

The Mo-Hud

Knockoff



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

November 2016

The REport

Give Thanks-

This is the end of the season for most of us and Thanksgiving is only a few weeks away. During this time of giving thanks please take time to thank those whose friendship and assistance you have enjoyed this year.

Having just "finished" our racing season, I found myself particularly disposed to give thanks. So I wanted to call out a few special friends and honor a few people who made this year special for Trish and me. I hope you find some inspiration here or can join us in congratulating these people.

First, to my friend Mike Sperber, thank you. I don't believe any of you know him but his help during our race weekend at VIR was invaluable.

Thank you to all the race workers, from registration, to stewards, flaggers, and everyone in between. Without your dedication, it would not be possible for racers to enjoy the sport we love.

Thank you also to the officers and members of the Mohawk-Hudson region. Thank you all for your support and dedication to the club.

Finally, thank you to my wonderful, understanding wife Trish. It is only through her love and support that I am able to be a part of this crazy, awesome adventure we call motorsports.

- Jim Bucci -

Reminders:

Tire Rack Street Survival, Sunday November 6. **HELP NEEDED**. Details in this issue.

Awards banquet and annual meeting - Saturday, December 3. Details in this issue

Help Wanted



Sunday, November 6th, 2016, 8:00am – 4:00pm

Saratoga Auto Museum, 110 Avenue of the Pines, Saratoga, NY

The primary emphasis of a Tire Rack Street Survival® event is a "hands-on" driving experience in real-world situations. In the classroom and in their own car, teens learn about handling limits and how they apply to their car. The object of Street Survival is to show teens how to become more observant and better in control in any driving situation, especially in traffic.

Volunteers are needed to shag cones, assist with registration and lunch and to be in-car coaches. Please consider spending a day helping to save teen lives.

Help with course set-up would also be appreciated on:

Saturday, November 5th, 2016 at the SPAC Lot, Route 50, Saratoga, NY; Time: TBD

We need your help to make this a successful event. In addition to volunteering during the event weekend, you can help by sharing information about Tire Rack Street Survival with your family, friends and co-workers. We have flyers available to hand out, post on bulletin boards, or to send through email.

For more information, Jim Bucci: jjbucci@hotmail.com – or- Trish Bucci: trimar71@gmail.com

Street Survival FAQ @ www.streetsurvival.org/frequently-asked-questions.php

Coming Events

- **November 2:** Wednesday, 7:30pm. MoHud Membership Meeting. Orchard Tavern, 68 North Manning Boulevard, Albany.
Our next membership meeting will be held in the back room at [The Orchard Tavern](#), in Albany on Wednesday, November 2nd. Stop by and share some food and drink with your fellow members.
Formal meeting starts at 7:30pm, but we start gathering around 6pm.
Contact: Jim Bucci hdjimbu@gmail.com
- **November 6:** Sunday. **MoHud -Tire Rack Street Survival school for teens.** Saratoga Auto Museum grounds
You should be planning to give a hand.
Contact: Jim Bucci hdjimbu@gmail.com
- **November 15:** Tuesday. Ballots for Area 10 Director must be received by Mize Houser & Company.
Our Jack Hanifan is running against Finger Lakes' Earl Hurlburt. *You should have received your ballot in the mail.*
- **November 26:** Saturday. "Lost Speedways" program at Saratoga Automobile Museum. <http://www.saratogaautomuseum.org>
- **December 3:** Saturday. MoHud annual meeting and awards banquet. German-American Club.
Contact: Eric Smith ejevo8@gmail.com

Annual Award Banquet & Membership Meeting - Saturday, December 3rd; German-American Club of Albany 32 Cherry Street, Colonie

6pm - Hors d'oeuvres and Cash Bar
7pm - Dinner - Buffet Style
8pm - Club Racing and Solo Awards following Dinner

Last year's site for the annual awards banquet and membership meeting was such a hit that we decided to repeat that recipe for success! The German-American Club is proud of a 120-year tradition of promoting German heritage, featuring monthly "heritage dinners" and special events. Visit their website at <http://www.germanamericanclubofalbany.com/index.html>.

The MoHud Banquet price is \$25 per adult, \$10 per child.

Your RSVP must be received by November 23rd; send to Eric "EJ" Smith, 7 Oneida Ct, Slingerlands, NY, 12159. Make your check out to "MoHud SCCA," and note the total number in your party (members and guests).

Questions? Email EJ at EJEvo8@gmail.com.

The German-American Club of Albany, at 32 Cherry Street, is located off Fuller Road between Railroad Avenue and Route 5 on the edge of the warehouse district, Southeast of the Colonie Center shopping mall. The club is easy to get to from Western, Washington, or Central Avenues, and is less than a mile East of Northway (I-87) Exit 2E. Prosit!

SOLO Report: September Final

We held our final points event of the season on October 9th.

The weather for this event started cool and stayed there all day. After starting off in the low 50's, we were lucky if it got into the low 60's. It was mostly cloudy with a slight breeze blowing all day. Looking out at what the competitors were wearing gave mixed signals on how it was. Attire ranged from shorts and tee shirts to long pants and winter coats. While I was not cold, I didn't go very long without my sweatshirt. I only took it off long enough to drive, but quickly put it back on when I was out of the car. I think the course could have used a fleece jacket because the pavement never really warmed up and grip was at a minimum.

58 competitors came out to run and compete. This included a free entry that was given away at one of the Guptil's car shows. A first for me was having a bachelor party at the event (Best wishes to Brad Moore and his future bride). What a great idea! These guys added to our novice total and put us at 19 for the day. This is the most we have had this year. It seems that friend referrals are our best recruiting tool.

The course did not go as Jon Kirschman had planned. On arrival we had about 10 cars parked in spots. Fortunately they were kind of grouped together. Unfortunately, the placement of the parked cars were blocking the best pavement on the lot. So Jon could not do his course as planned. However, he was able to flip his drawing and make a similar course work on the remaining pavement. The result was another fast, challenging, technical course that kept the competitors on their toes. Thank you Jon for doing a great job with the course designs this year. When entering the lot I noticed that it looks like there will be a little bit of work done in the near future. At the last event some of the old bent bollards were removed. This time, where the end of the lot meets the road has been ground down in what looked like preparation for some new pavement. (The lot was repaved a weekend later, October 15th and 16th. Time will tell how this affects solo events.)

Competitors times ran from the high 20's to one just touching the 40's. The FTD was set by Ian Morse in his 89 Raptor F Mod car running a 27.702. The fastest fendered car was Eric Smith in his Evo, running a 30.232. The traction of the all-wheel drive cars seemed to be key with the cold pavement. The top of the Pax list belonged to Ian Morse followed by Jon Staude in his 89 Honda Civic. Eric Smith held third, Saul Morse ran fourth, and Tom Taft rounded out the top five on the Pax list. Top class winners were Jon Staude in the Pro class, Tom Taft in Street, Charles Dickenson in CAMS, Ian Morse in Prepared/Modified, Adam Torrey in Touring/Modified, Adam Wright in Street Prepared, and Johnathon Burckhard in Kart. Full results, including year-end standings, can be found at <http://www.mohud-scca.org/solo/schedule-results/>

Now that the season is over, I want to thank everyone that has helped to make this a great year. This goes out to everyone that has competed at one of our events. No job is too small and every job is important. We could not have done it without you. All of you working together made our events run smoothly and it is really appreciated. **Thank You All!**

- Russ Burckhard -

ps: The MoHud Facebook site contains a zillion event photos by Stephenie Verkamp, but not the ones below



Not your Grandfather's P-40!
James VerKamp - Dodge Charger SRT



Veteran Racers Jack and Karl
Compare Miata Setups



It's True...
Amazon Delivers to the Paddock!

Competition Report

John Stim Memorial Regional- October 7th and 8th. Thompson (CT) Speedway, hosted by New England Region in cooperation with MoHud, in honor of early MoHud racer John Stim. Comprehensive results, including lap charts at:

<http://www.ner.org/wp-content/uploads/2013/05/2016-10-07-08-TSMP-John-Stim-Memorial-Complete-Results.pdf>

MoHud Drivers' best Overall or Class finishes:

Dave Ferguson	2nd	SRF3 (Spec Racer Ford 3)	
Greg Pecora	5th	T-3 (Touring 3)	
Tyler Reynolds	2nd	FV (Formula V)	
Bob Karl Jr	5th	SM2 (Spec Miata 2)	
Nick Karl	6th	SM2 (Spec Miata 2)	
Bob Karl	8th	SM2 (Spec Miata 2)	
Evan Karl	1st	SM2 (Spec Miata 2)	
Evan Karl	1st	SM (Spec Miata)	New SM track record

It should be noted that our rising star, Evan Karl, is not old enough to legally spray bubbly from the podium. Can you say "Max Verstappen?"

SCCA National Runoffs

As we reported last month, Charlie Campbell and Jared Lendrum represented MoHud at the SCCA National Championship Runoffs at Mid-Ohio. Charlie's adventures are recounted at length by his brother Tom in this month's KnockOff Journal.

Jared, running his 2013 Subaru BRZ in Touring 4, came in 5th in a 21-car field. He was one of seven drivers in the race to break the previous T4 course record. As there were several prior T4 national champions in the starting lineup, he represented MoHud in fine fashion.



Above: Don Knowles (North Carolina; 2005 Mazda RX-8) pressures Jared, but Jared pulls away.



Left: The Man, his Machine, a motley Crew.

What are those people in the tower doing?



Race Stewards

(Several months ago Jack Hanifan gave us a summary of what race stewards do. The following is an expanded version.)

I realize many drivers are not sure of what Stewards do at a race. Their duties are prescribed by Section 5.1.1. et al in the GCR.

The Chief Steward is in charge of the operation of the race. He has several assistants who manage different aspects of the race.

The Operating Stewards are in the tower and communicate with the Corner Stations and make decisions on things like *Full Course Yellow* and *Red Flags*.

The Safety Steward is responsible for making sure the course is safe and fills out incident reports when there is a crash. The Safety Steward also meets with any injured driver and gives him a "Green Card" and explains what to do if a participant has any Medical bills. The general rule is that if there are Medical Expenses, the driver's personal medical insurance is responsible and SCCA insurance pays for any uncovered expenses.

The Chairman of the Stewards is the counterpart of the Chief Steward. The Chairman checks all the licenses of the heads of each specialty, holds a court, if necessary, to settle any protests. When the race is completed he sends a detailed Observers Report to SCCA in Topeka. Stewards who are listed as SOM's (Stewards of the Meet) are members of his committee; their job is observe and take note of good and less-than-good incidents at the event. These SOM's may also sit on the courts. The Chairman of the Stewards is also responsible for the training of Stewards in Training at the event. To ensure impartiality, the Chairman of the Stewards should not be from the Region hosting the event.

You will recall that the June NER race at Lime Rock featured a Paddock Crawl. Chairman of the Stewards, a NNJR Steward, included this in his report: "The Pub Crawl was a great success, many race teams offered food and drink, and one the neighboring Regions- Mohawk Hudson, famous for their parties, hosted the Marguerita stand with Mexican snacks."

The Legacy of “Gentleman” Jim Kimberly and other early SCCA leaders

In its formative days, the SCCA was guided by members of great integrity. Cam Argetsinger from Odessa (NY) and Jim Kimberly from Chicago are among those who spring to mind immediately. Part of their legacy is a set of rules in the GCR (General Competition Rules), which continues their sense of fair play. Section 2.1 of the GCR specifies a set of behavior rules for all event participants:

- Bribery [2.1.1]
- Any action intended to enter an ineligible car or person [2.1.2]
- Fraud or any act prejudicial to SCCA or car racing [2.1.3]
- Reckless or dangerous driving [2.1.4]
- Failure to obey a direction or order of an official [2.1.5]
- Refusing to cooperate with, or obstructing, the Chief Steward, the Stewards of the Meeting (SOM), any court, or the Court of Appeals [2.1.6]
- Unsportsmanlike conduct [2.1.7]
- Physical violence toward any participant or spectator [2.1.8]

But for a racer, the most important rules may be found in Section 6.11, *Rules of the Road*. This Section stresses the right to “racing room,” and the requirement that other racers not be impeded. The adrenaline of racing, of course, frequently gives rise to “racing incidents” that involve car-to-car contact; these are usually considered in the spirit of “that’s racing,” or --if serious-- handled by protest sessions afterward by stewards at the event. For club races, it rarely goes further.

Therefore it was somewhat unusual to see a notice from SCCA Hq, dated October 6, 2016, that “In response to the incident that took place at the end of the American Sedan race during the 2016 National Championship Runoffs, the SCCA Board of Directors voted unanimously to suspend indefinitely the membership of [the driver] of car [number] in the American Sedan class. In accordance with SCCA Bylaw Article II Section 4.d, “The Board of Directors or the governing body of a Regular Member’s Region may suspend a Member at any time for infraction of any Club rule or any other cause if the suspending body deems the action in the best interests of the Club.” While the driver has the right to appeal, this decision sends a strong message concerning fair play. For more on the October 6th announcement, including a great deal of member comments, go to the SCCA website.

- OpEd by PaulM, Editor -

“Fairness” at the Solo Nationals

You may recall from Andy Furlong’s journal of the Solo Nationals, in last month’s KO, that he experienced the disruption of Heat 5 by a torrential line storm, and the subsequent decision of the Chief Steward to rerun the Heat. Drivers who had posted low times during the early dry conditions protested the rerun.

After due deliberation, the Nationals Appeals Committee reversed the Steward’s decision to rerun the heat, ruling that the early runs in dry conditions should count, and that any runs beyond a driver’s allotment of three be tossed. The crux of the Appeals Committee’s decision centered on the fact that Solo rules do not address weather as an event factor, and that among competitors “it has long been the tradition and understanding in Solo that the weather ‘is what it is’ - some drivers will benefit from a change in the weather while for others the change is detrimental.” The committee decision included an extended discussion of “fairness” in completion, stating that fairness “is one of the underlying guiding principles of the program.” For the full decision and comments, go to the SCCA website and search for “Howard Duncan.”

*Thanks to Jim Garry for alerting us to this decision and followup commentary by Howard Duncan,
SCCA Senior Director of Rally/Solo*

Membership Report

As of October 15th our membership is 538, up one from last month at this time. That is a very strong number and it's nice to see it holding steady. As you know, we are in a constant tug and pull of gaining new members and losing old ones.

If you have not been active recently and are thinking of allowing your membership to lapse, please consider the range of activities that are available and take part. Mohawk Hudson Region consists of an extraordinarily very friendly group of people who love cars and car activities. From autocross with your street car to road racing to flagging races to road rally to non-racing track days and more, there are plenty of ways to have fun. If you'd like more information, just call up anyone listed in the Mo-Hud Officers and Contacts page of this newsletter.

- Jim Garry -

New Members

Since September 13th, four more enthusiasts joined our ranks. They are:

Brian Borie	Queensbury
Robert Reighner	Greenville
Bradley Moore	South Bethlehem
Godwin Cuevas	Ballston Spa

Brian and Robert didn't check a special interest, Bradley checked them all, and Godwin is interested in Solo.

Welcome to our club! We are pleased that you chose to share SCCA membership with us.

Significant Anniversaries

Five Years

David Cowie
Jenna Cowie
Sheri Cowie



Fifteen Years

Michelle Burnham



Board of Directors Meeting Minutes, September 19, 2016

Orchard Tavern- Meeting called to order at 7:05 pm.

- **Tow Fund for Runoffs** - discussion on budgeting distribution of the Tow Fund for the upcoming year. Budget already has money allocated. Distribution structure will be voted on at the next general membership meeting.
 - **Holiday Banquet** - proposed that it be held at the German American Club, same as last year.
 - **PDX** - discussion about risk/benefit of Mo Hud holding a PDX, perhaps with Patroon.
 - **Solo** - Assemblyman Santa Barber's office contacted Jim about TRSS. Rotterdam Square Mall may be a possible site. Russ will take a look at the site and report back to the Board.
 - **Promoting the Region to the public** - a number of ideas discussed, including having a couple of SCCA Tech Parties, including one for Solo, in a more public site. Also suggested is participating in the Saratoga Museum Auto Show. Also discussed - Mo Hud support of the RPI SAE Racing Team. Decision pending.
 - **Knock Off** - editor asked that he be provided with results from the Solo and National Run Offs.
- Meeting adjourned - 8:30 pm.

- Ron Bass -

General Membership Meeting Minutes, October 5, 2016

Orchard Tavern- Call to order - 7:30 pm

Meeting minutes from previous meeting approved.

Treasurer - previous month's expenses and income summarized.

Membership - there are currently 537 members currently, no change from the previous month.

Solo - last event was 1 1/2 weeks ago. Event had 57 attendees.

Street Survival - scheduled for Sunday, Nov 6 at the Saratoga Auto Museum. 18 students presently registered. Instructors and course set up volunteers needed.

Activities - no report. Jim suggested we think about scheduling a winter karting event at Checkers Out. Other proposals included attending a local hockey game - the Albany Devils.

Competition - Jack summarized recent races at the Glen, The Fun One. Also discussed was the upcoming John Stim Memorial Race this upcoming weekend at Thompson.

Knock Off - please get articles to the newsletter editor, Paul Malecki, by the 15th of the month.

Old Business - tow money for Run Off participants. Tow fund - motion made to distribute \$130 per person up to a \$950 total - upon submission of an article for the Knock Off or a presentation at the general membership. Unanimously approved.

New Business - Officer Election - Board has been directed to form a nominating committee to finalize a nominee slate. Jim and Jack agreed to be on the nominating committee and will canvass for a third member. Slate will be presented by the Secretary at the November meeting.

Mini Con - will be held in Florham Park, NJ. Members are invited to attend. Contact Jim for more info. Registration and general info is available at Motorsportreg.

Jack Hanifan will be running for Region 10 director.

Banquet - Dec 3 at the German American Club. Proposed fee - \$25/person, \$10/children. 6:00 pm appetizers/drinks, 7:00 pm dinner.

Meeting adjourned 8:32 pm.

- Ron Bass -

Mo-Hud Officers and Contacts

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SOLO 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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The KnockOff Journal

This Month...

- Campbell Racing at the 2016 Runoffs
Mid-Ohio Sports Car Course



SCCA National Championship Sports Car Runoffs, Mid-Ohio Sports Car Course, Lexington, Ohio; reported by Tom Campbell, also featuring Charlie Campbell: 1993 Mazda Miata ,#89, F Production; 1999 Mazda Miata, #98, Spec Miata.

Sunday, September 18th

It's that time of year again - we are at the The Runoffs, this year at the Mid-Oho Sports Car Course in Lexington Ohio.



We had a very difficult year getting here. Both Charlie's Spec Miata (SM) and my F Production class (FP) Miata were in wrecks (Charlie's car was more seriously damaged) and the FP car starts this event on the third engine for the year. But we did manage to meet the qualifications to participate in the Runoffs. Charlie won the Northeast Conference Championship in F Production at the last event of the year but we had to borrow a car [from Pete Smith] to do it because my car was without an engine at the time.

But we are here with the attitude that all of the bad things have already happened and this will be a trouble free event - I can't believe I just said that!

>>>

>>> Tom Campbell, contd



**THANK YOU FOR ENTERING THE 2016 OVR-SCCA MAJORS
at the MID OHIO SPORTS CAR COURSE.
GOOD LUCK AND HAVE FUN !!!**

I arrived at the track Thursday evening and Charlie followed on Friday afternoon. His business and his Mayor responsibilities delayed his departure on Thursday. I bet most of you didn't know that Charlie is the Mayor of Corry, Pa., our hometown.

Friday afternoon and evening were for set up in the paddock. Locating the trailers and motorhomes and erecting the canopy, getting the cars unloaded and staging the equipment we were going to use. We have a decent location although it is on the grass. But we are right next to some of our best racing buddies.



Home is the place where, when the Miatas have to go there, they have to let them in...

Saturday was test and practice day for the SM and dyno day for the FP car. Both went well, although Charlie did skip one session later in the afternoon because of some light rain. I was pleased with the results of the dyno session. My engine builder is located in Topeka, Kansas and it is our custom to have him fine-tune the engines at the Runoffs. As usual, he was able to get a few more horsepower from the motor although it took us about an hour on the dyno. It looked like this was going to be a pretty good motor.

Sunday was to be the opposite plan of the day. The FP car was on the track testing; the SM car was going on the dyno. The testing went very well, learned some good information about tire pressures and the car felt really good. Our brake supplier/sponsor (Carbotech) was here and gave us a new set of brake pads to put on the car with a new compound material. That, too, worked well and they will stay on the car for the rest of the event. I later found out that we were the third-fastest car on track for the afternoon session out of about 40 cars of the mixed class group that we usually run with all year long. We also had the fastest trap speed in the morning session. Charlie was very happy with the way the car was handling, especially in the afternoon on a set of new tires.

The dyno testing on Saturday was done with the exhaust system that I developed for Daytona last year and I thought would be good here as well. I did, however, have another new system I put together with a much different muffler and wanted to see how it compared on the dyno. I actually put it on the car Saturday night and the testing on Sunday was done with the newer system. After the afternoon track session we were able to get some time on the dyno and found that the new system made a 14 horsepower improvement - that's huge on an engine that puts out about 165 horsepower. Needless to say, the new system stays on the car for the event.

>>>

>>> Tom Campbell, contd

Monday, September 19th - Qualifying Day 1

As first qualifying days go this has to be one of the better ones we have encountered – although there's good news and bad news.

The bad news: The Spec Miata was first on track. The session started well and on the second lap Charlie's time was solid mid-pack and expected to improve. The car didn't finish the third lap. The electrical gremlins attacked and it just stopped running. It did a similar thing on Sunday during the dyno testing and we had thought (hoped) it had been fixed. By the end of the session he was 40th out of 45 cars although only 3 seconds behind the fastest qualifier. Very disappointing but not the end of the world. Worked on it all afternoon and evening and again think (hope) it is fixed. It seems to be associated with the cam timing sensor and its wire harness. Tomorrow will tell.

The good news: The F Prod car exceeded our expectations. Charlie was gridded 4th to start the session (based on his national points standing) and was able to take off and put in a couple really fast laps before catching the back of the pack (strung out coming off the grid) and having to deal with traffic. By the end of the session his fastest lap was good enough for the pole position – by three tenths of a second over the next car and only half a second away from the track record. We are sure the car has more in it but just couldn't get through the traffic cleanly. There are thirty one F Production cars here – the best from all over the country. So we are very pleased with day one of qualifying and believe tomorrow can be better. Spent the rest of the day going through the car – everything looks good. Will start tomorrow's session on a new set of tires. This will scrub them in and then they will be set aside as the race day tires. The tires we used today will go back in service for the qualifying sessions on Wed. and Thurs.

Weather was outstanding and is forecast to remain so for the rest of the week– sunny and low 80's.



Tuesday, September 20th - Qualifying Day 2

Today was the second of 4 qualifying days. Unfortunately, each session is only 15 minutes so there isn't much time to really work on anything during the available on track time. The problems with the SM seem to have gone away. Charlie changed every engine management sensor on the car and did an inch by inch inspection of all the associated wires. The car ran well and for the entire session so we can only hope that the gremlins have gone to bother someone else for the rest of the week.

He did get a little more speed out of the car and moved up a few spots on the grid but it looks like he'll be a mid-pack car. He was looking at the car's log book and discovered that this is the car's 10th year as a race car. More amazing is that the odometer says that it has logged over 30,000 miles of competition in that time. I'm sure it is getting very tired in ways we can't see.

>>>

>>> Tom Campbell, contd

Today was particularly hard on the driver because the SM and FP qualifying sessions were back to back. Charlie had to jump out of the SM in pit lane at the end of that session and rush to the grid to jump into the FP car for the next session. There was a small unanticipated break because they had to do some tire wall repair before the FP session could start. But he's young and fit and we have seen this kind of schedule before so we deal with it.

The FP qualifying went ok but, again, traffic issues made it difficult to get a fast lap and it also appear that the track is getting slower as more and more fluids are put down with almost 600 cars on it each day. In our session alone today one car blew a motor and put down an entire sump of oil on half the front straight and through the first turn. The session was then stopped a few minutes early to support the cleanup. Today's time was disappointing but the top three positions remain unchanged based on the times posted on Monday. We are still on the pole with two more qualifying sessions to go.

I'm often asked what other cars are in the F Production class – is it all Miatas? The Miatas are a little less than half of the field at this event. It is the car to build if someone is preparing a new car for the class. But there is plenty of variety. Out of 35 cars the breakdown is as follows: 15 Miatas; 5 Honda/Accura; 5 MGs(Midget or MGB); 3 Lotus: and one each of: Spitfire, Lancia, Ford Fiesta, Volkswagen, Volvo P1800, Opel GT, and a Fiat 124. Quite a mixture and many of these have been race cars for a long time. But the top three on the grid right now are all Miatas.

And now for the commercial message: One of the reasons to race a Mazda is that the company is such a big supporter of its team members. They provide tech support, many competition-only parts; great discounts and delivery service on all parts, and a very generous contingency fund throughout the year. And here, at the Runoffs, they pay for our paddock spaces; give us tow money to offset the cost of getting here, have a well-stocked parts truck in the paddock, with daily shipments from their warehouse; give us free T-shirts and hats, and even have a free Mazda Appreciation Banquet for all the Mazda competitors at the local country club. They are a great company to be associated with.



***Miata owners are known to “spontaneously” show up at event...
Support for “theirs”? - or intimidation of “others”? – you decide...***

So, tomorrow is qualifying three. Charlie will try to move the SM up further on the grid and to get a bit more speed out of the FP car. We have a couple changes we are going to try.

Wednesday, September 21st. Qualifying Day 3

Day three of qualifying went well – both cars improved in their best times; but then so did most all the other drivers in both classes. Charlie lowered his best lap in the SM car by almost 6 tenths of a second and moved up from 33rd to 30th on the grid out of 46. The amazing thing is that he is only 1.6 seconds off the pole position and a difference of only 2 seconds separates the top 34 cars. The car ran flawlessly and we'll declare that the previous electrical problem is corrected (for the time being anyway). >>>

>>> Tom Campbell, contd

Today (Wednesday) the FP car improved on our prior best time by a little more than 4 tenths of a second. Unfortunately the number two driver improved even more and we are now in second place on the grid by 3 tenths of a second. The track was much better today than it was yesterday and almost everyone improved on their previous best times. Less than a second separates the top five cars with one more qualifying session to go on Thursday.

We did make some suspension alignment changes this morning and it seemed to help. This afternoon we put the car on the scales and made another small adjustment that should address the remaining handling issue. Additionally, this we got the new data acquisition system fully operational yesterday and were able to get some valuable engine management data for the entire session today. It showed that the engine was running quite lean from where we believed it was. Part of the problem may be that on Tuesday I removed the alternator in order to gain the 3 or 4 horsepower loss that it puts on the engine. The trade-off is that the engine management system now runs on battery voltage of 12v instead of alternator voltage of 14v. It appears from the data analysis that this may be a small problem. Tomorrow the alternator goes back on and we'll see. I'm really going to enjoy working with all this new data. And, as intended, it should help to avoid blowing up engines every couple of races.

This evening was the annual Mazda banquet. Our entire crew (Jeff, Tom, Charlie, Jack, Pete, all pictured below) joined several hundred other Mazda competitors at a very nice dinner and program of appreciation hosted by the Mazda USA Director of Motorsports. Quite a party which we enjoy and look forward to each year.

So, one more qualifying session on Thursday. Perhaps we can get the pole position back. We are certainly going to try.

Thursday, September 22nd, Qualifying Day 4 - the Last Chance

Qualifying is finally over - it was a long four days. Neither car went faster, both set their best time on Wednesday. The SM car was about a tenth of a second slower than yesterday; near the end of the session Charlie had a small metal to metal with another car and has a little left front fender damage to pound out tomorrow. As I said before, the SM grid is extremely close packed - Charlie is only 1.6 seconds a lap slower than the pole sitter and will start in 31st place. There will be close racing throughout the field on Saturday. The SM race is always one of the highlights of an SCCA race weekend.

After such a great start on Monday and Tuesday, today's F Production qualifying was a big let down. We were a little over two tenths of a second slower than Wednesday's time but several others were faster than they had been. At the end of qualifying we will start the race in 6th place. Three of the cars ahead of us are no surprise, they had been close behind anyway. We were all the top starters at Daytona last year. But to everyone's amazement, two Lotus Sevens came out of nowhere to qualify first and second. In fact, the new pole sitter hadn't been able to finish a single lap in the three previous qualifying sessions.



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>>> *Tom Campbell, contd*

The FP car ran well but I think we just asked this set of tires for one too many sessions. This was the fourth heat cycle and they have been used hard. The set of tires for the race were scrubbed in on Tuesday and then set aside so they should be in peak condition. Charlie reported that the car had developed a bad oversteer, especially in the right hand turns. I suspect that most of this was because of the tires but there are a couple of small adjustments that I'll make to help improve this. At this track the right hand turns are much more important than the fewer left turns so I can bias it a bit in that direction.

My oldest son, Jeff, joined us today. As many of you know, Jeff is a professional racecar technician and will be a big help in deciding the best adjustments to make and to getting them done precisely right.

With the alternator back in place after the failed experiment of yesterday the engine was again running at its proper tune. It is amazing how big an impact 2 volts made. The engineer in me has fallen in love with the new data acquisition system. At the end of each session I can download a big list of engine and chassis parameters and see exactly how everything (including the driver!) is performing. If I had this capability at the beginning of the year I am confident that we would not have ruined two motors. And we may well have ruined this one too if I hadn't seen the impact of removing the alternator.

So, tomorrow, Friday, is an off day for us. We'll get a chance to relax a bit and watch some outstanding racing. The whole team is going out to breakfast in the morning instead of eating in our motorhomes and rushing out to work on the cars. There is a little preparation left to do on the cars before their races but plenty of time to get it done without a rush.

I reported that last night was the big Mazda banquet. Tonight was the even bigger SCCA party for all the participants. Another good meal, lots of people to see – including many from the northeast that I knew were here but hadn't seen yet. One of the highlights was the recognition of the Pole Position winners in each of the race classes. Sadly, we were not among them.

So, again, qualifying is over. And while the grid positions aren't as good as we have hoped they might be, both cars are performing better than they have all year. This is the Runoffs and the competition is another level more difficult than through the rest of the year. Even though the SM is in the middle of the pack it will be extremely tight racing everywhere on the track and Charlie will really enjoy it. The FP race will probably be won by one of the top six qualifiers and we stand a good chance of finishing on the podium once again.

Friday, September 23rd. The First of Three Days of Racing

Today was the first of three days of racing: 10 races today and 9 each on Saturday and Sunday. It was an off day for Campbell Racing so we were able to relax a change. The team went out for a nice breakfast and watched some of the races throughout the day.

We worked on the pre-race lists for each of the cars. Both are ready except for a quick check of the alignments and corner weights and the short lists of items to be done immediately before the races. The SM race is Saturday at 1100 and the FP race on Sunday at 11:15.



***Entire crew assembled
for the official portrait***

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>>> *Tom Campbell, contd*

We worked on the pre-race lists for each of the cars. Both are ready except for a quick check of the alignments and corner weights and the short lists of items to be done immediately before the races. The SM race is Saturday at 1100 and the FP race on Sunday at 11:15.

Also started putting things away in the trailer – by this time of the week there were tools, parts, and supplies spread all over the place. We will try to be packed up and as ready as possible to be on the road as soon after the FP race on Sunday as possible. Of course, we hope that we will be delayed somewhat by the need to do an engine tear-down after we win the race – it is possible!

The highlight of the day was the T4 class race. The other participant from the Mohawk-Hudson Region, from Queensbury NY was in this race. Jared Lendrum is attending his second Runoffs and had qualified an outstanding 5th in a 34 car field driving a Subaru BRZ. Jared drove an excellent race and was able to finish where he started in 5th place. Well Done!

Another party this evening – this one hosted by the Finger Lakes Region so we were with many long time friends. Not only is there a party somewhere every night but on many nights there are more than one as various groups get together to share their experiences and spend time with old friends and make new ones.

As I said earlier this was a quiet day for us.

Saturday, September 24th. The Second of Three Days of Racing

There were nine more outstanding races today, some more exciting than others but all most enjoyable. For those who aren't familiar with the SCCA Majors race format, these races are for a distance of 50 miles in length and with a time limit of 40 minutes. At Mid-Ohio that is 23 laps around the 2.26 mile track.

And, of course, today was the first of the two Campbell Racing races. The Spec Miata race was at 11:00 this morning – I hope many of you were able to watch it on-line or to keep track of it on Race Monitor. Charlie started 31st and finished 25th. Given how evenly matched all of these cars are that is a good outcome. There was great racing throughout the field for the entire race. He had a lot of fun and the car will go home ready to race again, another good thing.

The F Production car remains ready to go for the Sunday race – there wasn't really anything to be done today.

No parties tonight – went out to dinner at a local steak house with the team.

Eds note: On the following page we find out how Charlie did in the F-Production race. For the SCCA's news account of the race, go to <https://www.scca.com/articles/2002886-john-walker-wins-f-production-at-scca-runoffs-at-mid-ohio-after-early-end-to-national-championship-race>. Also, search the SCCA site for stories and full videos of the race, Charlie's Spec Miata race, and fellow-Mo-Hudder Jared Lendrum's T4 race.

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>>> *Tom Campbell, contd*

Sunday, September 25th. The Finale - A great Event

By now I expect that many of you watched the race or looked up the result. If not - we finished third in the F Production car. And a great race it was! 30 cars took the green flag. It was pretty clear to everyone that the podium would come from the top six. Charlie was the sixth starter. Only 4 tenths of a second separated the qualifying time of these six and they had over a half second advantage over the next closest competitor.

Charlie finished 3rd. A very satisfying result, however, as the race ended prematurely (after 14 instead of 23 laps) because of an accident that damaged some safety walls to badly to be repaired in the time allotted to the race. Charlie was quite disappointed as he was confident that he had a good chance of moving up further, especially during the pending re-start. But it wasn't to be. Both of the drivers involved in the accident are well. One was transported to the hospital but I heard that he was to be released later in the afternoon.

Third place is a very good finish at the National Championship Runoffs and we are both proud of the job the whole team did. To date Charlie has been in five Runoffs with the F Prod car and has finished: 3rd; DNF (transmission failure); 4th; 2nd; and now 3rd. One of these years we may well win the Championship.

We didn't get a chance to see any of the other races today. In the morning we were busy getting the car ready for our race. After the race Charlie went to all the victory ceremonies and press conferences and the car went to post-race technical inspection (my job). And the rest of the team helped take down the canopy and pack everything back in the trailers for the trip home.

We drove back to Corry this evening (for those who don't know, this is where Charlie lives and my hometown as well) and I'll return to Saratoga Springs in the morning. Now it is time to start planning the winter overhaul and finding ways to make the car even better for next year.

Thanks again for your interest, throughout the year and during the Runoffs. We really enjoy what we are doing and it is nice to share it with our friends.

For the SCCA's news account of the race, go to:

<https://www.scca.com/articles/2002886-john-walker-wins-f-production-at-scca-runoffs-at-mid-ohio-after-early-end-to-national-championship-race>

- Tom Campbell -



L to R:
Eric Prill (2nd)
John Walker (1st)
Charlie Campbell (3rd)