

# The Mo-Hud

# Knock<sup>ff</sup>



Newsletter of the Mohawk-Hudson Region, Sports Car Club of America

**May 2019**

## The REport

### Get your track on...

Or, should I say "get your car on track". Since its inception in 2015, Track Night in America has helped tens of thousands of automotive enthusiasts have Fun with Cars and turned their dreams of getting on track into a reality. With the release of the 2019 schedule, the program is once again set to make dreams come true. Track Night in America has many events scheduled at tracks within 100 miles or less of the Albany area.

Palmer Motorsports Park in Palmer, MA will host events on the following nights: May 2, June 6, June 27, July 18, Aug 8, and Sept 5.

Lime Rock Park in Lakeville, CT will have TNinA events on May 22, 23, and June 13.

At just a tick over 100 miles from the Capital District, Thompson Speedway Motorsports Park in Thompson, CT has TNinA events scheduled for: April 23, May 9, June 18, July 11, July 30, Aug 22, Sept 12, and Oct 3.

Check out [tracknightinamerica.com](http://tracknightinamerica.com) for all the details.

And go to < <https://autoweek.com/article/diy/ready-roll-diy-track-day> > for advice on prepping your car.



For the good of the sport,

*- Jim Bucci*  
Regional Executive

*PS- In this month's Journal: What's Better than a Beach Day in Barbados, and Campbell Racing Starts the Racing Season.*

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## Coming Events: May and...

- **May 3:** Wednesday, 7:30pm. MoHud Membership Meeting. 1945 Speed and Custom. Troy.
- **May 4th:** Saturday. 9am – 4pm. MoHud Solo Test & Tune. Empire Aerosciences Museum site in Glenville.
- **May 5th:** Sunday. 7:30am – 4pm. MoHud Solo 2019 Event 1. Empire Aerosciences Museum site in Glenville.
- **June 2nd:** Sunday. 7:30am – 4pm. MoHud Solo 2019 Event 1. Empire Aerosciences Museum site in Glenville.
- **June 8th:** Saturday. 7:30am – 4pm. Poughkeepsie Sports Car Club Autocross Test & Tune. Tech City, Kingston. (Tentative).
- **June 9th:** Sunday. 7:30am – 4pm. Poughkeepsie Sports Car Club Autocross. Tech City, Kingston. (Tentative).
- **July 5-6:** Friday – Saturday. SCCA/NER/CART/MoHud Time Trials. Thompson Motorsports Park. Work or run.

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## Does our Hero Keep Them at Bay?



Read Campbell Racings' first report of the year, starting at page 4 of this month's Journal.

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MOHUD'S MAY 1<sup>ST</sup> MEETING

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*HOT RODS, CUSTOMS,  
AND A TRACK DAY CAR IN PROGRESS*

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Our May membership meeting will be at the shop that has created eye-popping hot rods and customs that have garnered *1945 Speed & Custom* a nationwide reputation. Visited by TV shows and home of the Oilers -- backbone of the Race of Gentlemen -- we'll get to talk cars and get a glimpse of owner Jeremy Baye's newest personal project: a track day car.

631 River Street, Troy. Get there starting at 6:30pm.

Pizza, Wings, Local Brews, and other Whistle-wetters.

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## Road Racing Report



*Jack Hanifan/Jim Bucci*

**By the time you read this**, the road racing season in the northeast will be in full swing. The weekend of April 6-7 saw the first round of the Northeast Division Road Racing Championship running at Summit Point.

The Hoosier SuperTour kicked off the 2019 Northeast Majors Tour at Virginia International Raceway on the weekend of April 12-14. Several MoHud road racers made their way south to slog their way through the rainy weekend at VIR.

*Charlie Campbell* had podium finishes in F-Production in his race both Saturday and Sunday. He also had good runs in Spec Miata. A complete report of the Campbell brothers weekend at VIR is included in this issue.

*Jason Smith*, American Sedan, had a great run on Saturday and earned a 4<sup>th</sup> place finish.

Two MoHud drivers competed in Spec Racer Ford Gen3. Both *Jeff Lehner* and *Pat Stringer* had great finishes on Saturday and Sunday in the 50+ car fields.

*Jared Lendrum*, double dipping in both Touring 3 and Touring 4 with his Subaru BRZ, raced his way to a podium finish in Touring 4 on Sunday.



**Richard Welty**, seen here with Bob Karl's security guard, has been producing a number of YouTube videos to promote MoHud, starting with a series of clips showing typical race -tech procedures. Throughout the coming months he'll be enlisting MoHuders to help out with clips showcasing Solo, road racing, and other examples of having "fun with cars."

Search YouTube for "MoHud SCCA" ...

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# Membership Meeting Minutes, April 3<sup>rd</sup>, '19 ~

Lynn's Uptown Tavern, Colvin Avenue, Albany. Call to order - 7:30 pm

**March meeting minutes** published in the Knock Off were approved unanimously.

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

**Membership** - 419 members to date, an increase of 24 since the beginning of the year.

**Solo** - the Aerospace Museum site has been secured for the upcoming year. We have received a \$2000 SCCA grant that will be used for purchasing new hardware and software to support the Solo program. We will also have to schedule a "sweeping party" to clean up the site.

**Street Survival** - next event is Sunday April 28 at the Saratoga Auto Museum. There are still student openings available. Volunteers are needed to help set up the course and assisting running the event throughout the day. Please contact Jim Bucci for more info.

**Time Trial** - scheduled for July 5 and 6 at Thompson. Volunteers are needed to help run the event.

**Knock Off** - no report.

**Activities** - still looking for an Activities Director who can assist in coordinating the Region's social activities. Please contact Jim Bucci for more info.

**Club Racing** - thanks to the Lendrums for hosting the Tech Party on March 30 at North Country Subaru. Mohawk Hudson Driver of the Year was awarded to Jeff Leonard (pictured here with his award plaque and special prize Snell 2015 straw hat.)

**Next meeting** is May 1 at 1945 Speed and Custom on River Street in Troy.

**Social media**- Mo Hud now has a Facebook page and YouTube Channel.

**Saratoga Auto Museum** - the new exhibition is "Cars from the 60's." The Saratoga Auto Museum's Annual Car Show is Saturday May 18. Featured class will be cars from the 60's. A few more judges are needed for the show. Please contact Tom Campbell if you would like to help judge.

**Meeting adjourned** at 8:02 pm.

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## Board Meeting Minutes, April '19 ~ Ron Bass

Maggie's, Albany.

Meeting called to order - 7:00 pm

**Attending** - Jim Bucci, Trish Bucci, Rich Welty, Eric Smith, Chip Van Slyke, Paul Malecki, and Ron Bass.

**T-Shirts** - the Region will order t-shirts through SCCA Gear.

**Tech Party** - Tech at North Country Subaru on March 30 went well. Approximately 8 cars were teched over the course of the afternoon.

**Treasurer** - previous month's income and resources were summarized. The Region was awarded a \$2000 SCCA grant for the solo equipment proposal. The Region needs to decide the specific equipment that will be purchased. Suggestions include a new wireless timing system and laptop. Eric will convene a Solo Committee meeting to discuss options.

**Knock Off** - we will work on a "member spotlight" article for future Knock Off's to introduce individuals to the general membership.

**Social Media** - the Mo Hud social media activities are progressing. A Mo Hud Facebook page has been recently posted. Rich Welty suggested that we update the Region's webpage. Goal is to attract new members as well as keeping current members up to date on Region activities. Consideration also needs to be given to redesigning the webpage so that it is more cell phone friendly. A You Tube "Live" Mo Hud channel has also been recently developed. We intend to do a live "broadcast" of a solo event, including car tech and a course walk. The broadcast will be available live as well as archived for future public viewing. Still need to work on developing new the Instagram and Twitter feed to the Facebook page.

**May General Membership meeting** will be at the 1945 Speed and Custom Restoration shop in Troy.

Meeting adjourned at 8:30 pm.

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### Seen at the April 6<sup>th</sup> Tech Party – Bob Karl's in Troy



Remember when HP was all Bugeye Sprites?

La Cenerentola by Rossini...



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# Mo-Hud Officers and Contacts

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**Scrutineering (Tech)**

Richard Welty: See his Facebook page

**Chief, Flagging & Comm.**

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Open. Contact Jim Bucci if interested ...

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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 Maggies, Western Avenue (Rt. 20), Albany, across from the SUNY-Albany main entrance.



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# The KnockOff Journal



**This Month...**

- **What's Better Than a Beach Day in Barbados?**
- **Campbell Racing Kicks Off a New Season**

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## **What's Better Than a Beach Day in Barbados? Track Day in Barbados!**

*- Aashish V.*

**The Bushy Park Circuit in Barbados** has been around since the early 70's and underwent a massive restoration with assistance from the FIA to reopen as an FIA Grade 3 (currently grade 4) circuit in 2014. The circuit reopened with a Top Gear festival and a running of a Global RallyCross event. The circuit in its current configuration is about 1.2 miles (2 kilometers) with 12 turns, and in addition to circuit racing also plays host to karting and rallycross. I was surprised to learn that motorsports has a wider following today in this island nation of about 300,000 than cricket - Barbados is home to legends of that stick-and-ball game.



The track has a fleet of Suzuki Swift hatchbacks and Radical SR3's that are used for spec racing and coaching. These cars are also used for experiences of the track. As I was visiting family on the island, I also made a reservation for a Suzuki Swift Basic Experience.

I was told, I'd be out on track in my own car following an instructor for 3-4 laps after which, the instructor would pit in and allow me to continue for another 5 laps. The cost was just about what it'd cost me for a Track Night in America event. While the seat time wasn't very much, friends and my wife thought I should drive a new track. I also figured it'd be a relaxed way to get my season started driving someone else's car.

Upon getting to the track, I met up with Orry Hunte, a regional karting champion and coach at Bushy Park. After registering, Orry explained that we'd leave pit lane with me following behind. We'd gradually come up to speed and that he'd pit after 3 laps. I'd then continue for another 5 laps.

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## Barbados, cont'd...

**We talked about the car** and I explained that while I'd driven the Suzuki Swift and learned how to drive on right-hand drive cars, I'd never driven an RHD car on track before nor heel-toed in one using my left hand to shift. Orry wasn't too encouraging about heel-toe. He explained that the gearbox was a 6 speed with a very close shift pattern. He said that I should just downshift into a gear and not worry too much about heel-toe. The car had a cage along with a seat and harness and a factory passenger seat. It was equipped with a limited slip differential and a firmer suspension (didn't look lowered to me) and Dmack Tires that Orry said were similar to Toyo R888s, but as I later learned are more suited to gravel and rally.



Soon I belted myself in the car and after making some adjustments for comfort and checking the pedals, I followed Orry out of pit lane and on to the track. I followed about 2-3 car lengths behind and the first thing that hit me was that the brake lights on the car were replaced by plastic panels and the only way to see if the car ahead was braking was via the third brake light. As the pace laps continued to pick up speed, it struck me that the lead car seemed to be late apexing some corners - this is definitely a safe way to learn a new track and given I'd only be doing 8 laps, I assumed they did this out of an abundance of caution.

By the 3rd pace lap, the gap between the lead car and me had gone from car lengths to bus lengths, no doubt helped by my grabbing fifth gear when I was going for third. But I now had a familiarity with the track, and started working on keeping my vision up.

**Vision**, as in looking ahead, is critical while driving a new track. One has zero to little familiarity and you don't quite have reference markers established to help you. In such situations, it is the posterior dyo coupled with an eyes-up-and-ahead approach that will get you through the track.

Each lap was now a self-learning experience. I didn't have to deal with traffic, so I made the most out of the experience. With 12 turns in 1.2 miles, the track layout was tight and technical and I always seemed to bungle it up trying to roll more speed accelerating out of Turn 3 and into the esses. Had I slowed it down, I'd probably have knocked off a good bit of time. I made adjustments each lap even heel-toeing for some corners, but with only 5 laps on my own, I couldn't quite get the hang of doing the esses right. And then just like that, it started raining. Not a soaking rain mind you, but just enough to make an already slippery asphalt feel worse. Hitherto, I was clipping the speed bump sized curbs to get the car to slide out (no rumble strips here), but I decided to take it easy in the rain. I completed that lap, and saw Orry wave the checkered flag at the Start/Finish line.

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## Barbados...

After I came in and backed the car into its bay (that the whole country backs in to parking spaces - I think - is very endearing), I turned in my helmet and was handed a sheet with my times. I'd gone fastest on my penultimate lap with a 1:30.599. Orry said it was a good effort for the eight lap experience program and when queried responded that the all-time lap record in the Swift was a time around 1:25.



As I contemplated my seat time I started thinking about the corners I should have been a bit more aggressive in and others where I should have been more patient. But it wasn't a bad effort I thought for running eight laps of which three were spent following the instructor.

Now how is this relevant to the SCCA and what we do you wonder. After all it's no different than going to a beach and indulging in some activities like riding a jet ski or parasailing. While those activities are equal parts entertainment and adrenaline just like the Suzuki Swift Experience, I on the other hand viewed it as preparation of sorts. The SCCA Time Trials National Tours are at hand.

By the time you are reading this, I hope to have returned home from attending the Time Trials National Tour at Pitt Race. Just like the Bushy Park Circuit, Pitt Race is an alien track to me and just like I drove a car, I wasn't too familiar with, I will be driving a "new" car at Pitt Race. My 2008 Civic Si sedan will be my Time Trials challenger and after nearly a decade of driving low HP rear wheel drive cars, I'll be trying to set a quick lap in a car that sends its power to the wrong wheels.

As for Bushy Park, it is certainly no Nurburgring, but the latter can't lay claim to being sun kissed and having the comfort afforded by warm trade winds. The track is tight and technical and will reward a good driver in a momentum car. It is one of those tracks where driving ability will overshadow horsepower. So if you get a chance to vacation in Barbados, you should check this track out. Jet Blue has two daily flights from John F Kennedy airport and reservations for any of the experiences (Suzuki Swift or Radical SR3) can be made by emailing the track ahead of time. Payment can be made at the track in cash (USD) or by credit card. In addition to track time, your fee will also include a print out of your lap times and a video of your laps for bragging rights.

And if you're wondering why I visited the track when I was in a country with pristine beaches no more than a stone's throw away, you'll find common ground with all my family and friends.

- A.

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## Campbell Racing - 2019 Race Report Number 1

### Virginia International Raceway, Alton VA, April 12 - 14

**Another race season is here** and, once again, VIR was our opening event. It was even more important than in the past because this year the National Championship Runoffs race will be at VIR in October. And, of course, a lot of other people recognize the importance of this event as well so there were over 500 entries for the weekend (about 280 is normal). There were 20 F Production entries, more than I have ever seen outside the Runoffs; we were expecting about 70 cars on track in the F Production race group and 68 Spec Miatas. In the FP field were three past national champions. Except for a couple of really fast guys from California, everyone was here.

As you might expect, the paddock was going to be extremely crowded. Charlie and I met in Danville, about 15 miles from the track, on Tuesday evening, spending the night in the Walmart parking lot. This set us up to be at the track first thing on Wednesday in order to get in early and get set up in our preferred spot. Thursday was a test day and the actual event started Friday.

The test day went well. Charlie did two sessions in the FP and one in the SM and we decided that there was little to be gained by using the final session. Both cars were working well, nothing fell off following the winter overhauls, and the track was so crowded that it wasn't possible to do any real speed runs.

The forecast was for rain storms for the entire weekend. Friday morning was threatening but the FP first session, untimed practice, was dry but it was the first group on the schedule. It started raining soon after and the rest of Friday and Saturday were wet track. Friday afternoon qualifying went well for both cars. Charlie is a really great rain-driver. He took the pole position in the FP race and was 18<sup>th</sup> (out of 68) in the SM. A good start to the weekend.

Saturday morning was the second qualifying session; again, wet and cold. Once again Charlie was the fastest of the FP cars, most of which were a little faster than on Friday afternoon. For the SM session the rain had picked up and conditions were worse than Friday. Charlie was 6<sup>th</sup> fastest in the session but since the entire field was slower than on Friday, he would start the 18<sup>th</sup> spot.

The first of the two races for the weekend were on Saturday afternoon and the rain continued all day. Charlie led from the start of the FP race and he and the second place car (another Miata) opened a gap on the field. The two spent several laps nose to tail. The other Miata got by about half way but Charlie got the lead back a lap later. He was leading going into the last lap; about half way through he was held up momentarily by a lapped car and the other Miata was able to get around into the lead. Charlie got a nice run on him down the hill and onto the main straight but couldn't quite make the pass: he was second by about 2 feet. A disappointing finish having led so much of the race but still satisfying. The car and driver were working well and finished well ahead of many other good cars.

The first SM race was about an hour later - rain still coming down steadily. Unfortunately, when Charlie got to the grid there was a major back up of cars trying to get to their proper position and the grid crew wasn't doing a very good job of sorting it out. Charlie found himself at the back of the line the grid workers decided would join the line last as the cars started toward the track.

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## Charlie on the Grid...

**Charlie was going to start 69<sup>th</sup> out of 70 cars in the field.** Frustrating since he was really looking forward to trying to run with the best SM cars from the Northeast and Southeast Conferences. On the other hand, he knew he would have some fun starting from the back with a really good car. He started out passing everything in sight. I think he passed 7 cars before even getting to the start line. By the end he had advanced to finish in the 33<sup>rd</sup> position, passing 36 cars on the way. And there wasn't a single scratch on the car. He had a lot of fun and it really was some valuable time for practicing his race craft skills.

Sunday was damp but the rain had stopped during the night. It would stay dry until sometime in the afternoon. The FP race group was first on the schedule for the day. Although Charlie would start from the pole this was the first time we would see how the car compared with the other top runners on a dry track. The question was answered promptly as he took the lead and started steadily opening up a gap on the rest of the field. By about mid race he had a 10 second lead and no one was closing in. And then somewhere, someone did something and out came the full course yellows closing the field up behind the pace car. There went the nice lead he had worked so hard for.

On the restart the top 4 FP cars were right together, the 4<sup>th</sup> place car slowly fell back but the first three were a close pack right to the last lap with Charlie continuing to hold the lead. And then, in the last half of the last lap, Charlie is balked by a lapped car and the second place car gets around him (the same guy who won on Saturday). Then, a couple corners later he goes a little wide to block Charlie and goes off track giving the lead back to Charlie. However, Charlie had to back off momentarily and that gave the third place car (the Accura) a chance to get a run that would allow him to pass Charlie at the end of the straight. Once again Charlie made a mad dash down the hill and onto the main straight and was able to get right up to the Accura but, again, finished second after a dominating performance.

Lots of good stories to tell and friends to tell them to at the post race impound and trophy ceremony. It reminds me of why we do this.

The SM race followed and Charlie was, this time, starting in his rightful 18<sup>th</sup> position. He was really hoping to get into the top 10. But on the first lap something happened ahead of him and he had to check up to avoid hitting the car in front of him. Unfortunately, the car behind him didn't follow his example and hit Charlie in the back of the car. There is a structural weakness in the early Miata's that when hit in the rear just so, one of the mounting arms of the differential housing breaks. And, so, Charlie coasted in at the end of the first lap with his race over.

So, looking back on the weekend: Both cars ran very well and show good promise for the rest of the season; the FP started out the search for repeated championships with two second place finishes (much better than last year at this time); both cars go home in good condition; and everyone had a good time.

Next race is at Summit Point, West Virginia, April 27<sup>th</sup> and 28<sup>th</sup>.

Until next time,

*-Tom and Charlie*