

The Mo-Hud

Knockoff



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

August 2018

The REport

Save the Date

The 2019 Northeast Division, SCCA Mini-Con will be held February 15-16, 2019

The Mini-Con will pull together SCCA competitors, crew, administrators and other members from throughout the Northeast. We'll gather to train new stewards, discuss programs, provide relevant content and presentations across different programs, present divisional awards and, of course, socialize and have some fun outside of a competition weekend.

Susquehanna Region is excited to be the host of this year's Mini-Con... they've got some fun planned for everyone!

Location: RADISSON HOTEL HARRISBURG

1150 Camp Hill Bypass

Camp Hill, PA 17011

You can get more details at <http://www.scca-susq.com/2018-nediv-minicon/>

Who's the best driver?

Test your driving, pitching and putting skills on the challenging fairways and greens of the Burden Lake Country Club as we host the annual MoHud golf outing on Thursday, August 9. Start time is 2:00PM

\$34 will get you 9 holes of golf, a riding cart, lunch, door prize, and maybe even a trophy

Call Dick Stewart at 518 674-5683 and let him know you're coming.

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

Coming Events: August and...

- **August 1st:** Wednesday. 6-8. MoHud Family Fun Night at Funplex. Karts and more.
- **August 9th:** Thursday, 2-7ish. MoHud Annual Golf Tournament.
- **August 12:** Sunday – Solo Event 4. MoHud Solo at Empire State Aerosciences Museum, adjacent to the Schenectady County Airport, Route 50, Glenville.
- **August 13:** Monday, 4-9. MoHud at Capital Cruisers Night; Guptil's Roller Rink, Route 9, Latham. Get there early to avoid the crush. Lots of people looking at lots of cars.
- **September 3-7:** Monday-Friday. SCCA Solo Nationals, Lincoln Nebraska. The 1,400 entrant cap has been reached, and a few MoHuders will be going. We'll keep you posted in the September KO on how to follow online.
- **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 hdjimbu@gmail.com
- **September 16:** Sunday – Solo Event 5. MoHud Solo at Empire State Aerosciences Museum, adjacent to the Schenectady County Airport, Route 50, Glenville.
- **September 30:** Sunday – Solo Event 6. Final 2018 MoHud Solo; Empire State Aerosciences Museum, adjacent to the Schenectady County Airport, Route 50, Glenville.

E-Racing and Karts and Junior Olympics



It's hard to sort out all the motorsports PR from real news these days, but we think we have a handle on what's what. First, former Formula One driver Felipe Massa has signed a deal to race with Venturi in Formula-E for the 2018-19 season. This will be the first season that the cars will run the full race with one battery charge, instead of switching to a second car at mid-point during a race.

At the same time, Massa has been named by the FIA to be honorary ambassador to their Junior Karting program. Just so happens that the FIA will be running a demonstration of karting at this October's Junior Olympics in Buenos Aires this October, with Massa as the probable spokesperson for incorporating karting in future Junior Olympics competition.

And also at the same time, it was announced that the FIA is looking into an E-Karting series using a 20Kw/48 volt -powered March chassis. Said to do 0-60 in 4+ seconds, and top 80mph, we doubt that this will be used by the Junior Olympics, but could turn into a step up the E-ladder in the same way "regular" karting is the way to a Formula One or IndyCar seat.

If you are on the fence in regard to E-racing, talk to EJ about his impressions of the recent New York E-Grand Prix.

Club Racing- August 2018

Jim Bucci/ Jack Hanifan

July Sprints

The July Sprints, hosted by the Glen Region, SCCA, were held the Weekend of July 7-8 at Watkins Glen. MoHud member George Kline won his feature race on Sunday in E-Production. Congratulations George. A couple of other MoHud members are looking for new motors for their racecars. Both Chris Brassard (SRF3) and Jim Bucci (FP) had their motors blow in practice.

MoHud Club Racing Championship.

Attention MoHud club racers – Please keep track of your finishing positions and how many cars in your class you finish in front of so you can easily tally your points for the MoHud club racing championship. The top 3 drivers will be recognized at our annual awards banquet in December.



George Kline powers his Caterham through a sweeper.

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For you young'ns:

The Caterham is a direct descendant of Colin Chapman's Lotus 7, introduced in 1957. It came assembled, or as a kit of parts to escape the UK purchase tax. But no, the Coventry Climax fire pump engine was never a standard option.

The Little Midget That Could- July 25, 1959



Roger Ward passing the leMans-winning DBR-1 of George Constantine; Lime Rock Formula Libre race. The day Roger beat the "sporty car crowd."

If you were around that day, it was either the greatest race of the century, or something not to talk about in the company of others... depending on your viewpoint. For Chris Economaki's story of the race and how Roger's drive came about, go to <http://www.barcoys.com/LimeRock%20TheRace.htm>

SOLO Report – August



Dawn in the Solo Paddock – note entrants in the new Aero class

On Saturday, July 14th, MoHud had its second solo Test & Tune session at the Empire Aerosciences site in Glenville. 31 drivers ran the course, of which 10 were new/ weekend members.

On Sunday the 15th, 68 drivers competed at the same site in a very hot and humid Solo event 3.

Below are the top times in each class. For full results go to the MoHud website.

Class	#	Driver		Time
KM	25	Teixeira, Miguel	Raw timez	29.604
STR	17	Austin, Nick	Pax	25.843
FS	85	Keenan, Christopher	Street	32.477
STR	17	Austin, Nick	Touring	31.401
ASP	62	Cassidy, Joseph	Street Prepared	34.015
SSR	1	Park, Michael	Street R	33.996
CAMT	24	Hudson, Bill	Classic American	33.082
SM	3	Danneil, Karl	Street Modified	39.237
BM	48	Burnham, David	Modified	31.655
FSAE	2	Demeritt, Christopher	Formula	30.089
KM	25	Teixeira, Miguel	Kart	29.604
JA	175	Wright, Aaron	Junior Kart	32.252
NDS	930	Borie, Brian	Novice	26.464
XSTS	93	Staude, Jon	Pro Class	26.554



One of the more interesting vehicles on the course was Dave Burnham's homebuilt ice-racer (with a huge rear wing), or solo racer (without a huge rear wing), as seen here... The very loud Maserati engine comes from a Citroen SM sedan, the sporting version of the car so beloved by Charles de Gaulle as President of France in the 1960s.

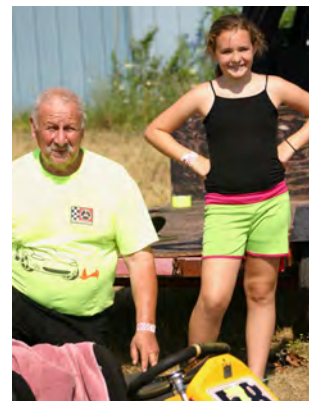
Solo Karts

Solo Karts have been more visible this season as a “Kart Paddock” has popped up at each event, close to the small hanger at the Aerosciences Museum.



What with adult MoHuders such as Miguel Teixeira discovering the thrill of going 30mph some two inches off the ground, and some new families in Junior Karts, we've been seeing healthy turnout. And with the course layouts providing a nice mix of corners and straights, the drivers' experience is a lot like Club Racing time trials.

Juniors at Event 3 on July 7th included Aaron Wright (above, with dad Adam), Isaiah Kalnfliesh (left, with mom), Angelina MacLeod (right, with grandpa Lou Pirro), and Dominick Lemire (no pic).



Along with Miguel, Salvatore Baisley and Lou Pirro competed in the “adult” classes.

Interested in Solo Karts? Pages 131-140 of the 2018 SCCA National Solo Rules (download from the SCCA website) detail the chassis, engine and age rules by class. Surfing the Web for Briggs&Stratton race engines and Clone motors will get you started on what's out there, while “racing karts” in Facebook will get you a cartload of pages to view. And, don't forget that the August 1st MoHud Kart Night at Funplex would be a good place for the whole family to enjoy a taste of what karts are all about.



Tracey Burckhard keeps a close eye on the pack as Chief Kart Steward

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Miguel prepares for a hot lap

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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...

- Campbell Racing at The Glen



Watkins Glen, June 22-24, 2018... Charlie Campbell wins NE Conference F Production Majors Championship.

As is our usual practice, we arrived at the track on Wednesday evening to set up and be ready for the test day on Thursday morning. You will recall that the engine in the FP car failed the previous weekend at Road America so this test day was an important shake down for the new motor.

The first session in the morning gave me a real big scare! Charlie went out, went by the pit lane once, and then didn't come by again. He was stopped out on the course and to make things worse, we hadn't bothered setting up the radios for this session. At the end of the session he was towed back to the garage. The car had been running rough and then stopped altogether. With visions of another failed motor I downloaded the information from the data acquisition system and started looking for a clue to the problem. I was relieved to actually find it rather quickly. From the data I could see that the ignition timing had suddenly gone erratic and then failed completely. Diagnosis: a failed ignition timing sensor in the engine management system, a failure I had seen before. After replacing the sensor with a spare one (I learned the lesson last time) the engine restarted and appeared to be just fine as was confirmed on the second session later in the morning.

In the afternoon we put on a set of new tires to scuff them in for use in the races on Saturday and Sunday and to test a couple variations in tire pressures. All went well and the lap times on the new tires were very good. With that we decided there wasn't any purpose to running the fourth session later in the afternoon. It was a good day.

This was a Super Tour event so it was a three-day schedule with a practice session on Friday morning and the first qualifying session on Friday afternoon. Having done everything we needed on Saturday we only went out for a couple laps in the morning with the FP car in order to get a little heat into the drive train components. Charlie then switched to his SM car and started getting settled into it during the morning practice session. All went well with the SM car also.

In the afternoon qualifying session, on the new tires, the FP car was running real strong, within a second of the lap record without pushing hard at all. After three laps it was clear that we were well clear of the rest of the field and we came in early to save the tires. The qualifying lap time was to be the fastest of the entire weekend and put us on the pole position for the race group for both the races.

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Glen-Campbell, cont'd

The SM qualifying session didn't go as well. Charlie was only 17th of 26 and there was something wrong in the rear suspension and the transmission was starting to get difficult to shift from fourth to fifth gear. So the attention shifted to the SM car Friday evening to get it ready for the second qualifying session on Saturday morning. Charlie did a transmission change but a thorough inspection of the rear suspension failed to identify a problem.

Saturday morning, we woke up to a light but continuous rain. Qualifying started at 8 and the FP car was in the first group; the SM car was in the third group. The track was wet and cold, clearly qualifying times weren't going to improve from Friday afternoon so we decided staying in the garage would be the low risk strategy. Many of the other drivers felt the same way. In fact, because heavy rain was forecast for later in the day all the Saturday morning qualifying sessions were shortened so that the races could get started earlier. The FP race was scheduled to start about one o'clock but instead started at 10. The rain stopped just as the qualifying session got started, leaving the track wet. What few cars did go out in the qualifying sessions helped dry the track and there was a brisk wind and the sun actually came out between some clouds so by the time the race started it was on a dry track. The race went perfectly for us. Charlie led from the pole, set fastest lap (only two tenths of a second above his qualifying time) and returned without anything to add to the post-race work list.

Actually, it turned out that the rain would hold off for the whole day and all of the races were on dry track. The SM race went ok. Charlie started 18th and by the end worked up to 16th. He took about a second and a half off his qualifying time as well. However, clearly the car wasn't working up to its usual performance level. The problem with the rear suspension remained and would need more attention Saturday evening. Another inspection found a broken sway bar mount at the front of the car and a faulty camber adjusting bolt at the rear which was allowing the left lower control arm to move in the corners. New parts and a session on the alignment pad and scales had the car prepared to go again on Sunday.

Sunday morning weather was a repeat of Saturday. It has rained overnight and the track was wet. There were two warmup sessions before the first race (the FP race) and by race time the track was sufficiently dry to start on the dry tires and the track would dry quickly so that the moisture wasn't a problem. Charlie started from the pole position and led every lap. He was conservative on the lap times but around half way put in single lap close to the lap record just to show me that he could. And, once more, brought the car home without any problems to report.

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While I attended the car in post-race impound, Charlie headed for the grid for the SM race. Just as our impound time was ending the sky opened up and the rains came. I hurried the FP car back to the garage out of the rain to find that the stewards had postponed the SM race for 15 minutes giving the drivers time to change to rain tires if they wanted to; about half, including Charlie, did so. (It is interesting to note that when I started racing, we would stand around looking at the sky, putting wet fingers up to gage the wind, to help guess if/when the rain would arrive; now everyone is looking down at their smart phones at several internet forecasts and radar maps!). So, the SM race got started on a wet track with a light rain falling. Charlie was hit from behind in the first turn and spun around, crossed to the inside of the track and hit the guardrail with the driver's side of the car. The body damage wasn't too bad but the impact also damaged both front and rear suspensions and the car was out of the race. He was able to drive it to an escape road and back to the garage.

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Campbell at the Glen, cont'd

Now the really good news: the FP win on Saturday clinched the 2018 NE Conference Majors Championship. More importantly it put us in the lead of the National Super Tour championship points. And then the win on Sunday clinched the Super Tour championship. With one race remaining, the Runoffs in California, no one behind us in the points can earn enough points to catch us. So our season's goals were met even with the suspension problems at the opening race in Virginia and the engine failure at Road America.

The Super Tour season is over for us but there is one more Majors race we'll do at New Jersey Motorsports Park at the end of July. This year, for the first time since 2011, we won't be attending the Runoffs. The trip to California in mid-October just isn't going to be reasonable for us. But we are looking forward to the 2019 Runoffs which will be in Virginia at VIR and to 2020 when the Runoffs will be back at Road America in Wisconsin. Both tracks we know well and have been good to us.

And Charlie is already started on building a new SM car for next year. He is convinced that the current car is just worn out. He built it about 10 year ago. A few months ago he looked back at his records and found that it had over 30,000 race miles on it! (he did a lot of endurance races a few years back).

I would like to end by highlighting the sponsors that have been supporting us all these years and are vital to the success we have achieved:

Mazda Motorsports
Hoosier Tire East
Jesse Prather Motorsports
Carbotech Performance Brakes
Barrington Performance Transmissions

We thank sincerely thank them for all they do for us in so many ways.

So, with the championships won and only the NJMP race left for the FP car, and Charlie off to do a few more local races with his SM, I'm going to let this be the final report for the 2018 season. All things considered, I couldn't be happier (well, perhaps if that motor hadn't blown up). ...Tom and Charlie



Watkins Glen Trivia:

Sharing the podium with Charlie and the two slower guys is the *Watkins Glen Grand Prix Heritage Potted Fern*, growing in a compost mixture of earth and Greyhound Bus bits from The Bog.