

The Mo-Hud

# Knock ff

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

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**July 2018**

## The REport

**'Tis the season-** Smoking brakes, squealing tires, race gas.....that's right, the sights, sounds, and smells of the Club Racing and Solo season are in full swing. Check out the Club Racing and Solo reports inside for results, information, and stories of our apex-hitting, cone-dodging Mohud members.

**Happy Birthday America-** Sorry folks, no July Mohud meeting as the first Wednesday of the month falls on the Fourth of July. You'll have to provide your own fireworks rather than the usual explosive action we have at the monthly MoHud meetings.

**Speaking of the MoHud meetings...** Beginning in September, the Mohawk-Hudson region will have a different location for its monthly membership meeting. They will still be the first Wednesday of the month and they will continue to start promptly at 7:30PM. Stay tuned for the announcement of our new meeting spot.

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

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## Coming Events: July and...

- **July 9:** Monday, 4-9. MoHud at Capital Cruisers Night; Guptil's Roller Rink, Route 9, Latham.
- **July 14-15:** Saturday – Test and Tune; Sunday – Event 3. MoHud Solo at Empire State Aerosciences Museum, adjacent to the Schenectady County Airport, Route 50, Glenville.
- **August 1st:** Wednesday. 6-8. MoHud Family Fun Night at Funplex. Karts and more.
- **August 9th:** Thursday, 2-7ish. MoHud Annual Golf Tournament.
- **September 6:** Wednesday, 7:30pm. MoHud Membership Meeting. At some location where we are appreciated.  
We start gathering around 6pm to share time with our fellow members.  
Contact: Jim Bucci [hdjimb@gmail.com](mailto:hdjimb@gmail.com)

**For the remaining 2018 Solo event dates  
at the Empire Aerosciences Museum Lot see page 8**



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## Pinewood Derby Anyone?

As many parents know, Pinewood Derby competitions are not just for kids; dad and mom frequently get hyper-involved.

And on a more competitive level, the SCCA annual convention last January held a two-class derby: one class for cars built to Boy Scouts of America rules ("Scouts BSA" rules after this coming January), and the other class for Unlimited cars (a few rules apply). The flyer at right says it all.

Any interest in having a Pinewood Derby as a preliminary to MoHud's annual meeting this coming December?

If there is any interest, let the KO editorial staff know (post a note on the MoHud Facebook page). If so, we'll publish BSA rules and other technical articles in an upcoming KO issue.

- ed.



Follow

Pinewood Derby at the '18 SCCA National Convention. Two classes: BSA Rules and Unlimited.

Unlimited rules:

- 1) Must pass TSA Check as carry on.
- 2) Must fit in lane on track (see dimension rules for BSA cars).

Thursday is open competition, Friday is Region competition. Who's in?





# Mo-Hud Family Go Kart Night

Wednesday, August 1, 6:00pm

Funplex

589 Columbia Turnpike  
East Greenbush



Pizza, Soda, and Several Prizes

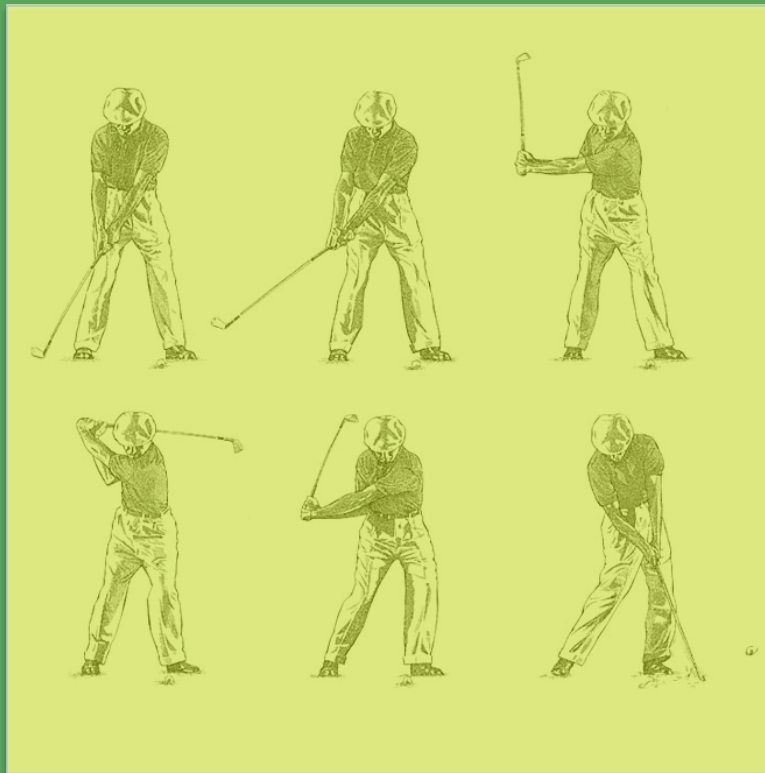
A \$20 wristband buys 2 hours on the track

Funplex also offers miniature golf, rock-climbing,  
and other family activities...

Contact: Dick Stewart  
stewartco@aol.com

# MOHUD UPTEENTH+ ANNUAL GOLF OUTING

Thursday, August 9<sup>th</sup>  
2:00pm



**Burden Lake Country Club  
Averill Park**

**\$34= 9 holes + cart + 3choice dinner  
and maybe a trophy**

**contact: Dick Stewart @ 518-674-5683 He'd like a head count ahead of time**

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## Club Racing- July 2018

Jim Bucci/ Jack Hanifan

**The New England Region "Paddock Crawl"** race weekend was held June 15-16 at Lime Rock Park. Once again, MoHud margaritas were the featured beverage for the after-race paddock crawl.

There were several MoHud club racers competing. I apologize for the incomplete list of results. The Race Monitor app is not being very cooperative. However, Chip VanSlyke (FF), Jim Bucci (FP), and Doug Garrison (SRF3) had podium finishes.

Others competing were Chris Brassard, Greg Goss (crumpled, crumpled, fenders on Friday), Bob Karl, Nick Karl and Jim Bucci.

**Congratulations** to MoHud members Charlie Campbell and Jared Lendrum on their podium finishes at the recent Hoosier Super Tour event at Watkins Glen. Jared was second in class on Saturday and third on Sunday in his T-4 (Touring - 4) Subaru RZ.

Charlie Campbell drove his white Miata to first place both days, making him the 2018 Northeast Conference Majors champion and National Super Tour champion in E-Production.



### Coming Attractions:

July 7-8: July Sprints; Watkins Glen. NYSRRC/NEDRRC Northeast Conference Majors

July 7-8: [Thompson Speedway Motorsports Park](#); Thompson, Connecticut

July 21-22: [New Jersey Motorsports Park](#); Millville, New Jersey

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## Is a Super Tour better than a Major Tour?

Confusing, isn't it? Here's a simplified, subjective, explanation.

**Regional Race:** A race run by an SCCA Region such as MoHud at any track. Low key, but serious, if you know what I mean.

**Divisional:** A Regional Race counting toward a round-robin championship in a Division such as the North East Division (NEDRRC - North East Road Racing Championship). Or there might be some other championship such as NYSRRC (New York State Road Racing Championship). Drivers can earn points for several kinds of championships in a single race.

**Majors:** An SCCA national series where drivers earn eligibility points to qualify for the annual Runoffs (this year in Sonoma, CA). Lots of really big trailers and really big motorhomes in the paddock. Way-too-serious stuff for some drivers and their sponsors.

**Super Tour:** At a number of Majors Races in the first half of the year, folks from the mothership in Wichita show up and produce streaming videos and hand out bigger trophies than you get at most Majors.

- ed.

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# What is so rare as a day in June ...at Lime Rock



Low Key...



...but serious: Jim Bucci at speed



Chris Brassard recruiting  
the next generation



Chip VanSlyke speeds by the camera



Bob Karl's "new" Miata  
...before the spark plug wire came loose



Ron Bass dicing with another  
Formula V

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## SOLO Report – July

**Last month was our first event at the new** facility, the Empire Aerosciences Museum in Glenville. We had a few hiccups, but overall a great weekend.

I would like to go over a few ground rules for the site:

- No one is allowed on the site on non-event days without permission from Mohud and the Museum. On event days, please wait for Miguel or Russ to allow entry past the gate.
- Taxiway D is an active part of the airport. This is the part that has the blue lights on the sides. We may not always have access to this part of the site. We also need to have radio communication with the tower while we occupy this area. General rule of thumb is if there are not cones on it, we are not allowed.
- The two rows of cones blocking the active taxiway D should be left in place and not part on regular cleanup. I also had Tracey put the Focus at the lower end of the taxiway entrance both Sundays and that seemed to prevent anyone from driving on it.
- Everyone must sign the waiver before entering the gated area. Kids under 12 do not need to sign a waiver unless they are competitors but must be accompanied by an adult. They are not allowed in any "hot" areas.
- Unless otherwise directed, all buildings are off limits to us. Entrances should not be blocked.
- Planes on site should not be touched.
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**The test and tune** was a great opener for the season. It seemed to be one of the highest attended in recent years. The weather was great the whole weekend, everyone stayed safe, and we all had a bunch of runs.

The next day we started letting people in and it didn't seem to want to stop. We wound up with one of our highest-attended events in a long time. Over a hundred people were there for the first points event of the season.

Scott Monti set the fastest Street time, Dave Cowie had the best Street Prepared time, Nick Austin had the top spot in the Touring/Modified class, Bill Hudson was the best in CAM, Jon Staude led the Pro drivers, Brian Borie was the fastest Novice, and Josh Smith had the fastest Kart. Nick Austin topped the Pax list followed by Scott Monti, Josh Smith, Ian Wallace, and Jon Staude.

**The second event** was on a rain threatening day. While it did rain a little for the afternoon runs. It mostly wet the surface for the Street class cars for a run or two. Despite the damp surface, a lot of cars set their best times in the afternoon. With the weather outlook having rain, attendance was about half of the first event. We were able to get in 7 runs and be done around 4.

Scott Monti set the fastest Street time, Dave Cowie had the best Street Prepared time, Nick Austin had the top spot in the Touring/Modified class, Eric Smith led the Pro drivers, Dale Schoolcraft was the fastest Novice, and Miguel Teixeira had the fastest Kart. Nick Austin topped the Pax list followed by Adam Wright, Scott Monti, Chris Keenan, and Eric Smith.

- Russ Burckhard -

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# More Solo

## Upcoming MoHud Solo dates

July 14-15	Empire State Aerosciences Museum	Test and Tune and Event 3
Aug 12	Empire State Aerosciences Museum	Event 4
Sept 16	Empire State Aerosciences Museum	Event 5
Sept 30	Empire State Aerosciences Museum	Event 6

## Poughkeepsie Sports Car Club Events

July 1	Tech City Lot
Oct 21	Lake Taghkanic State Park





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## Membership Report - July

... as of June 26 2018

At this time Mohawk Hudson Region has 434 members. This is an increase for the second month in a row after a year of membership decreases.

We're all representatives of SCCA. If you know someone who may be interested in what we do, please try to sell the club to them. We have a lot to offer. Either direct them to me at < mhr.membership@gmail.com > or they can sign up directly at < <https://www.scca.com/pages/join-scca>>.

### New members in June

Jason Jendzezyk, Schenectady	Club Racing, Solo
Andrew Servis, East Greenbush	Club Racing, Pro Racing, Rally, Solo
Brandon Tunkel, Schenectady	Solo
Ahmad Choudry, Niskayuna	Club Racing, Rally, Solo
Jonathan Scavone, Saratoga Springs	Solo

Welcome all!

*eds note: Of the five new members, four of them ran in the June 24<sup>th</sup> event. Neat!*

### Significant Anniversaries

TEN YEARS	TWENTY-FIVE YEARS	FORTYY-FIVE YEARS
Thomas Johnson	Frederick Fox	Gary Dassinger

Congratulations!



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## Membership Meeting, June 6, 2018

**Orchard Tavern Railroad Room:** Meeting called to order by Regional Executive, Jim Bucci, at 7:30pm. Jim welcomed special guest, SCCA Area 10 director, Earl Hurlbut.

May meeting minutes approved as published in most current Knockoff.

Treasurer's report given by Paul Malecki.

Membership report by Jim Garry. Currently we have 429 members. Jim also announced significant anniversaries.

We are still in need of an Activities Chairperson. Please contact Jim Bucci if you are interested.

No general membership meeting in July. August meeting will be our annual go-cart outing at Funplex in East Greenbush. Wednesday, August 1, 6:00PM.

Mohud will have an information booth at the Guptill's car shows. The car show is the second Tuesday of each month June-September.

First MoHud Solo event of the year was held Sunday, June 3<sup>rd</sup> at Empire State Aeroscience Museum. Vey successful event. 100+ cars. Next event it June 24 at ESAM.

Club racing report given by Jim Bucci. Shout out to Jack Hanifan. We're thinking about you Jack!

Area 10 Director Earl Hurlbut spoke briefly and asked if we had any concerns or questions for him to take back to the national office.

Old business- Several officers and chairpersons have still not submitted their job descriptions to the RE. You know who you are.

New business- None

Meeting adjourned at 8:13PM

Respectfully submitted by Trish Bucci (acting Secretary)

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*On a sad note*, George Kline writes: "It is with a very heavy heart that I need to let the MoHud members know that my friend Brian Hanaburgh passed away last week after a long and courageous battle with cancer. He was a longtime member who campaigned a vintage MGA and our Caterham 7...I will miss him dearly.

We will be attending the July Sprints at Watkins Glen in memory of Brian and Skip Beck. Please feel free to stop by the paddock for some memories. They were both true racers at heart and I know they will be attending in spirit."



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# Mo-Hud Officers and Contacts

**Regional Executive (RE)**

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**Assistant RE**

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

**Treasurer**

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

**Secretary**

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

**Club Racing Chair**

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 [mhr.membership@gmail.com](mailto:mhr.membership@gmail.com)

**Chief of Pits**

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

**Scrutineering (Tech)**

Open. Contact Jim Bucci if interested ...

**Chief, Flagging & Comm.**

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

**Activities Director**

Open. Contact Jim Bucci if interested ...

**Merchandise**

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**Director**

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**NeDiv License Chair**

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**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...

- Yuven Sundaramoorthy Bonds With Mario Andretti
- Campbell Racing Has Good and Bad Moments



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Well, there are race tracks, and then there is the **Indianapolis Motor Speedway**. Likewise, there are races, and there is the **Indy500!** .... my dad and I had the chance to attend the qualifying sessions of the 102<sup>nd</sup> running of Indy500. And what an amazing weekend it turned to be!

As you may know, we have already raced at Indy twice. In fact, the first win of our career came at Indy in June of 2017. We also raced there at the SCCA National Runoffs, finishing 8<sup>th</sup>. This time, though, we were spectators.

Our host, Pieter Rossi, is the father of the 2016 Indy500 winner Alexander Rossi. This allowed us access to the Andretti Autosport hospitality, as well as garage and Gasoline Alley areas. In addition to Alex, Andretti Autosport had several drivers in the field: Carlos Munoz, Marco Andretti, Zach Veach, Ryan Hunter-Reay and Stefan Wilson. By the way, one of the highlights of our trip was to meet and talk briefly with the one and only Mario Andretti...

... Saturday was forecast to be totally wet, and the first part of the day was. Portions of the sessions were delayed, but they were able to complete all the rounds of qualifications that day as planned. The biggest story of the Saturday qualifiers was James Hinchcliffe getting bumped out of Indy500, along with Pippa Mann. This was a total shocker for all...



The 2<sup>nd</sup> round of qualifiers were on Sunday, and it was split into two parts. Rossi's was the last car to run in the first part. Unfortunately, due to a tire puncture, he slowed down after lap 2, eventually finishing 32<sup>nd</sup>, set to start the race in the last row. It was exciting to watch the 10-33 group, and of course the Fast 9 qualifying session, which ultimately put Ed Carpenter on Pole... It is hard to describe this trip in words. With the access we had to the garages and cars, we got very close to the action, and we were like two kids in a candy store. We learned so much about this amazing sport, met a lot of friends and made many new ones.

Yuven



Dad

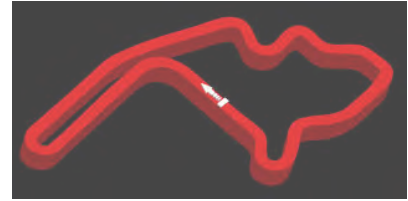
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## **Campbell Racing**

### **- Race Report**

### **- Mid-Ohio Sports Car Course**

### **- June 1-3**



**This event was one of the dual Majors and Super Tour events.** For us it was out of the northeast conference so it wouldn't count for the NE Conference Majors championship, but we are also trying, this year, to see how far up in the nation-wide Super Tour championship we can place. We are currently 11<sup>th</sup> based on the results of the VIR event in April. Although we usually do the test day prior to each event, this time Charlie needed an extra day to get the Spec Miata back together following the crash at Pittsburgh three weeks ago. His body shop was very busy and didn't get their work on the car done as quickly as Charlie had hoped. But we have been to Mid-Ohio enough that giving up the extra track time wasn't going to be a problem.

The Friday morning practice sessions went well. The SM was mid pack, as expected, and the FP car was in the top six. Both were on old tires (save the good ones for when it counts) and both ran well. Charlie was especially pleased that the SM went back together without problems. The only issue was a small coolant leak from a radiator hose; fixed by further tightening the clamp.

Friday afternoon's qualifying sessions would be for the grid for the race on Saturday afternoon. Then the qualifying session on Saturday morning would set the grid for the race on Sunday. Both qualifying sessions went well and the SM would start 19<sup>th</sup> on Saturday and 17<sup>th</sup> on Sunday. The FP would be third on both days.

The SM race was first on Saturday afternoon. As I said, Charlie started 19<sup>th</sup> and ran there, plus or minus a couple positions, throughout the race. It was like a big conga line at over 100 mph. But it was all clean and at the end he was 18<sup>th</sup>, helped when the two leading cars took each other out on the last lap. Charlie brought his car back without a scratch on it and was turning laps consistently amount his best in that car. He had a big smile on at the end.

The FP race was going to be a good one. The field included 4 previous FP National Champions (we aren't in that group yet) and several other who routinely run in the top ten at the national championships (that does include us). The first two cars had qualified under the track record; we missed it by just a few tenths of a second. Charlie got a great start, coming out of the first turn right on the bumper of the leading car, a Lotus Seven. The car that had started second, an Acura, missed a shift on the start and fell several positions back. The first two would lead the race, pulling away from the rest, for the first 2/3 of the distance when the leader pulled over with an engine problem. Charlie picked up the lead and held it to the end, with the Acura closing in after having worked his way through the traffic. At the end the win was Charlie's by only 4 tenths of a second.

The SM race on Sunday morning went well, much like the race on Saturday. Charlie started 17<sup>th</sup> and worked his way up to 12<sup>th</sup>, another fine run. And, again, the car is without any problems. Ready for the next weekend.

The FP race was scheduled to be the second race after the lunch break. About half way through the last race before lunch a sudden rain squall opened up. It made a real mess of the race for those guys. They had all started with dry tires and there were cars off track everywhere. They ended the race just past half distance because it just wasn't possible to continue. It let up but sprinkled through the lunch break.

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*Mid-Ohio Sunday Race, cont'd*

**The first race after lunch** was the big GT sedans so we hoped they would help dry the track before our race time. The track was still very wet and only about half of the field actually showed up to start the race. Some were on rain tires and some on dry, slicks. They, too, had a very difficult time and there were many spins and off course excursions but they were quite strung out and I don't think I heard of any actual crashes. About half way through this race the sun came out and the wind picked up and the track did, in fact, start to dry. By the time that race was done and it was time for the FP race, the track was dry. Of course, by then, we had started putting the rain set up on the car and had to scramble to undo it and return to the full dry set up. We encounter these rain/dry situations occasionally and they are quite stressful.

The Lotus, of the motor problem on Saturday, thought he had it fixed and showed up on the grid, again in the first starting position. We were again third, behind the Acura. But the Lotus found on the pace lap that he hadn't fixed the problem and pulled into the pit lane. This moved Charlie from the third spot (behind first on the double file grid) up to the open first spot. At the green he was able to stay inside the Acura and take the lead coming out of the first turn. He held on to lead for the first three laps but then the Acura got by. He was a few tenths of a second faster and slowly opened the gap. We clearly had the second place car today and were happy to accept that.

Unfortunately, a few laps from the end a slower car forced Charlie off track while being lapped. Charlie recovered without a problem but it damaged the air dam. This is the second one this year and the last one I had. So I need to put together a couple new ones before the next race. Also, after the race I found some engine oil where it shouldn't be. It appears that there may be something forcing oil out the engine vents. We had planned to have Charlie take the FP car home with him and go to the next race at Road America without me (I have some commitments that won't support going to RA). But I can't send him there with an uncertain engine. So I'll take it home to diagnose and, hopefully, repair. If not, I'll have to put in the spare motor. Perhaps I can get it back to him for the Road America weekend, if not then we'll meet again for the Super Tour race at Watkins Glen in three weeks.

So, really a good weekend. We are happy with the Super Tour win and second. That will move us up in the championship standings quite a bit.

*Tom and Charlie*



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## Yuven's First FRP race win comes at Watkins Glen

The second weekend (rounds 4-6) of the F1600 Championship series took place at the famous Watkins Glen International May 10-12<sup>th</sup>. It turned out to be a pretty good weekend for us, with a pole position, a race win, and two P5 finishes. However, we would rather have walked out with even better results. We know we have the talent and support.

Watkins Glen is only about 3hrs drive from our home, and being the only New York track on the schedule, this was the closest to a home race for us. In fact, two of our friends and their families took advantage of the proximity and were able to attend the Sunday races in person and cheer us on.

Friday was a test day, and we were able to get three good test sessions in dry but cool conditions. We have driven on this track last June in the SCCA Hoosier Tire Super Tour and finished 2<sup>nd</sup> with the fastest race lap. This prior experience, and the countless hours on our home racing simulator, make it relatively easy to figure out the right racing lines and braking points. With three other K-Hill Motorsports drivers in our team, we were able to help each other, and all four of us finished the day strong.

Saturday, as forecasted, started and stayed wet and cold. Only four cars chose to run the very wet practice #1, and we were the fastest. More cars joined us for practice session 2, and we ended up 2<sup>nd</sup> fastest. The afternoon qualification session was also in full-wet conditions. It went well despite the rain, and we were pleased to secure pole position with a nice margin of 0.38 seconds. If you haven't already, please check out the short video of our pole-setting lap at. You can see for yourself how poor the visibility was with all that spray, especially when trailing another car.

[https://www.youtube.com/edit?o=U&video\\_id=0n7IWdfnWL4](https://www.youtube.com/edit?o=U&video_id=0n7IWdfnWL4)

Sunday was much better. Still cold, but no rain. Misty sprinkles on and off, but the track remained reasonably dry throughout. We started on pole for race 1, and with some luck, we were able to finish first. This was our first race win this year in the USAC/FRP F1600 series, so it felt very good. In both races 2 and 3, we ended up losing the leaders' draft, and finished P5. Like I mentioned before, it wasn't bad, but we know we could have had three podium finishes.

I am so pleased with our teammates, Dario, Tyler and Baylor. Everyone got podium finishes, with both Tyler and Dario with two. This is exactly why we chose to run with K-Hill.

Things are looking good for us. The top 3-5 championship contenders are very close in points, and each of us has a real chance. Consistency is key throughout the season. Next up for us is weekend #3 at the Virginia International Raceway, June 1<sup>st</sup>-3<sup>rd</sup>. Once again, K-Hill Motorsports gave us a great car. Jake, Chris, Rafa and everyone worked very hard to give us the opportunity to succeed.

*Yuven*



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## **Campbell Racing**

### **- Race Report**

### **- Road America, Wisconsin**

### **- June 15 - 17**

Well, this report is going to be short. Sitting second in the Super Tour standings we were really looking forward to a couple of good finishes at Road America and were hoping to take the series lead. It was not to be.

I had some personal commitments and couldn't make the trip to Wisconsin. I prepared the car after I got home from Mid Ohio and took it to Charlie last week. Charlie made the trip to Road America solo. Thursday was the test day in advance of the three-day race weekend. The morning test session went well. The afternoon session did not. As the NASCAR guys say it: the engine "blow'd up". To be more specific, it dropped a valve in the #4 cylinder; and from there it, well, pretty much "blow'd up". This is a failure I'm much too familiar with and it usually ruins most everything inside the motor.

So Charlie packed up and headed for home. But not before taking the motor out of the car and turning it over to the engine builder, who happened to be at the event. He'll take it back to his shop and do an autopsy and salvage what parts will be used in the next engine.

I picked up the car and brought it back to Saratoga on Saturday and put the spare engine in Sunday for the Watkins Glen event next weekend. This is the last of the Super Tours and our last chance to move up in the standings.

Will let you know how it goes.

*Tom and Charlie*



This is a typical Miata engine before it blows up.



This is a typical Miata engine after it blows up.