

The Mo-Hud

Knockoff



Newsletter of the Mohawk-Hudson Region, Sports Car Club of America **August 2019**

The REport

New MoHud Meeting Spot

Thanks to the hard work of our "New MoHud Meeting Spot Search Committee" AKA Diane Malecki, we now have await for it.....*new MoHud meeting spot!*

Please join us on Wednesday, September 4 at.

The Gateway Diner
899 Central Ave
Albany

Diane M. reports:

"We are set with their back room starting 9/4 and every 1st Wednesday of the month through June 2020. There is no charge for the room. They will anticipate that we will order off the menu with separate checks"

Thank you Diane M for all your efforts.

Dinner (on your own) and bench racing beginning at 6:30PM. Meeting begins promptly at 7:30PM. Hope to see you there!

REMINDER: Our August meeting, on the 7th, will be our annual go-cart night at:

Funplex
589 Columbia Turnpike
East Greenbush

For the good of the sport

- Jim Bucci
Regional Executive

Coming Events: August and...

- **August 4:** Sunday. 8am – 4pm. Poughkeepsie Sports Car Club Solo autocross at Tech City, Kingston.
- **August 7:** Wednesday. 6:30pm. MoHud Family Go Kart Night at Funplex, 589 Columbia Turnpike (Route 20), East Greenbush. Pizza, Pop and Prizes. A \$20 wristband gets you 2 hours of track time.
- **August 11:** Sunday. 8:00am – 4:30pm. Solo Event 2. Berkshire Mall, Pittsfield, Mass.
- **August 14:** Wednesday. 6:30pm. Ice-cream at Guptil's, Route 9 in Latham. Even though MoHud does not meet in July and August, a bunch of BMW-Patrons will be re-enacting the famous Guptil's "drive ins." Make sure you drive something cool/ spiffy.
- **August 15:** Thursday. Upteenth Annual MoHud Golf Outing. Details on page 3.
- **September 4:** Wednesday. 6:30pm. MoHud membership meeting at the Gateway Diner, 899 Central Avenue, Albany.
- **January 4:** Saturday. 5:30pm. MoHud Annual meeting, German-American Club, Albany. In addition to the usual awards and business, the Second Annual MoHud RunOffs will be run on a new course, featuring a new class of spec racing cars that will be highly prized in coming years. Promises to be a family-friendly good time for all.

Solo Program Glimpses the Light of Day

Rays of light coming from the direction of Pittsfield have pierced the gloom that descended on the Solo group this spring after losing the Schenectady museum autocross site. After miles of legwork by EJ Smith and Russ Burckhard, MoHud has been granted a public event permit to run Solo events at the Berkshire Mall on August 11th and September 29th.

In addition to the usual safety and liability requirements, the permit requires us to have an ambulance standing by during each event. Despite the significant cost of this requirement, the MoHud Board of Directors have decided that the Solo program is too important to let this be a roadblock. It is hoped that a good turnout for both events will not only provide good competition, but will also keep the treasury in the black.

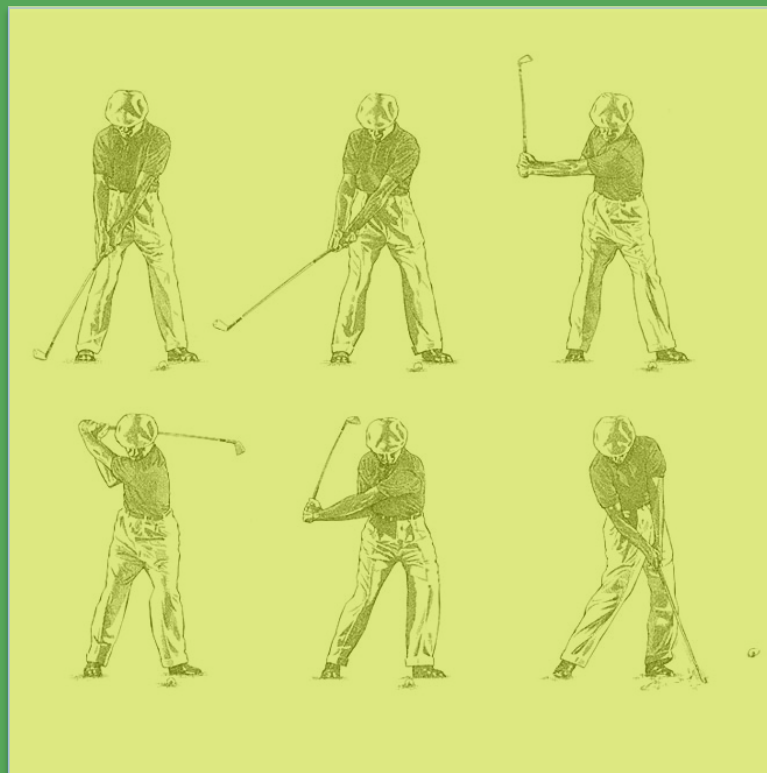
The Berkshire Mall is across the road from the southern terminus of the Ashuwillticook Rail Trail, and just a few miles south of the Golden Eagle Inn on the hairpin turn, the MassMoca museum, and, of course, Mount Greylock. Families could make it a fun weekend in the area.

The two Berkshire Mall events would provide three events to determine the annual Solo overall and class championships. To add further excitement, there has been some discussion of working with the Poughkeepsie Sports Car Club to count participation in one of their events at Tech City in Kingston as a fourth event.

To keep current, check both the MoHud website and Facebook Page. And, always keep your eye out for possible Solo sites for 2020.

MOHUD UPTTEENTH+ ANNUAL GOLF OUTING

Thursday, August 15th
2:00pm



**Burden Lake Country Club
Averill Park**

**\$36= 9 holes + cart + 3choice dinner
and maybe a trophy**

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

Thompson Time Trials = Terrific Track Tour



Aashish Vemulpalli's cheerleading for the July 5th and 6th SCCA National Tour Time Trials at Thompson helped bring out MoHud drivers, workers and crew out in force. MoHud put 8 drivers on the grids out of 73 cars entered.

Greg Goss and Nick Austin had the 2nd and 3rd best combined times, with Dave Burnham, Dermot McArdle, Adam Wright, and Michael Park winning various class trophies. Aashish, Diane Malecki and Dan Gorss also ran very well and had a lot of fun.

Up in the tower, Greg Rickes and DJ made the PA commentary very interesting, while Jon Coffin helped man pit-out.

The Time Attack segments were run in a small-group qualifying format on both days, similar to Q1 in Formula 1 or NASCAR qualifying. The Sprint segments on the second day began with a solo standing start at the end of the main straight, ending by flying past the usual finish line; think of it as using 7/8ths of the circuit.

Aashish says "If you missed this, you missed a great event. You had autocrossers, club racers as well as the track day bros competing together in this gem of a program that is working very well in bringing all kinds of automotive enthusiasts together. If you're sitting this out, you're missing out on the most exciting program to come out of the SCCA."

The TT Tour is scheduled to run again at Thompson on the July 4th weekend next year, so mark your calendars and make your plans accordingly.



MoHud paddock featured some of the more interesting Time Trials entries.

MoHud at the Thompson Time Trials

Through the lenses of James Ray, NER...



MoHud wins the “coolest cars” team award:

(left)

Gregg Goss in his Ariel Atom.

Think of it as a rear-engined Lotus 7.

(below)

Dave Burnham’s Maserati BiTurbo.

Think of it as Italy’s answer to the BMW M-3



Michael Park blows away the “Novice” class.

He’ll be heading to the TT Nationals this September in, fittingly, Bowling Green KY.

Diane Malecki in her “Silver Sparrow.”

You get it, right?



More MoHud at the Thompson Time Trials



Dan Gorss reminds us of the origins of the term "Q Ship."

Nicholas Austin discovers 3rd and 4th gears!

That's an inside joke if you know about 2nd gear in Honda S2000s.



Adam Wright, for once, unimpeded by cones.

Aashish says it all...



Road Racing Report



Jack Hanifan/Jim Bucci

Northeast Majors Thompson Motorsports Park

MoHud road racers had great results at the Northeast Majors held at Thompson Motorsports Park the weekend of July 12-14. The following MoHud drivers all had podium finishes:

Jason Smith American Sedan
Jared Lendrum Touring 4
Evan Karl Spec Miata
Bill Dergosits B-Spec
George Kline E-Production

Other MoHud members competing included **Doug Garrison** and **Dave Ferguson** in SRF3 and rookie sensation **Maclin Norray** in Touring 4.

Sorry if we missed anyone, but RaceMonitor, doesn't show the driver's region of record.

Racer Profile

Longtime MoHud member and former Production car class driver Dave Reynolds gives us a report on how his son, Formula Vee driver **Tyler Reynolds**, is doing this season:

"In reading the July Knockoff I wanted to thank you for mentioning Tyler as racing at NH Memorial Day weekend. I also wanted to mention Tyler finished 1st in FV with a field of 20 cars.

Tyler also raced at the Glen last weekend at the July Sprints and finished 3rd. He also set fastest lap in the class during the race.

We hope to race again at NH in August for the Race against Leukemia. The FV group will be calling it the Paul Faford Memorial in memory of long time FV racer and supporter Paul Faford who passed away last fall. This will be a very big event for FV with many sponsors donating cash and merchandise for the class. It may be a little optimistic but the goal is to have 40 FV cars attend. Thanks for all your efforts."

Membership Report- July 2019

-Jim Garry Mohud Membership Chairman

As of July 17th, Mohawk Hudson Region membership totals 416. We've been at this reasonably strong level since the northeast racing season began.

New members in June and July:

Welcome to	From	Interests
<i>Stephanie Donnamura</i>	<i>Delmar</i>	<i>- Club Racing</i>
<i>Al Figols</i>	<i>Ghent</i>	
<i>Yann Rochefort</i>	<i>Elizaville</i>	
<i>David Toledano</i>	<i>Glenville</i>	<i>- Solo</i>
<i>Sean Morgan</i>	<i>Ballston Spa</i>	<i>- Pro Racing</i>
<i>Tyrone Alleyne</i>	<i>Prattsville</i>	<i>- Club Racing – Pro Racing – Rally - Solo</i>
<i>Chris Hughes</i>	<i>Clifton Park</i>	<i>- Club Racing</i>

Welcome to all. Time for fun with cars!

Significant Anniversaries in August:

<i>Carl Allen</i>	<i>- Five Years</i>
<i>Laura Smith</i>	<i>- Fifteen Years</i>
<i>Phil Redington</i>	<i>- Fifteen Years</i>
<i>DJ McArdle</i>	<i>- Thirty Years</i>

Congratulations everyone!



Mo-Hud Officers and Contacts

Regional Executive (RE)

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Treasurer

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Rally Chair

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SOLO Chair

Russ Burckhard russtduck@gmail.com

Membership Chair

Jim Garry mhr.membership@gmail.com

Chief of Pits

Clark Nicholls cwnicholls@aol.com

Scrutineering (Tech)

Richard Welty: See his Facebook page

Chief, Flagging & Comm.

Richard Alexander dweebdad@msn.com

Activities Director

Open. Contact Jim Bucci if interested ...

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Director

Bruce Kosakoski bkbbmw@gmail.com

Director

Chip VanSlyke chipperv@earthlink.net

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Eric "EJ" Smith ejevo8@gmail.com

NeDiv License Chair

Dick Patullo (NER) patullo@verizon.net

KnockOff

Paul Malecki paul@dianenpaulmalecki.org

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. See the "Coming Events" page of the KnockOff, or MoHud's Facebook page for meeting place and time.



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The KnockOff Journal

This Month...

**- We Continue to Follow Campbell Racing
on the Road to the Runoffs**



Campbell Racing at Watkins Glen June 21 - 23

This weekend started out like most of the others this year: rain. We arrived at the track Wednesday evening and had just parked the rigs in front of our assigned garage when the skies opened up. The rain, with a little thunder and lightning to liven things up a bit, continued all night long and most all of the day on Thursday. We were intending to do the test day on Thursday but the testing we wanted to do wouldn't be meaningful in the rain so we just sat around, reading our books and visiting with the others who were of a similar mindset.

Friday started cool and damp; a few minor sprinkles but essentially a dry-track day; although Charlie did go out in the damp morning SM practice session on an old set of rain tires. By the end of the session he was mid pack and the tires were in pretty bad shape. He was pleased with the way the car was working and had only to put on a fresh set of tires and add some fuel to be ready for the afternoon qualifying session.

The FP car was a different story (it usually is). About half way into what would have been the first timed lap the car just stopped running; very similar to the way it did at Mid-Ohio three weeks ago. We started by changing the battery – putting the one in that seemed to fix the problem at Mid-Ohio - but it still wouldn't start. It was clear that it was an electrical problem, not a fuel delivery problem. This weekend, though, the data logging system was working and I was able to pinpoint that the ignition system had stopped working. Based on past experience, the likely culprit was a failed crank position sensor (the crank trigger). After changing the sensor, the engine fired up right away and we declared the problem solved. After bolting on a new set of tires, we were ready for the afternoon qualifying session.

The SM qualifying went well. Charlie was 11th fastest and set his personal best time at this track. The only problem was that at the end of the session, ready to return to the garage from the pit lane, the engine wouldn't start. We towed it back to the garage. After thinking through all kinds of potential causes he decided to check the fuel level and found that he had, indeed, run it out of fuel.

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Watkins Glen, cont'd.....

The FP qualifying also went well. Although Charlie had to start at the back of the grid because he hadn't posted a time in the morning practice, he quickly worked his way through the cars ahead of him and was going faster each lap. By about half way through the session he was third overall, behind only the two leaders in the faster E Production class, with a sizeable lead over the other FP cars. And just as I decided we had done enough and should save the car and tires for the rest of the weekend, he tuned in a time just under the existing class lap record; faster than this car has ever gone at the Glen. So, into the pits for a quick check of tire pressures and brake temperatures and back to the garage. Only he got about twenty yards down the pit road and pulled it over, reporting on the radio that something in the drive line had broken and it wouldn't go. So again, it was towed back to the garage. By now we had the two cars on track 4 times and they came back at the end of a tow rope three times.

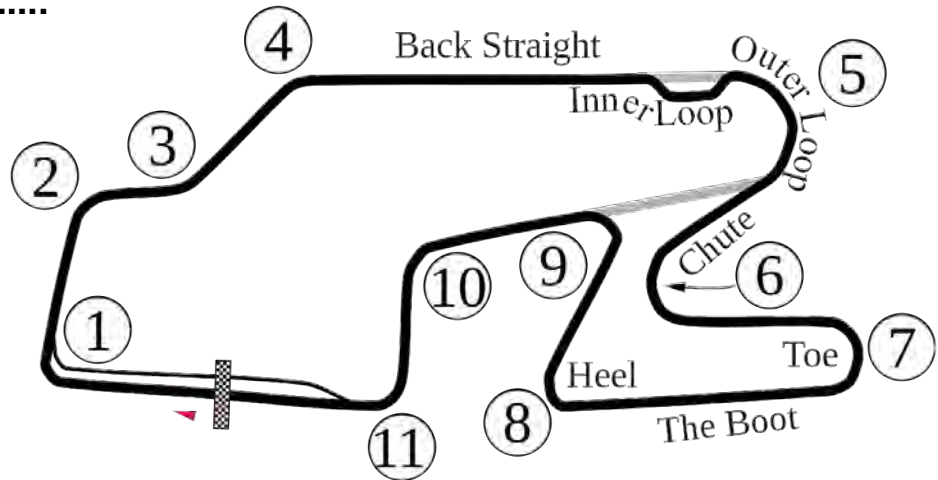
Back in the garage, up on jack stands and under the car we go. Is it the transmission, the differential, perhaps the clutch or even the drive shaft? Turns out it is one of the half-shafts which had come apart. Essentially the "broken axle" syndrome. Of all the possible problems this was the easiest to fix since I had a fresh half-shaft in the trailer.

So we all went to the Seneca Lodge for a nice dinner then came back and did all the maintenance, repairs, and inspections needed for to be ready for the second qualifying session on Saturday morning.



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Watkins Glen, III



Saturday morning, in fact the rest of the weekend, was simply beautiful. Not a cloud, temperatures in the high 70s. Great weather to be at the races. SM qualifying once more went well. On the fresh tires Charlie was able to qualify 7th, with his personal best lap time and his best ever starting spot at a Super Tour event. Just a few checks and the car is ready for Race 1 in the afternoon. For the FP second qualifying session we decided that the time we set Friday afternoon would hold up and so went out on old tires and tested a couple things to check out the maintenance we did Friday evening. Charlie only did 4 of 5 laps and brought it in. A quick refueling and installation of the tires we scrubbed in during Friday qualifying and the FP car was also ready for the first race.

The SM race started well. The top three cars were clearly a bit ahead of everyone else and they ran nose to tail, as they had in qualifying, and would all weekend long. Charlie was running with the next group of 6 cars drafting their way to a gap back to the rest of the field. At the end of the race, having been as high as 6th, he finished 8th, this too was his best finish in a Super Tour event. And to add a little bonus, he was elevated to 7th when one of the cars ahead of him failed the post-race tech inspection.

Charlie started the first FP race on the front row. He had qualified first in class but third behind the two lead EP cars; however, one of them had a transmission fail in the morning qualifying session and didn't start the race. We knew he couldn't keep up with the EP leader but were determined to get out to a fast pace and leave the rest of the field behind. In fact, he set a new lap record on the second lap and backed it up with another close to it on lap three. At that point I "suggested" that he back it off a little, saving the engine and tires for the race on Sunday. He finished the race with about a 10 second gap on the rest of the field, and about the same amount behind the EP overall leader. The victory was great, especially after running second in both Super Tour races at VIR and Mid-Ohio. And the lap record was outstanding – one we had been chasing for several years.

The longer ("feature"?) races on Sunday promised to be about the same as the Saturday races. The SM race did start out the same. The fast three went out and hid from everyone else but Charlie stayed with the second group. The weather was perfect for racing and the track was in better shape than it was Saturday afternoon so speeds went up. Charlie put in a new personal best lap, over a second quicker than on Saturday. He had started 7th again and was up and down a position or two as the group drafted by one another several times a lap. Near the end of the race there was a big wreck involving several cars behind them and after a couple laps under the full course yellow the race was ended three laps early when it was clear that the emergency workers wouldn't be able to get the track clear to go back to green flag racing before time ran out. On the lap before the full course yellow flags came out Charlie had drafted into the 6th place and finished there. Improving on his best Super Tour finish from yesterday.

Watkins Glen, IV.....

The FP race was also about the same as on Saturday. Both the lead EP cars were there and Charlie started third but, along with the two leaders, started opening a gap on the rest of the field right away. He actually did stay with the leaders for a couple laps and again put down some lap times under the previous lap record. And, again, we decided to back off and save the machinery. He had about a 12 second gap to the second place FP car when he had a bit of an incident. He was lapping a slower car when that driver turned into him causing both cars to spin. Charlie was able to retain control and get stopped before hitting anything, the other car backed into the wall sustaining some damage. Charlie got going again without losing a position but the second place FP was now right behind him and he wasn't sure if he had sustained any damage. He was able to open up a small gap, the damage to the car was only cosmetic, when the full course yellow flags came out just as they did in the SM race earlier. There was a single car wreck on course that had spread a lot of debris and would take too long to clean up, So this race, also, ended early by 4 laps. But the car was, again, dominant and Charlie's driving this year continues to improve with each event.

We are feeling pretty good about our chances at this year's end of season championship race, the "Runoffs", which are at Virginia International Raceway in October. We decided not to run the FP car in the last planned race at New Jersey in July. We have clinched the NE Conference Championship and the Super Tour season is over; we are going to finish 3rd in the Super Tour points this year. I have a long list of work to do on the car. Some maintenance, and quite a few improvements to try. We are running good but probably not good enough to beat everyone in the country. But we are going to try as hard as we can.

Charlie will probably run his SM in one or two more events close to home to keep his driving skill fresh. And he is building a new car for the Runoffs, although there is still a lot of work to be done to finish it in time. And we would like to do a test day somewhere before October when both the cars are ready for the Runoffs just to make sure all is well before we make that long haul down to south Virginia.

So that's all for this part of the season. I'll start my reports again when we get to VIR for the Runoffs. Until then, thanks for your interest and support.

Tom and Charlie

