

The Mo-Hud

# Knockoff



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

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## The “Real” April 2017 Issue – beware of phony news

### April REport

**Hope you all got a chuckle or a smile out of the April 1st KO.** I really enjoyed reading it. Our editor did a great job. Please join me in applauding his effort.

As the green flag waves, I want to wish all of our MoHud competitors good luck in the upcoming season. Drive hard, race clean, race fair, and I'll see ya out there!

For the good of the sport,  
*Jim Bucci*  
Regional Executive

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### Upcoming Events:

- **April 9:** Sunday, 8:00am – 4:00pm. Tire Rack Street Survival course for teens. Saratoga Auto Museum, 110 Avenue of the Pines, Saratoga. Sign up as an instructor or as a student at < [www.Motorsport.reg](http://www.Motorsport.reg) >.
- **May 3:** Wednesday, 7:30pm. MoHud Membership Meeting. Orchard Tavern, 68 North Manning Boulevard, Albany.  
While the formal meeting starts at 7:30pm, we start gathering around 6pm to share time with our fellow members.  
Contact: Jim Bucci [hdjimbu@gmail.com](mailto:hdjimbu@gmail.com)
- **May 21:** Sunday, 8:00 – 3:00. MoHud display at Saratoga Automobile Museum's *Spring Auto Show*

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## Scene at Tech Party #1...



**If you watch those auction shows**, you might be tempted to think "holy cow, separate louvers on an E-Type Jag... he's chopped up an early flat-floor-welded-louvers model for racing!" 1964 E-Type Series 1 Fixed Head Coupe run by Scott Stickle.

No. Abbey Panels introduced integral hood louvers after less than 700 chassis before the end of 1961, and flat-floor production ended at 1,620 chassis in July of 1962. Here, the louvers are fiberglass, but appear to be the same dimensions as those on this observer's Series 1.5 roadster.

To see a dice between Scott's Jaguar and several similar-vintage Corvettes, go to YouTube: "July Sprints 2016-Stickle"

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While **Jared Lendrum's Subaru BRZ** gets set up for front-rear-and-diagonal alignment, **the Solo gang** speculates on the possibility of clearing all cars from the parking lot and setting up some cones.

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**Driver's view** of Tom Campbell's F-Production Miata.

In the old days of Production racing you simply rotated the tach so that the "redline" was straight up at the top; and maybe added a kill-switch.

Oh, and if you raced a TC MG you added a door handle on the driveline tunnel - the better to pull yourself in with if you rolled!

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## Please Release Me...

**No, we're not talking about an Englebert Humperdink golden-oldy here**, we're talking legal *releases* and *waivers*, particularly the releases and waivers you sign when taking part in an SCCA competitive event: race, solo, rally, or autocross.

When participating in a competitive event, you are generally covered by SCCA's policies for injuries of a serious nature, subject to certain limitations. In return for this coverage, you promise via a Release and Waiver to behave, to notify event officials if someone else or some thing is not behaving or just plain dangerous, to skedaddle from such misbehavior or circumstance, and to not sue SCCA for your injuries/ loss.

Here's the top of usual form, still in use in the rest of the SCCA world:

**RELEASE AND WAIVER OF LIABILITY,  
ASSUMPTION OF RISK AND INDEMNITY AGREEMENT**

DESCRIPTION AND LOCATION OF SCHEDULED EVENTS(S)	DATE RELEASE SIGNED
IN CONSIDERATION of being permitted to compete, or officiate, observe, work for, or participate in any way in SCCA OR SCCA PRO SANCTIONED EVENTS and/or being permitted to enter for any purpose any RESTRICTED AREA(S) (defined to be any area which requires special authorization, credentials, or permission to enter or any area to which admission by the general public is restricted or prohibited), I, for myself, my personal representatives, heirs, and next of kin:	
1. Acknowledges, agrees, and represents that he has or will immediately upon entering any of such RESTRICTED AREAS, and will continuously thereafter, inspect the RESTRICTED AREAS which he enters, and he further agrees and warrants that, if at any time, he is in or about RESTRICTED AREAS and he feels anything to be unsafe, he will immediately advise the officials of such and if necessary will leave the RESTRICTED AREAS and/or refuse to participate further in the EVENT(S).	

This year you'll be seeing a slightly different form for any event taking place in New York State, and if you read the form diligently, you're likely to think "what?" when you see the word "recreational."

**RELEASE AND WAIVER OF LIABILITY,  
ASSUMPTION OF RISK AND INDEMNITY AGREEMENT**

DESCRIPTION AND LOCATION OF SCHEDULED EVENTS(S)	DATE RELEASE SIGNED
IN CONSIDERATION of being permitted to compete, or officiate, observe, work for, or participate in any way in SCCA OR SCCA PRO SANCTIONED EVENTS and/or being permitted to enter for any purpose any RESTRICTED AREA(S) (defined to be any area which requires special authorization, credentials, or permission to enter or any area to which admission by the general public is restricted or prohibited), I, for myself, my personal representatives, heirs, and next of kin:	
1. State that I am a driver, mechanic, pitcrew or other team member, or other participant engaged in racing, and I am not participating in the EVENT(S) or entering the RESTRICTED AREA for recreational purposes.	
2. Acknowledge, agree, and represent that I have or will immediately upon entering any of such RESTRICTED AREAS, and will continuously thereafter, inspect the RESTRICTED AREAS which I enter, and I further agree and warrant that, if at any time, I am in or about RESTRICTED AREAS and I feel anything to be unsafe, I will immediately advise the officials of such and if necessary will leave the RESTRICTED AREAS.	

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## New Release Form, cont'd...

**What, you are not at an SCCA event for "recreational purposes"?** Right, because the phrase "recreational purposes" has a special meaning in New York liability law, and has nothing to do with how much fun you might have at the event.

In New York, if you are on the land of another for certain recreational purposes, you are deemed to be assuming any risks from being there, short of hidden booby traps or unguarded hazards. General Obligation Law §9-103 provides that if you are on land for one of the listed purposes, including "motorized vehicle operation for recreational purposes," the landowner cannot be sued if you trip over a rock or get hit by a flying solo cone. However, if you are present for other than the listed recreational purposes, or there is payment of direct compensation to the landowner, the landowner can be sued under the State's comparative negligence standards.

So, why is the SCCA asking you to verify that you are not on an event course for recreational purposes? Because if you get injured and the SCCA insurance pays out on your behalf, the insurance carrier wants to get its money back from the landowner through subrogation of your claim. SCCA's carriers do not want landowners shielding themselves against claims by invoking the defense that the injured party was on the property for "recreational purposes." Q.E.D.

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## VSCCA - Vintage Sports Car Club of America



**VSCCA** agrees with experts who claim that moderate exercise increases the life expectancy of the elderly. In this case, moderate exercise includes concours, tours, rallies and racing of sports cars built before 1959.

On August 12<sup>th</sup> and 13<sup>th</sup> VSCCA will conduct their premier annual event in celebrating the 69<sup>th</sup> anniversary of the Mt. Equinox Hill Climb.

Could we see vintage Mo-Huder Karl Danneil resurrect his old Elva in time for this event? It's a neat thought.

Learn more about the VSCCA at < <http://www.vscca.org> >

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## **SOLO Report:**

- Russ Burckhard -

I am happy to post this year's Solo schedule for the 2017 season.

We have increased the number of events this year to seven, all at the McCarty Ave lot in Albany. If you remember, the lot was repaved after the last event of the season last year. Jon Kirschman will have a wide variety of new design possibilities that he can use to give us fun and challenging courses.

We will be having a Solo Annual Tech session at the Annual Tech Party on April 1 at North Country Imports. The April 8<sup>th</sup> Solo part that was to be at Bob Karl's Sales and Service has been cancelled due to the Street Survival the same weekend. The Club Racing Tech will go on as planned on the 8<sup>th</sup>.

- **April 29-30:** Saturday-Sunday, 8:00 – 5:00. MoHud Test & Tune (Saturday); Solo Points Event #1 (Sunday).  
OGS McCarty lot, Thruway exit 23  
Contact: Russ Burckhard russtduck@gmail.com
- **June 4:** Sunday, 8:00 – 5:00. MoHud Solo Points Event #2; OGS McCarty lot, Thruway exit 23
- **June 17-18:** Saturday - Sunday, 6:30 – 5:00. SCCA Tire Rack Solo at Devens, Ayer MA. Limit of 300 cars.  
Registration: < [www.Motorsport.reg](http://www.Motorsport.reg) >
- **June 24-25:** Saturday-Sunday, 8:00 – 5:00. MoHud Test & Tune (Saturday); Solo Points Event #3 (Sunday).  
OGS McCarty lot, Thruway exit 23
- **July 23:** Sunday, 8:00 – 5:00. MoHud Solo Points Event #4; OGS McCarty lot, Thruway exit 23
- **August 13:** Sunday, 8:00 – 5:00. MoHud Solo Points Event #5; OGS McCarty lot, Thruway exit 23
- **August 27:** Sunday, 8:00 – 5:00. MoHud Solo Points Event #6; OGS McCarty lot, Thruway exit 23
- **October 1:** Sunday, 8:00 – 5:00. MoHud Solo Points Event #7; OGS McCarty lot, Thruway exit 23

*Note: < [www.Motorsport.reg](http://www.Motorsport.reg) > is still the best source for dates and details of every event within a day's drive/ trailering.*

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## 4 Points Rally Recap:

- Trish Bucci -

**What a success!** We had eleven entries, a beautiful sunny day, though it was incredibly cold and windy, and from what I heard, everyone had a good time. I would like to thank everyone who entered and supported the MoHud Road Rally program. This was our best event turn-out since I have been the Rally Chair and it goes a long way toward making me excited about putting together the next rally – look for one in late autumn.

This rally was a little different from others I have done, this time the entrants were given a list of four destinations, no exact address and only a couple of clues, and they had to find each destination using maps to determine their own ideas of the shortest/best route. Nearly all of the teams finished the rally with a total mileage difference of less than 15 miles (and within 20 miles of the Rallymaster's total mileage). The rally ended at the Crossroads American Grille in West Sand Lake where we enjoyed a good meal and great service. As usual following a rally, there was plenty of discussion: which order did you take? What routes did you take? Did you find the truck? Did you take any unpaved roads? It was fun to listen to everyone talk about how they approached this rally. And of course it was great to hear everyone say they had fun.

I also want to thank my husband, Jim, for helping me put this rally together. We had a good time getting it ready and an even better time sharing stories with the participants at dinner after the rally. Of course there were awards handed out so let me get to that.

1<sup>st</sup> place: Tom Patnode and Iris Meadow

2<sup>nd</sup> place: Ken and Michelle Relation

3<sup>rd</sup> place: Eric Smith and Pat Clair

The special DLBF (Dead Last But Finished) award went to the Bass family...thank you for being such good sports!

And we had one final "award". Since we got such a great turn-out for the rally, we did in fact have a drawing for one entrant to win a seat in the 2017 MoHud Solo Season. The winner was Arne Beebe. Congratulations, Arne, now get that car ready to go!

Thank you again to all who entered.



Battling the cold wind  
while we dealt with  
registration and payment

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## 4 Points Rally Through the Lens:



Post-rally food and drink, and of course...stories!



1<sup>st</sup> Place winners Tom and Iris



2<sup>nd</sup> place winners, new MoHud member Ken, and his wife Michelle



3<sup>rd</sup> place winners Eric and Pat



Caught in the Plank Road – North Road Loop!  
Is there no escape?



DLBF award...the Bass family

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# April Membership Report

- Jim Garry -

**Membership as of 3/16/17 stands at 538.** This is up 5 since last month.

New members since mid-February when the last report was created:

<b>Name</b>	<b>Location</b>	<b>Interests</b>	<b>How "Sourced"</b>
Jim Garrett	Delmar	CR, PR, R, S	Web
David Wright	Schuylerville		E-mail
Andrew Decker	Albany	CR, PR, S	Web
Christopher Saddlemire	Clifton Park		Web
Suidha Maniam	Schenectady	CR, S	Spouse
Gopal Sundaramoorthy	Schenectady		Written Inquiry
Yuven Sundaramoorthy	Schenectady		Written Inquiry
Tony Tovsen	Ballston Spa		Track Night
Dominic Spucches	Watervliet	CR, PR, R, S	Web

## Significant Anniversaries

Ken Hurd 35 years

Angelica Van Slyke 15 years

Deborah Ricke 5 years



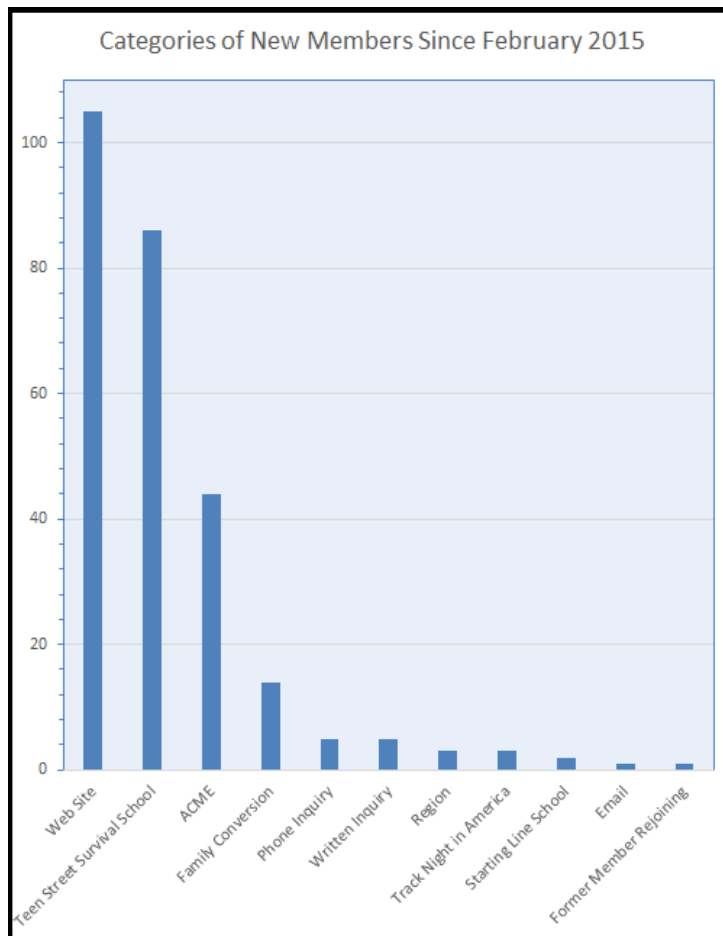
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## Jim Garry on Membership, cont'd

**This month I offer two graphics.** The first shows the various categories of how new members are acquired. As can be seen from the bar chart, the most common way new members sign up with SCCA is via the website. They may have discovered it on their own or been directed there by members. Quite often people use the contact form on the MoHud website to ask about our programs and among the information they receive from me is how to sign up. This can be via the national website, calling the National office, sending them an email, or filling out a form and mailing it to SCCA. There are ten other categories but the second most common method for Mohawk Hudson Region new members to come into SCCA is via the Teen Street Survival School (TSSS).

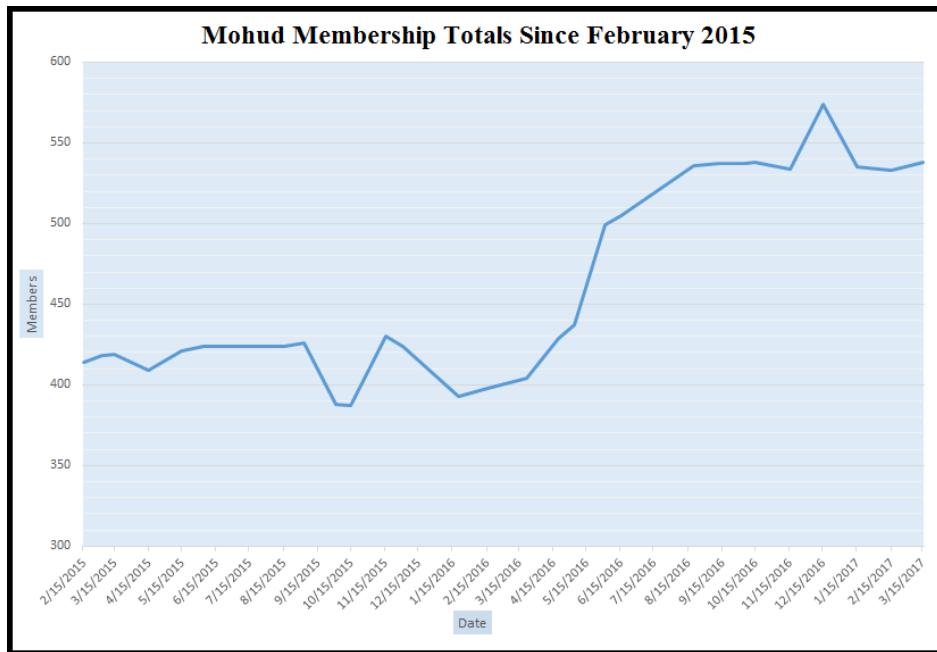


Looking at the second graphic, we can track MoHud membership for the past two years. Generally, the region membership numbers held steady at around 420 for a long period. This number goes back further than the graph shows. Then in October 2015 we had a sudden drop to 388. This occurred due to all of the previous year's (2014) crop of TSSS members letting their membership lapse. However the next month we picked up even more new TSSS members than we had just lost.

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## Jim Garry on Membership, cont'd



In the spring and summer of 2016 the region took on well over one hundred new members. The spreadsheets available to me from SCCA's National Office show that we picked up 41 new members via the TSSS program. But we also increased our rolls by as many as 70 members during that time via SCCA's web site. This means that people were either directed to the website or discovered it on their own. Certainly a lot of those were recommendations from our own membership. This boost in member numbers also put us into first place for the year in percentage of new members in our size category ("Medium"). We are now in the next size up ("Large").

Other forms of new membership came from Track Night in America, Phone or Written inquiries, "Family Conversion" which means family members were added to a current member's account, and the "Starting Line" schools. There is a category titled, "ACME". This is a gobbledygook code for ... everything. At some point in the recent past the National Membership Department created a new database and apparently all the membership sources from that old system came across as one code. And they named it ACME. (All Codes Mean Everything?)

But the two big ones remain the TSSS and the web site. As for the first, it is problematic. It's wonderful that the region offers TSSS to teen drivers. Because of the curriculum and our dedicated members instructing and taking on other jobs at the schools, those kids become some of the better drivers in the nation today. In addition, they get a glimpse into the SCCA and may join again in the future. Over the years we have attempted to appeal to these mostly temporary members to keep them in the club, and we'll continue. But so far, as a membership method their participation is fleeting. We should nevertheless continue this truly great program.

As for the second, we can only continue to heartily recommend SCCA membership to everyone who comes our way, whether it is at a show of some sort (Russ's efforts at Jumpin' Jacks, our car show at SAM) or reaching out to people who show an interest in our club via visiting our events, seeing our website or FaceBook page, etc. Perhaps MoHud could offer prizes to MoHud members who bring in new members. It's something to think about. Does anyone have other ideas for bringing in new members?

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## General Membership Meeting Minutes, February 1, 2017

Orchard Tavern, Albany New York  
Meeting called to order 7:30 pm.

Previous month's meeting minutes accepted unanimously.

**Treasurer** - previous month's income and expenses summarized.

**Membership** - Region currently has 533 members. Seven new members joined this past month.

**Solo** - seven solo events scheduled for the upcoming year. Dates are published on the Regions's Facebook page.

**Knock Off** - reminder that deadlines for article submission are the 15th of each month.

**Tire Rack Street Survival** - TRSS is scheduled for Sunday, April 9th. Volunteers, especially instructors, are needed. Please contact Jim Bucci if you're free.

**Road Rally** - scheduled for Saturday, March 4<sup>th</sup>. Start will be at the Cumberland Farms on Troy Schenectady Rd. First car off at 3:00 pm. Fee - \$15. One person in the car must be an SCCA member. Dinner to follow.

**Activities/Competition** - First Tech Party will be at North Country Toyota - pizza and wings will be provided. Second Tech Party April 8 at Bob Karls - burgers and hot dogs will be provided. Solo tech will be at North Country also.

-Auto show at Saratoga Auto Museum is scheduled for Sunday May 21.

### **New Business**

- RPI students have expressed interest in obtaining additional experience in driving tips. Bruce is willing to assist.

- Jim Donnich will be a guest speaker at the April general membership meeting. He will be sharing his experience at the Mt. Equinox hill-climb.

Meeting adjourned 8:00 pm.

- Ron Bass -

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# Mo-Hud Officers and Contacts

**Regional Executive (RE)**

Jim Bucci [hdjimbu@gmail.com](mailto:hdjimbu@gmail.com)

**Assistant RE**

Eric "EJ" Smith [EJEvo8@gmail.com](mailto:EJEvo8@gmail.com)

**Treasurer**

Vince DePaul [vjdepaul@gmail.com](mailto:vjdepaul@gmail.com)

**Secretary**

Ron Bass [m3apx@aol.com](mailto:m3apx@aol.com)

**Competition Chair / Activities Director**

Jack Hanifan [jackhanifan@hotmail.com](mailto:jackhanifan@hotmail.com)

**Rally Chair**

Trish Bucci [trimar71@gmail.com](mailto:trimar71@gmail.com)

**SOLO Chair**

Russ Burckhard [russtduck@gmail.com](mailto:russtduck@gmail.com)

**Membership Chair**

Jim Garry [jdgarry10@gmail.com](mailto:jdgarry10@gmail.com)

**Chief of Pits**

Clark Nicholls [cwnicholls@aol.com](mailto:cwnicholls@aol.com)

**Scrutineering (Tech)**

Open.

Contact Jim Bucci or Jack Hanifan if interested...

**Chief, Flagging & Comm.**

Richard Alexander [dweebdad@msn.com](mailto:dweebdad@msn.com)

**Merchandise**

Chip VanSlyke

**Director**

Bruce Kosakoski 518.674.8816 (H)

**Director**

Dick Stewart [stewartco@aol.com](mailto:stewartco@aol.com)

**WebMaster**

Eric "EJ" Smith [ejevo8@gmail.com](mailto:ejevo8@gmail.com)

**NeDiv License Chair**

Peter W. Smith [tbspete@gmail.com](mailto:tbspete@gmail.com)

**KnockOff**

Paul Malecki [paul@dianenpaulmalecki.org](mailto:paul@dianenpaulmalecki.org)

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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 1<sup>st</sup> Wednesday of the month, excepting July and August, 7:30pm, at the Orchard Tavern, 68 North Manning Boulevard, Albany.



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# The KnockOff Journal

This Month...

- Thoroughbreds at Play
- Campbell Racing 2017 Report #1



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## Thoroughbreds at Play

**Thoroughbred horses, thoroughbred cars, and even humans**, have one attribute in common: they need regular exercise to stay in shape. The Simeone Automotive (sports car) Museum in Philadelphia exercises their thoroughbreds by holding "Demo Days" at least once a month. The format is simple: several cars from the collection are brought out to the back parking lot where they run a few loops. Once the exercise is finished, the audience gets to stroke the cars and take selfies.

On May 13<sup>th</sup>, Demo Day will celebrate "Alfa Dominates, Winning by Design." Featured cars will be an Alfa Romeo 8C 2300 MM Spider, an Alfa Romeo 8C 2300 Monza, and an Alfa Romeo 8C 2900B MM Spider.

The Simeone is a short cab ride from Philly's airport, and despite W.C. Fields' repeated jabs, there's lots to do in *Center City* if you want to spend a weekend.

### 1933 8C 2300 Monza

8 Cyl Inline – 2.3 Liters  
Supercharged – 178hp  
105" Wheelbase

Top Speed: 140mph



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# Campbell Racing 2017 Race Report #1

**It's that time of year again**, the race season is about to start and, of course, I'm not ready yet: happens every year like this. I start with a big work list of clean/inspect; maintenance; repairs; and upgrades. And by the time spring rolls around the list isn't complete and it is a thrash to get everything back together to make the first race. That first race, again this year, will be at Virginia International Raceway. It is the weekend of April 14 - 16 so I need to leave two weeks from today. The car is still at the body shop (getting new front fenders and a new nose) and the motor home is still in a snow bank with the winter cover on it. But, then, what else does an old retired guy have to do! Charlie's Spec Miata is also in the shop needing some last minute body work and a transmission change and his trailer is still in winter storage. But, I've no doubt that we'll be there ready to go when the green flag drops.

Actually, we kind of started the season early with a major road trip last week. Charlie and I took the #89 F Prod car all the way out to Topeka, Kansas to pick up a new motor. We installed it and put the car on the engine builder's dyno to do the break-in and fine tuning. Then we spend another few hours doing some component testing on the dyno. We were trying to optimize the intake, and the exhaust systems; to understand the adjustments available to us at the track; and to decide on the best configuration to get the most power to the rear wheels. By the end of the day, we had an engine that produced more power than we have ever had in the past. Five days well invested and we had a nice road trip to spend some quiet time together.

We are planning a schedule that is essentially a repeat of the past couple years. We'll do most, if not all, of the Northeast Conference Majors races. I'll include a copy of the schedule with this report. As I said above, the first race is in two weeks at VIR, then on to Summit point and Pittsburgh. There are 7 races between now and the end of July, a very tight schedule; then a two month lay-off until the Championship Runoffs at the end of September. This gives us some valuable family/vacation time. This year's Runoffs are at the Indianapolis Motor Speedway, on the infield road course. Everyone is really looking forward to this one and all indications are that there will be a record entry for the event.

So, here we are, getting ready to start the the 2017 season. I'll keep you all informed of our progress and results. Next report after VIR.

- Tom and Charlie -

A graphic showing the 2017 racing schedule for Campbell Racing. The background features a blurred image of a race car with crew members. The text is overlaid on the image.

Campbell Racing's 2017 Schedule	
April 14 - 16	Virginia International Raceway
April 29 - 30	Summit Point
May 13 - 14	Pitt Race
May 27 - 28	Pocono
June 24 - 25	Watkins Glen
July 15 - 16	Thompson
July 22 - 23	New Jersey
Sept 22 - Oct 1	Runoffs - Indianapolis Speedway