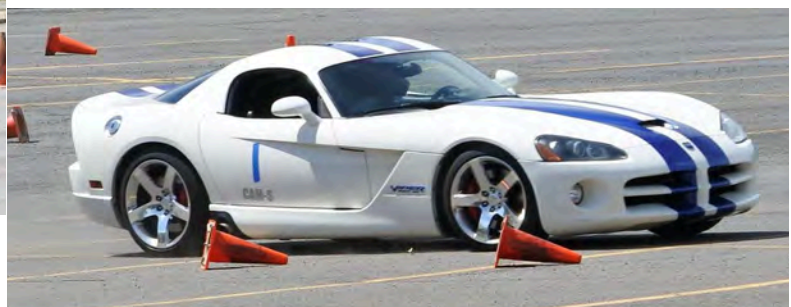


Christopher Keenan gets smoother as the season goes on



At the moment, he’s not thinking about tires...

He’s thinking:
 “What was that about sway bars on page 65 of
How to Autocross?”



Stephen Law treats the crowd visually and aurally

Mo-Hud Officers and Contacts

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Assistant RE

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Treasurer

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Competition Chair

Jack Hanifan jackhanifan@hotmail.com

Rally Chair

Trish Bucci trimar71@gmail.com

SOLO Chair

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Membership Chair

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Chief of Pits

Clark Nicholls cwnicholls@aol.com

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Chief, Flagging & Comm.

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NeDiv License Chair

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

Membership meetings of the Mohawk-Hudson Region SCCA are held on the 1st Wednesday of the month, excepting July and August, 7pm, at the Orchard Tavern, 68 North Manning Boulevard, Albany.



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