

The Mo-Hud

# Knockoff



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

December 2019

## The REport

### Annual awards

I just wanted to give you a heads-up on some changes we're making to the awards we hand out at the annual meeting/awards banquet. The Board has made a decision to move away from having awards named after people. Therefore, the award formerly known as the Dave Riggi Mechanic of the Year award will now be named the Spirit of the Competitor Award. The Lewis-McClumpha award will now be known as the Mohawk-Hudson Region Member of Excellence Award. The criteria for choosing the recipients remains basically the same, just the names are changing. We feel this change will make our awards more recognizable and meaningful to those both within and outside of the club.

**The Mohawk-Hudson Region Member of Excellence Annual Award** - Recognizes a member of the region who has contributed greatly in time and effort to our region and to our sport. The recipient will be determined by nomination of the Awards Committee.

**The Mohawk-Hudson Region Spirit of the Competitor Annual Award** - Presented to a Mohawk-Hudson Region member who has given of their time, talent, and resource to help another MoHud member to get "on track". The recipient(s) will be determined by nomination by a fellow competitor, a member of the region, or by the Awards Committee.

I hope you all can make it to our awards banquet and annual meeting on Saturday night January 4, 2020 for the inaugural presentation of these awards. Details for the awards banquet/annual meeting are in this issue.

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

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## Coming Events: December and...

- **December 4:** Wednesday. 7:30pm. MoHud membership meeting at the Gateway Diner, 899 Central Avenue, Albany.

*Please note: Due to this year's annual meeting and banquet occurring after Christmas, we will be collecting toys for Bob Karl's annual holiday drive on behalf of Unity House of Troy at the December membership meeting. Please consider donating a new, unwrapped toy at the meeting...*

*If you're unable to attend the meeting but still would like to donate a toy and are located in the general Capital District area, you may either contact EJ Smith ([EJEvo8@gmail.com](mailto:EJEvo8@gmail.com) or 518-858-4082) to pick it up, or you may drop it off directly at Bob Karl's Sales & Service (2791 6th Ave, Troy, NY 12180)*

- **January 4:** Saturday. 6pm. MoHud annual banquet and meeting. German-American Club, Albany. See below.

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### Notice of Annual Meeting of the Mohawk Hudson Region, SCCA

The 2020 Annual Meeting of the Mohawk Hudson Region, Sports Car Club of America, will take place pursuant to the Bylaws of the Region and the New York State Not-For-Profit Law, Saturday, the 4<sup>th</sup> day of January, 2020, at the Albany German American Club, 32 Cherry Street, Albany, New York, 12205, following socializing and an informal dinner.

The order of business will include election of officers for 2020 (all current officers have agreed to run again), the annual Treasurer's report, the annual membership report, and the Regional Executive's summary of the year's accomplishments. Following will be the two Annual Awards (see the REport, this issue), Club Racing awards, and the Solo Autocross awards.

Every MoHud member in good standing is entitled to a vote on any question brought to the meeting floor. Nominations for officers may be made from the floor, subject to agreement of the nominee.

Any member wishing to nominate another for either of the Annual Awards should contact Trish Bucci < [trimar71@gmail.com](mailto:trimar71@gmail.com) > or Diane Malecki < [diane@dianenpaulmalecki.org](mailto:diane@dianenpaulmalecki.org) > .

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Cash bar, finger food and the 2<sup>nd</sup> Annual MoHud Runoffs will begin at 6:00pm. Dinner will begin at 7:00, Annual Meeting and Awards at approximately 7:45, and the program will conclude about 9:30.

Cost of dinner is \$25 for adults and \$10 for children under 12. Reservations are required; checks to "MoHud SCCA" should be sent to:  
EJ Smith  
7 Oneida Court  
Slingerlands, NY 12159.

Questions? Contact EJ at < [EJEvo8@gmail.com](mailto:EJEvo8@gmail.com) > or voicemail at 518-417-2182

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## MoHud History Repeats Itself

- Greg Rickes

**When Charlie Campbell finished 2nd** (in F Production) at the 2019 SCCA National Championship RunOffs it was actually a piece of MoHud history repeating itself.

In 1965 MoHud's **Phil Groggins** finished second in C Production at the SCCA Run-Offs at Daytona, then a year later he again finished second, this time at Riverside Raceway in California, in Formula C. In both cases he lost out on a National Championship by fractions of a second.

Here's a photo of Groggins in his Lotus Elan in 1965. (Greg Rickes/Team McClumpha Archives).



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## Gregg Goss Has Noted:

**William (Bill) Dergosits** is the 2019 New England Road Racing Championship champ in B-Spec.



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## Still Plays with Cars, Still Plays in Sand...

**Jeremy Baye** won first-in-class running his mid-engined flathead at The Race of Gentlemen on the sands of Wildwood, New Jersey, the first weekend of October. MoHuders who attended our recent monthly meeting at his *1945 Speed Custom* shop saw the car sitting at rest. For a clip of the car in action, look to minute 27:40 in "The Race of Gentlemen 2019 Full Video Recap" on YouTube.



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## Holiday Gift Guide

### Major race tracks around the world

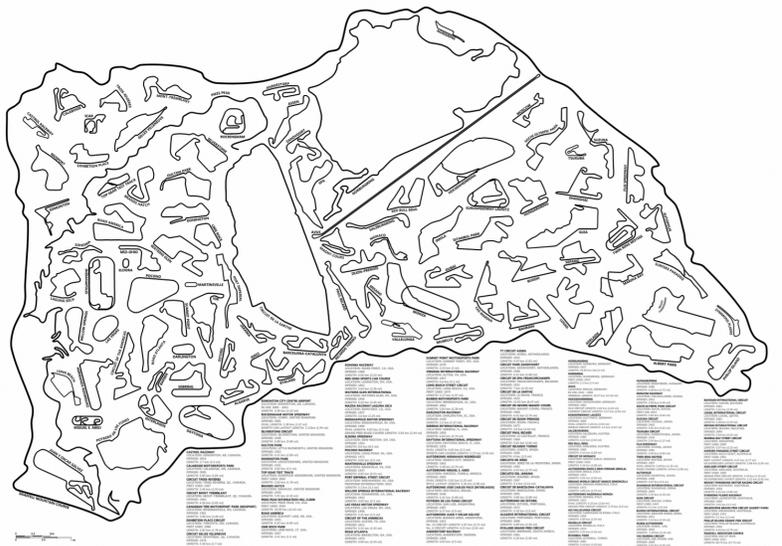
in proportionate size.

Outline: Isle of Man TT.

No doubt you've spotted Watkins Glen and Lime Rock, among others...

Available as a poster, greeting card and a number of other formats, all reasonably priced.

Look for redbubble/sirdunny/ Matt Dunlop on the web.



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## Board of Directors Minutes...

October 28, 2019; Gateway Diner, Albany. Call to order - 7:05 pm

**Annual Awards** - proposed that the Region's annual awards be renamed to reflect individual member contributions to the Region, e.g., "Spirit of Competition", "Mohawk Hudson Member of Excellence". Award can be a lapel pin or something similar. To recognize the accomplishments of previous members, the Board recognizes it is important that Club history be archived in the Knock Off. Greg Rickes proposed that a new award be established to recognize a member that has contributed to track events, e.g., National Time Trials. A committee will be commissioned to select award recipients.

**Region's Efforts to Attract New Members** - proposed that the Region invest in purchasing business cards publicizing/promoting our activities as well as to direct individuals to the Region's web and Facebook pages. Greg Rickes will research and prepare recommendations for consideration by the Board.

**Solo** - a potential solo site has been located in Kingston. Eric will be evaluating.

**Membership** - overall membership has decreased - down approximately 14%. The membership decrease may be due, in part, to Solo participants purchasing a weekend membership instead of an annual SCCA membership as well as the loss of the Solo venue which has resulted in fewer events being held this past year. Eric suggested we reach out to National to try to get a better understanding of where and why we've lost members, e.g., is the loss specific to certain geographic areas.

**Treasurer** - Paul provided a brief update of recent Region expenses. Eric offered to assist Paul with making bank deposits related to Solo event income.

Meeting adjourned at 8:20 pm.

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### Another Gift Idea

There were two great automotive artists in the 20<sup>th</sup> century: Peter Helck and F. Gordon Crosby. While Helck did most of his work on this side of the pond, F. Gordon Crosby was the great portrayer of motoring as seen through British eyes.

A master of conte crayon (a base of wax and graphite) drawing, Crosby was approached sometime in 1937 to design a hood ornament for the SS Jaguar by Wm Lyons. The resulting "leaper" is still in use by Jaguar-LandRover.

*The Art of Gordon Crosby* by Peter Garnier; Hamlyn, 1978, is available in several editions. A mint one will cost about \$15 via Amazon.com. (drawings on this page from the book)



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## Membership Meeting Minutes...

November 6, 2019; Gateway Diner, Albany. Call to order - 7:30 pm

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

**Membership** - there was one new member in October. Current membership is 372 members, down 5 from last month.

**Knock Off** - please submit articles to Paul for publication by the November 8th.

**Officer Nominations** - no new nominations have been received to date. The current officer slate for 2020 is Jim Bucci, Executive; Eric Smith, Assistant Executive; Paul Malecki, Treasurer; Ron Bass, Secretary; Chip Van Slyke and Bruce Kosakoski, Board of Directors.

**Awards Banquet** - will be Jan 4 at the German American Club. We are still supporting the toys for tots drive. Unwrapped new toys will be accepted at the next general membership meeting and will be provided to Bob Karl to support his toy drive efforts. For members that won't be able to make the next meeting, toys can be provided to Eric Smith or dropped off at Bob Karls.

**Awards** - there will be two new member awards this year, the Mohawk Hudson Region Member of Excellence, Spirit of Competition, will replace the Lewis McClumpa and Dave Riggi awards.

**Run Offs** - Tom Campbell described his and Charlie's experience at the recent Runoffs. Rich Alexander gave a detailed description of his flagging experience. Harry Adalian and Bruce Kosakoski offered their experience as Tech Stewards.

**Saratoga Auto Museum** - upcoming presentations include Lost Speedways and history of the long defunct Altamont Fairgrounds Speedway (presented by Paul Malecki) on Saturday November 30.

**Meetings** - Eric Smith reported that Hudson Valley Community College is willing to host a meeting at their facility.

**Social Media** - Rich Welty suggested that we post video of TRSS (this will require board approval as well as signing of minor releases). Rich is also working on an Instagram account.

**Solo** - no report.

**Fun With Cars** - Jeremy Baye, owner of 1945 Speed and Custom in Troy, participated in the Race of Gentleman in Wildwood NJ and had a 1<sup>st</sup> place finish in the V8 class.

Meeting Adjourned at 8:00 pm.

**Speaker** - Following the formal meeting, Bill Windham, currently auctioneer for the Saratoga Automobile Museum, related memories of his working with the Penske organization in the early days, as well as his own racing experience. More than 30 members and guests paid, as they say, rapt attention.

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# Mo-Hud Officers and Contacts

**Regional Executive (RE)**

Jim Bucci [hdjimbu@gmail.com](mailto:hdjimbu@gmail.com)

**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)**

Richard Welty: See his Facebook page

**Chief, Flagging & Comm.**

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

**Activities Director**

Open. Contact Jim Bucci if interested ...

**Merchandise**

Chip VanSlyke [chipperv@earthlink.net](mailto:chipperv@earthlink.net)

**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. 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...**

**- Aashish Vemulapalli on the Time Trials Nationals**

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## Unfinished Business - Attending the 2019 SCCA Time Trials Nationals

Grand Full Course  
3.15 miles  
2300' main straight

2019 was when the experiential Time Trials program that was launched last year took flight with nine Time Trials National Tour events across the country culminating yet again for the Time Trials Nationals at NCM Motorsports Park in Corvette Central, or Bowling Green, Kentucky as it is more commonly known.

The 4 day event (yes 4 days on track) was not just the longest ever Time Trials event but was also the largest ever. 194 participants showed up that included a mix of track day enthusiasts, club racers as well as GridLife and Global Time Attack competitors. If you attended a Time Trials National Tour event this season, then this was just like that except everything was turned up to 11.

The team from the National office pulled out all stops to make this event a success and in my book they went over and beyond my expectations. There was the "free" Holley Performance Day on the Thursday prior to the event. This included open track starting at 9AM with 20 minute sessions all day. In the paddock classroom they had endurance racing legend, Andy Pilgrim who calls this track home, conduct a seminar for drivers. Seminar sessions were also held by Koni USA, Apex Pro and Racers360. One could attend a classroom session, gain knowledge and then strap on their helmet and apply those lessons on the track. There was also an SCCA Starting Line school set up in the vast NCM Motorsports Park paddock to fine tune handling or in this case, the driver.

While last year's 130 odd entries only included a single MoHud representative, this year we had a small force that made their way south to Bowling Green. Attending this event were Michael and Alyssa Park, DJ McArdle, Daniel Gorss, Alex Schipkov and yours truly. Also present was James Cahill who used to be a part of MoHud until he moved away to Kansas. In fact I'd say the MoHud contingent was as large, if not larger, than the NER contingent.

Given that Holley Performance Day would include a talk by Andy Pilgrim, a majority of the attendees showed up for Thursday. Michael Park, Dan Gorss and I got there on Wednesday and completed registration and tech. I did try to con Courtney Rivers and Jon Krolewicz to put me in the Prepped 2 class (it only had 1 competitor) but alas I was accused of wanting to steal trophies from babies and had to be a part of the sizeable Tuner 4 class. DJ arrived bright and early on Thursday morning and the MoHud group carved out a space in the paddock and set up camp.

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## Time Trial Nationals, cont'd.....



We have arrived!

Compared to last year's event that had cooler temps on all the days, this year the weather was uncharacteristically summer-like. The temps on Thursday were going to be in the 80s with a humidity score matching the temperature and the days following would see the temps climb up into the mid to high nineties. It was not only a pressure cooker situation but it also felt like one was cooking in said utensil.

After setting up camp on Thursday am, DJ, Dan and I went out and got a few practice sessions in. I was familiar with the track but I was still tentative in the morning. The three of us then decided to attend the Andy Pilgrim chalk talk and found it very helpful. Thanks to the SCCA and Matt Busby, track manager at NCM for making this happen.

After the talk, we got lunch and then it started to rain. With the rain coming down, not many cars were on track and the three of us determined that we'd go out and drive the track and get our eye in. We decided we wouldn't push it but made a determination to drive the dry line at touring lap speeds and get comfortable.

Following this session, the track was opened up for parade laps and this allowed us to utilize the Time Trials Uber (my 2008 Honda Civic Si sedan) to go out on the track and talk about the corners. The track was still wet but the rain had stopped and we talked through the corners and helped each other. Later when the track dried up, we were able to go out and drive it more comfortably. I look at my times and see that I went a second faster than I did the last time on tires that had about 6000 street and track miles. It was encouraging and the mood in the paddock seemed positive too as both DJ and Dan felt more comfortable with where the track went and how to establish a rhythm and drive it. After having a few cold ones and getting some food at the welcome party, we called it a night and decamped for the day.

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## Time Trial Nationals, III...

**On Friday** each group would have three time attack sessions to set a best time. I had new tires on the car for the rest of the event and during my first session set my fastest time. As the day progressed it got hotter and the times didn't improve but it was a lot of fun. DJ, Dan, Mike and I were all running in separate groups. Mike was running very well in his group and was moved up to the faster intermediate group. Dan was in one of the intermediate groups, DJ and Alex in the fastest Advanced group and I was in the slowest Advanced group.

Friday was a bit of a mixed bag for us. Several people had never done Time Trials before and so didn't quite understand the importance of the out lap and how to open a gap to the car in front. This resulted in traffic and some drag racing during the earlier sessions but things improved in the final session of the day.

At the end of the day the three of us went out to a local brew pub for dinner where the specialty seemed to be their burgers served on English muffins and their kale chips. The evening's entertainment was our hostess, who upon learning we were from New York said she wanted to move there and open a restaurant on Wall Street. We tried reasoning with youth but I'm unsure if our cold hard logic could ever find its way into a heart that seemed determined to head northeast.

Saturday was day 1 of competition. The event would start with a track sprint for all groups followed by two Time Attack sessions after a break for lunch. Jeff and Josh Banker, my flagger friends from last year, had arrived in Bowling Green and were going to work that day and I was looking forward to meeting them.

They did something different with the track sprint this time. They didn't reveal the location until late the evening prior. Also unlike past events, there would be no recon lap and due to unexpected delays caused by timing equipment, we were all limited to two runs.

Dan and I were in one of the early groups that had to endure a long wait in the heat, but everyone seemed to be understanding and patient. To their credit, the team running the event made sure they checked in with everyone on grid and were handing out water so people could keep cool. When my turn came I overcooked entry into the right hand turn that routed one from the back straight onto the front straight. The start was at the track out for Turn 6 and the finish was past Turn 2 - a shortened version of their West course. My second run was better but nowhere near contention for a trophy.

After a break for lunch we lined up for the time attack sessions. I came back in from my first time attack session and wasn't pleased. I had only gone a second faster than the day prior. I really wanted to go down below 2:40 seconds at the track. Before the last session, there was a cloud cover over the track. It meant the sun wasn't beating down on us and I figured this would be the best opportunity to lay down a quick lap. As I found some shade and relaxed, I closed my eyes and drove NCM in my mind replaying the notes I made from Andy's seminar.

As I lined up and went out on the out lap I made a note of all my marks. As I came on to the front straight and saw the green flag fly, I got my eye in looking down the straight. As I reached the top of 4th gear and the brake markers came into view, I squeezed on the brake pedal to slow the car down and turned it in as the 1 marker started to go into my periphery. Over the curb for 1A, dab the brakes and grab 3rd gear and over the curb on the inside for 1B and back on the gas as I exited the curb and into the acceleration zone towards Turn 2... >>>

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## Time Trial Nationals, IV...

**As I entered Turn 2**, my mind heard Andy's voice saying Turn 2 is a throwaway corner as I squeezed on the brakes despite wanting to brake later; downshifted to 2nd gear and turned the car in. Back on the gas with a bit of corner exit oversteer as I tracked out and through the Corvette Esses and up to a 100 MPH as I lined the car up straight and squeezed on the brakes to make it around the high speed Turn 5. Check the speed at the apex and it was 80 MPH (not bad but I'd gone faster through there), back on the gas and then a brake and double downshift to second for Turn 6, grab third for Turn 7 and then set myself up for the offcamber approach to Turn 8. A squeeze of the brake pedal to get some weight on the front and back on the gas fighting a bit of rotation as I stayed in third gear all the way through Turn 9.

Approaching 10, a slight turn of the steering wheel as I saw the 4 marker and then on the brakes at the 3 marker downshifting to second and turning in when the last white full stripe on the outside curb disappeared from my hood. Back on the gas and through Deception (Turn 12) and on to the technical but fast back straight over Table Top and through the scary and quick Faux Rouge (Turn 15 & 16). Grab third gear entering 17 and then look for my entry into 18 and the Sinkhole sequence of corners. Balancing the car through there and back on to the front straight. As I come around 1A and am looking for my exit at 1B, Josh Banker at the 1B flag station leans into my line of sight and displays a blue flag. Quick glance at the mirror showed a Civic Type R entering Turn 1A (he was out of sequence as he entered a pit for a mechanical and came back out and was going to interrupt the flyers for some of us slower cars). I figured the best place to send him by for both of us would be past Turn 2 going through the Corvette Esses and sent him by before the apex of Turn 4.



After sending the CTR by, I did my best to hit all my marks and came around for my third lap that I assumed would be my final lap. As I entered the straight, I could see the flagger at Start/Finish all the way down the straight wave the checkered. So I completed my lap at speed and entered 1A and then slowed the car down making sure I waved to Josh Banker.

As I made my way around, I saw a red flag at Turn 8 and pulled offline and within sight and earshot of the station at Turn 9. Lee Grimes of Koni USA was stopped behind me in his 90s Civic Si hatch. The flagger there was someone I'd met in the paddock and he signaled with his fist punching his other hand that there was an impact. I hoped it wasn't serious.

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## Time Trial Nationals, V...

**Red flag...** We were eventually released after all stations went to black and as I made my way over Table Top and down towards Faux Rouge noticed Jeff Banker signaling with his hands indicating that we should get close to his station. Lee Grimes and I complied and as we crested the hill I saw that the white NC Miata co-driven by Andie and Matt Wolfe had met the wall. After pulling into impound the mood was anxious in the group about the driver of the car. We all relaxed and let out a sigh of relief once word came in over the radio that Matt Wolfe was fine.

Hagerty threw us a great party that night and Jonathan Burchhardt who is the Time Trials Paddock chief and party planner delivered a great feast with plenty of legal beverages. DJ, Dan and I got a table with Frank Putman, the Detroit Region RE. I walked over to say hi to the Bankers and Sean. Jeff Banker described the crash. He said that it seemed like Matt Wolfe had gathered the car up only to run out of road. Once the car got into the grass it was instantly into the tire wall. He said the impact felt like an explosion happening as it did kitty-corner from where he was flagging. He said he called for a red flag right away and then when he noticed that the driver hadn't move for about 10 seconds, he called for emergency vehicles. He said the impact had damaged the fence behind the tire walls and that had to be fixed. I thanked Jeff and his crew for doing what they did and said I was really happy to see them again. They were going back home that night with another team of flaggers coming in for Sunday.

The schedule for Sunday included two Time Attack sessions on either side of lunch. The consensus in the paddock seemed to be that given it would be cooler in the mornings, that would be when everyone would set their fast times. I'd set a lap of 2:39 seconds the day prior and wanted to see if I could go any faster. I wasn't in contention for a trophy as the peaky end of the Tuner 4 class was way ahead with third place at or around a 2:24 but this was about doing my personal best and not finishing last.

Each group was further split into two to lower chances of traffic and ensure everyone got three timed laps in each session. The sessions wouldn't go to checkered based on time but would display the checkered once each car had completed 3 flying laps.

I lined up next to a Prelude driven by a social media influencer, a very agreeable chap who I got along with rather well. The rule was that as we came into the sinkhole, each car would open a gap to the car in front thereby ensuring everyone could run free of traffic. I wasn't sure if he'd heard that or if he decided it'd be more fun, but as I came around on the straight, there he was right behind me and pulling out to the right indicating he wanted to pass me. For a bit I was unsure of his intent but when I saw how he was trying to stay close to me through Turn 2, I sent him by at the Corvette Esses with a point by and a series of waves to show him I was waiting for him to go by. That lap was ruined and as we came back around the sessions went to a black flag as a Ford Escort race car had a mechanical issue on track. As we rolled back to pit lane, I stopped and talked to coach Justin Barbry and told him to influence the importance of gaps on the influencer. We were sent back out and got two more laps. Alas I hadn't improved.



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## Time Trial Nationals, VI...

**After that first session** I was a bit miffed and a little upset, perhaps angry too about how that session had gone. But it was what it was. I had one more session in the afternoon.

That second session went better even with the heat, I made a mistake on the first lap, and then made two on the next. I calmed myself down and was doing great on the third lap, when I rounded Turn 19 and saw a yellow flag at the corner station. As I entered the sinkhole I saw an NA Miata going slow on the driving line. I had no option but to obey the flag and slow down. The Miata took what was an eternity to get out of the sinkhole and then to my astonishment went over the cones and took the alternate exit into pitlane (he really should have entered pits before the sinkhole). I got back on the gas but wasn't really able to get back up to full speed as I made my way down the straight. To my surprise there was no checkered and it looked like they'd given us an extra lap. I decided to milk it for what it was worth, but then the loss of momentum and rhythm had affected me. I did however set a personal best for the day on the first lap in that session and was happy to have salvaged the day somewhat.

I came back into impound and after meeting with Justin our driver coach, the whole group cheered him and wished him well for the runoffs. Came back to paddock and met up with Dan. DJ had hit the road saying he wanted to put as many miles between him and Bowling Green before the sun set and saying he had unfinished business at NCM. I shared that feeling as did Dan.

So I packed up the car and then went to watch Dan's last session from the Fast Pavilion. He looked very smooth out there and it is impressive what he can do with that little Mazda 2. Once Dan got back and was all packed up, we headed over to the trophy ceremony and applauded all the winners.

Following that, I hit the road with a brief stop in a service area for a hint of shut eye and then pulling in at home a little after lunch hour on Monday morning.

It was a great 4 days on track and the SCCA ran this event very professionally I thought. Their staff were always available to help and answer questions with a smile. Communication was swift and polite and the whole atmosphere was that of one grand party. There were even two bachelor parties being celebrated in the paddock and one member of one of the parties was so hooked he even participated in the event and promises to be back for more. There were high-fives galore and pats on the back. Participants helping others fix cars and even offering up their cars to their competitors. SCCA staff were making sure everyone stayed hydrated and even drove around with sandwiches and snacks for people that needed a quick bite. If this is how Time Trials is in its infancy, I hope it continues this way and doesn't allow in the backbiting and bitterness that is sometimes characteristic of the other programs. I'm not saying this program is perfect. They still have to deal with driver behavior especially when they have a large group of participants and also ensure they minimize any delays with better planning. I think the classing could also be refined but quite frankly I am nitpicking.

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## Time Trial Nationals, VII...

**The proof that this was the most fun event organized by the SCCA** was when I saw Alyssa Park at a flagging station on Saturday. Some of the visitors/crew were talked into getting involved in working the event. My friend Karl from the Midwest who was there crewing worked pit out on Friday and also flagged on Saturday. An amused Michael Park was saying how much Alyssa had learned by watching the cars on track when she came back and started offering him advice at the end of the day. A reliable source confirms that Alyssa Park has also been talked into going to Thompson for the 75th anniversary Time Trials National Tour event next July 4th weekend. This program is getting new people involved in the SCCA and making sure they are having fun so as to keep the involvement going. Perhaps that is why I overheard someone say that Time Trials is what will save Club Racing and the Regions. You needed no more substantiation than talking to Alyssa Park and Karl Rademacher and seeing the big smiles on their faces.

You're probably wondering what the unfinished business is about. For one it is about personal achievement. Other than Alex Schipkov who finished third in class, the rest of us weren't anywhere near the podium. So the intent is set to perform even better next season via driver and car mods. And while MoHud had a strong contingent, the little region that can should have a bigger presence next season. With Greg Goss, Harry Adalian, Nick Austin and Adam Wright (or any of the really quick autocrossers) attending I think we'd definitely have brought more trophies home.

The future for the Time Trials program is looking bright and MoHud definitely has the bench strength to perform at the top level. Plans for the Time Trials National Tour at Thompson are in the works and while Pitt Race is not currently on the calendar for next season I emphasized to everyone I could that we needed another event at or in close proximity to New York and New England. It is my sincere hope that we get two events and to see MoHud and MoHudders see about that unfinished business.

In closing, I'd like to thank DJ and Dan for being my paddock mates and putting up with me. DJ especially for all the hospitality and allowing me full access to his cooler and for talking to me about the mindset to have for Time Trials. My trip to the Time Trials Nationals was more fun in their company.

- Aashish



*A bunch of the boys (and girls) were whooping it up at the...*