

The Mo-Hud

Knockoff



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

May 2017

The REport

Well, our first Tire Rack Street Survival teen driving event of 2017 is in the books. Once again, Mother Nature was listening when we asked her for perfect sunny spring weather on April 9th. I know I was rockin' a sunglasses tan Sunday night.

Many, many thanks to all who volunteered their time to instruct or support our event. Without each one of you, events like this can't take place.

Although I hesitate to use the word flawless, the entire event went very smoothly. We decided to leave the "day of" coordinating duties to Trish so that I could be an in-car instructor for this event. I didn't instruct for either event last year and I really missed it. My student drove a nice sedate small Subaru SUV.....equipped with a handbrake!

There were definitely some jitters and nervousness on the students' part during the wake-up braking exercise. That all seemed to melt away once we got going on the full course. Our classroom instructor, Brian Bailey, had a theme for this event: "Buying time". Eyes up, look ahead, buy yourself some time to plan your escape route or react to what's happening up ahead of you. It was a theme and a concept easily understood by my student. "Do you play sports?" I asked. "Ice hockey" was the reply. "When you skate do you look down at your feet and look down at the puck?" "Nope, I just see the puck peripherally. My head is up and I'm looking down the ice to see where the defense is or I'm looking for a teammate to pass the puck to." BINGO! It made for a great day. Event pictures on page 6. Check 'em out.



For the good of the sport...

- Jim -

Coming Events: May and June

- **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
- **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
- May 5: Friday, 3:00 – 9:00. SCCA Track Night at Palmer Motorsports Park, Palmer MA. Introduction to track driving.
Need a car (street will do), a helmet, and \$150.
Info on the SCCA website; register via motorsports.reg
- May 8-9: Monday-Tuesday. Patroon BMW driver's school, Watkins Glen.
Contact: D. J. McArdle d510@nycap.rr.com or go to motorsports.reg
- **May 21:** Sunday, 8:00 – 3:00. MoHud display at Saratoga Automobile Museum's *Spring Auto Show*
- **June 4:** Sunday, 8:00 – 5:00. MoHud Solo Points Event #2; OGS McCarty lot, Thruway exit 23
- **June 7:** Wednesday, 7:30pm. MoHud Membership Meeting. Orchard Tavern, 68 North Manning Boulevard, Albany
- June 10-11: Saturday - Sunday, 9:00 – 4:00. Tri-vette/AMEC solo event at Plateau Sky Ranch Airport go-kart track, Edinburg.
Contact: willys46@nycap.rr or Brian French (518) 674-0465
- **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 >
- **June 24-25:** Saturday-Sunday, 8:00 – 5:00. MoHud Test & Tune (Saturday); Solo Points Event #3 (Sunday).
OGS McCarty lot, Thruway exit 23



The Jaguar in Spring

(one of a series)

May 2017 Competition Report

- Jack Hanifan -

Tech Parties

- April 1st at North Country Subaru. The Lendrum Family provided plenty of Pizza, Soup and Cake; the occasion was to celebrate the Re-Opening following their major reconstruction and our northern tech party. Three cars arrived in trailers and five resident cars totaled eight cars. Thanks to all the Lendrums and Rich Welty for a good day.

- April 8th at Bob Karl's Sales and Service- the Karl Family also provided plenty of support and Greg Rickes did a fantastic job as our Chief Chef. Hamburgers and Hot Dogs were in abundant supply with an ample supply of soft drinks and water. Thanks to the Karl's, Rich Welty, Todd and Nancy Boice and all the Mo-Hud guys who came for support.

Majors-Virginia International Raceway- MoHud did well at the April 15, 16 Majors at VIR. Chris Brassard had a 5th and 4th in SRF. In SM Ralle Rookey had a pair of 13ths and Evan Karl had a 16th and an 8th. Greg Goss had a pair of 8ths in STU. Charlie Campbell had two 2nds in FP. Yuven Sundaramoorthy's debut in Formula F resulted in a 6th and 4th

Simpson Bandit 2015 SA helmets. Simpson has announced a recall on their 2015 SA Bandit helmets, if you purchased one, contact your dealer.

Help Wanted: Tech Inspectors

Jim Bucci and Jack Hanifan have reminded us that there is a need for one or more Tech Inspectors (Scrutineers) in the SCCA Northeast universe, especially at station Mo-Hud . The work of a Tech Inspector involves checking competition cars for compliance with the safety and technical regulations contained in the SCCA General Competition Rule Book (GCR) to ensure that the cars are in the safest condition possible while ensuring fair and equal compliance by all competitors.

Inspections include pre-season checks of safety gear, logbooks and car requirements, individual event inspections, and post-event teardowns or technical support at protest hearings. The "Technical and Safety Inspection" manual can be downloaded from the SCCA website (go to your member "file cabinet" - or activate a "file cabinet" if you haven't already). It's 34 pages of clearly written information.

From the perspective of this editor's prior life, being a race official means travel, a wide circle of new friends, and being an "insider" at races. It demands time on select weekends, but it's one heck of a way to be close to racing without having to buy a racecar. Haven't been a tech inspector, but from what I've observed, it should appeal anyone who is used to working in jobs where close attention to rules and procedures, applied via even-handed explanations & enforcement, really, really, counts.

Jim has noted that on-the-job training is the way one becomes a tech inspector, and several Mo-Hud members are happy to provide that training. For more, talk to Jim or Jack; they'll guide you to the first steps.

Competition: Tech Party II and VIR



Jack admires his new boundary-layer-cheating wax job



Retro WINK mirror on Nick Cordell's retro bug-eye Sprite



Jason Smith gets back in the game with a spiffy Mustang



Yuven Sundaramoorthy gets in the game with a Formula F



Greg Goss charges



Todd Boice and Nick Galiardi swap Formula-V stories

SOLO: PAX Explained

The term PAX refers to a handicap system for Solo events that seeks to score cars on the basis of the class they run in. The PAX handicap for any class is a decimal number that is multiplied by any car's overall time to arrive at a ranking of the relative quickness of a driver, taking into account the type of car driven. In theory, drivers being equal, a Miata running in C Prepared Street should wind up dead-even in PAX-indexed results with a Ford Cobra running in F Street.

Devised several years ago by Rick Ruth of the Chicago Region for use in the SCCA ProSolo series, the correct name of the system is RTP/PAX "Racers Theoretical Performance/Professional Autocross." Adopted by many SCCA regions for local events, it is widely known by the generic term "PAX." The index numbers are based on performance of individual class cars in many events throughout the country, and are revised each year. The lower the decimal number for your class, the better chance of topping the PAX chart at any event.

The basic PAX numbers for 2017 are as follows:

SS	0.826	SSP	0.862	XP	0.892	AM	1
AS	0.819	ASP	0.856	BP	0.869	BM	0.956
BS	0.813	BSP	0.853	CP	0.854	CM	0.901
CS	0.81	CSP	0.86	DP	0.865	DM	0.906
DS	0.801	DSP	0.842	EP	0.859	EM	0.905
ES	0.794	ESP	0.837	FP	0.873	FM	0.916
FS	0.804	FSP	0.829	HCR	0.825	FSAE	0.966
GS	0.793						
HS	0.786	SSR	0.847	SMF	0.848	KM	0.939
HCS	0.809			SM	0.861	JA	0.864
		CAM-C	0.823	SSM	0.875	JB	0.834
STF	0.8	CAM-T	0.817			JC	0.726
STS	0.818	CAM-S	0.838				
STX	0.822						
STR	0.83						
STU	0.831						
STP	0.82						

To find out what class your car fits: download the 2017 Solo Rules at:

< <https://www.scca.com/pages/solo-cars-and-rules> >

A two-page "cheat sheet" on that site indexes the Rules to find what modification is allowed in what class. A chart listing a "Comparison of Permitted Modifications" was listed on the recently closed SFFNET website; you may still find it floating out there.

For an irreverent view of autocross terms and rules, go to < <http://uncyclopedia.wikia.com/wiki/Autocross> >

- ed

Tire Rack Street Survival

April 9th at the Saratoga Automobile Museum



Jeeps and SUVs have become prevalent at the past few events.



The skid pad is usually a student's favorite exercise.



Students listen intently while Quad Graphics driver, Andy Cottone, talks to them about tractor-trailer safety.



Many thanks to the Milton Fire District No. 1 for keeping our skid pad wet all day.



I wish I could slalom like a Taurus can.



Chief driving instructor Kevin Belden kept cars moving along throughout the day.

May Membership Report

- Jim Garry -

Mohawk Hudson Region's total membership as of April 19th is a healthy 542.

Since the last membership report we have seven new members. Let's extend a warm welcome to:

Mark Delaney	Halfmoon	Club Racing interest
Christopher Milczarek	Round Lake	Rally interest.
Christian Dehnert	Troy	Club Racing Rally and Solo interests.
Michael Scaptura	Rensselaer	Club Racing Rally and Solo interests.
Lyla Smith	Troy	No primary interests noted.
Amelia Wilson	Averill Park	Solo interest.
ErikAustin	Schenectady	Solo interest.

Significant Anniversaries

Thirty Five Years

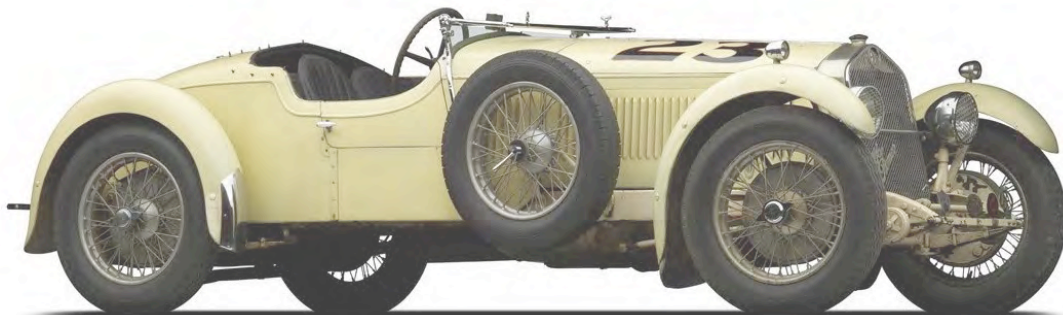
Ken Hurd

Fifteen Years

Angie Van Slyke

Five Years

Debbie Rickes



General Membership Meeting Minutes, April 4, 2017

Orchard Tavern, Albany New York
Meeting called to order 7:24 pm.

Previous meeting minutes- Months accepted with the following correction - the March meeting minutes were incorrectly titled February meeting minutes.

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

Membership - there were 542 members as of last month with ten new members. Jim summarized significant member anniversaries.

Solo - 2017 schedule has been published in the Knock Off. Correction from information published in the March Knock Off - Solo registration is not through Motorsportreg. TRSS is scheduled for this upcoming Sunday at the Saratoga Auto Museum - it is fully subscribed with 20 students. Volunteers are welcome to assist.

Road Rally - was on March 4 and had 11 vehicles (25 rallyists). This was the highest number of participants to date. Format was different from previous years - four destinations were provided to participants. The participant with the lowest total mileage to all four sites was the winner. (Full report in this issue of KO- ed.)

Activities - five members attended the recent Albany University basketball game. Everybody attending had a good time. Upcoming events - Go Kart night and golf outing at Burden Lake Country Club scheduled for August.

Competition -- tech inspection/party will be at Bob Karls in Troy on Saturday, April 8. There will be a drivers school at Thompson on April 21. It includes closed and open wheel cars. On April 22 there will be a non-SCCA race at Thompson, the Ice Breaker. On May 5 and 6 there will be an SCCA Divisional at Thompson.

Old Business - Eric and the committee continue to work on the by laws. Saratoga Auto Show is scheduled for Sunday May 21.

New Business - none

Meeting adjourned 7:55 pm.

- Ron Bass -

Editor's Note: Following the meeting, Jim Donick of Pleasant Valley down the Hudson, who races several Allards with the Vintage Sports Car Club of America (VSCCA), gave a presentation on the Mount Equinox hillclimb. Illustrated with many slides, his enthusiastic description of the course and its history inspired at least one couple to plan a trip up the mountain just as soon as top-down weather arrives (that would be a sunny day over 50 degrees).

Mo-Hud Officers and Contacts

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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, 7:30pm, at the Orchard Tavern, 68 North Manning Boulevard, Albany.



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The KnockOff Journal

This Month...

- Tom Campbell's VIR Report



Campbell Racing - Virginia International Raceway April 14-16

The first event of the 2017 SCCA Majors Championship, for the Northeast Conference, was this weekend at VIR. As in the past, it was a combined event with the Southeast Conference, for whom it was the last event of their season (they started in January and don't race in the hot summer months). There were over 350 entries from all over the country.

We arrived at the track on Wednesday evening to get set up and be ready for the test day on Thursday with the F Production car. Charlie's Spec Miata was pretty much in the condition it came off the track last fall but my car had undergone major work over the winter and needed a shakedown of the winter maintenance period and a test of the changes that had been made. The session went well, nothing fell off or leaked out - mission accomplished

The second session's objective was to start building speed, assess the handling and make sure we had the right gears and suspension settings. We saw some good speeds starting to develop but we weren't expecting much for the first day, and besides we were running a set of old tires that had seen duty at the Runoffs last September. The handling was ok for the old tires and the new engine was working fine - until the last lap, Charlie brought the car down the hill onto the front straight and then the engine quit running. He tells me on the radio that he thinks we had another failure, just like the two last year. So I went back to the trailer to wait for them to tow the car back. It took a while. Turns out that Charlie pulled the car off track at the end of the front straight and into the grass. The hot exhaust set the dry grass afire under the car. Before they were able to get the fire out and the car moved off the hot spot, considerable damage was done. As the saying goes: if it isn't one thing it is another.

In addition to discoloring the brand new paint on the two new front fenders, and turning all the white paint under the front half of the car to the color and texture of a burnt marshmallow, the fire damaged quite a bit of wiring. After a close inspection, the wire connecting the ignition sensor (crank trigger) to the electronic control unit was burned through, as were the cables to the oil pressure gage and the oxygen sensor. Several other wires were damaged but we were able to satisfactorily repair them for now with tape. I cut out the bad section of the ignition wire and spliced in a repair along with remaking a new connector. This got the car running again and the lost gages would have to wait. We missed the 3rd test session but were able to make it to the 4th session at the end of the day. Oh yeah, I forgot to tell you, the engine quit because it ran out of fuel! The crew chief (that would be me) knew it was low on fuel after the first session but thought there would be enough. And I forgot to tell Charlie.

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VIR cont'd...

But the last session went well and we were already turning some competitive lap times. Thursday evening was spent on the usual between session inspections, a thorough nut and bolt check of everything, and repairing the damaged oil pressure cable. The oxygen sensor cable is too damaged and too complex to repair, and isn't necessary to continue. More for the growing list of work to be done before the next event.

And then there is the other bad news. Because the F Prod car was not available for the 3rd session Charlie got permission to switch the test day entry over to his car and took it out on track. Before the session was over, however, he was back at the trailer with a severely over-heating car. Diagnosis: a blown head gasket. This was beyond our repair capability at the track so he had no option but to withdraw the car from the event.

The first session on Friday morning was practice, then the first of two qualifying sessions in the afternoon. The second qualifying session was Saturday morning. The practice went well; our times were near the front of the group. The afternoon qualifying session was interesting. I decided to break-in a new set of tires. So the first four laps were relatively slow to bring the temperature up gradually. Then there was time for about 5 actual qualifying laps. The first fast lap turned out to be the best and Charlie went from 17th on the list to first overall. At the end of the session we were sitting in pit lane checking tire pressures when the car that had been running second turned a lap that was .006 sec faster than ours. We were now second to a Fiat 124. Not bad, but not the pole position.



It is interesting to note that this was the Fiat 124 that was so very fast at the Daytona Runoffs. This time, however, the guy driving it is a highly talented professional driver (Trans Am).

This brings us to the second qualifying session on Saturday morning. The Fiat didn't participate so our goal was to find the .006 sec needed to get the pole position back. However, surprise, surprise, the car that had been third, another Miata, jumped to the front of the grid, beating us and the Fiat by a little over a tenth of a second. This car came all the way here from Indianapolis where it is a school project for the Motorsports Engineering program at Indiana State University. It seems like they have half the Indy car community in Indianapolis helping them. I wish I had their resources. And they even have a professional driver – his real job is as a driver coach for some of the Indy Car drivers.

> > >

VIR cont'd...

So the race Saturday afternoon promised to be a really good one. Charlie started third behind the new Miata and the Fiat. He didn't get a good start, partly because the Miata jumped the start by quite a bit, and went into the first turn fourth or fifth. But by the end of the first lap was third and the first three cars set out to growing gap to the rest of the field. A couple laps later he moved up to second, and the Fiat started to fade. The two Miatas ran nose to tail for the middle half of the race. Charlie actually got around him at one point but was repassed before the end of the lap. Then, four laps to go, a small error under braking resulted in a spin. It was a quick one but resulted in an 8 second gap to the leader which couldn't be closed in the time remaining. So we settled for second place. We may well have ended up there anyway but it was certainly going to be an entertaining last few laps.

The car ran flawlessly and needed only the usual between session maintenance to get ready for the feature race on Sunday. But, after thinking about it overnight, I decided to change the differential in order to get a more aggressive gear ratio. We had to try something.

Based on the fastest lap times turned in the race on Saturday, we were second on the grid for the Sunday race. The other Miata jumped the start again but Charlie was right behind him and the two of them set out, nose to tail just as they did on Saturday. They steadily pulled away from the rest of the field. It was a joy to watch. At about 2/3 distance, however, Charlie made another slight error under braking and had another quick spin. It put him about 6 seconds behind, still in second place. He was able to close the gap to 1.5 seconds near the end of the race but another slight error and he fell back a little more and settled for another second place. This is his first event since last September so he is a little rusty. We also talked with our brake system sponsor/engineer and he suggested we may have one of the rear brake calipers hanging up a little. Add this to the growing maintenance list.

All things considered, we're off to a great start. The car is very fast, the new motor appears, indeed, to be the best we have ever had. It is so good that I'm going to take it out before the next event and save it for the Runoffs at Indianapolis this coming September. I'll use the "spare" motor which was new for last year's Runoffs and I thought it was the best I ever had.

And we made some great new friends – the guys from Indianapolis. In fact one of the students is currently doing an internship at the race shop where my son Jeff is working.

So on to the next event – Summit Point, West Virginia, April 29th and 30th. So much to do and so little time.

Tom and Charlie

