

The Mo-Hud

# Knockoff



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

June 2020

## The REport

### ZOOM....ZOOM

By all accounts, the May MoHud general membership meeting held via the ZOOM app was a success. It was great to see some of our members online who don't usually attend our monthly meetings. I've gotten some feedback from our out of town members that a ZOOM meeting is a good way to avoid traveling to Albany during those dark and snowy winter months. That idea is certainly something to think about.

Please join me via the ZOOM app on Wednesday, June 3<sup>rd</sup> for our June general membership meeting. Start time is 7:30PM.

### Who's that guy?

Hey, when is the last time the president and CEO of the SCCA attended a MoHud meeting? Many thanks to Mike Cobb for joining us for the May meeting and for giving us an update on how the national office is handling the Covid crisis.

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

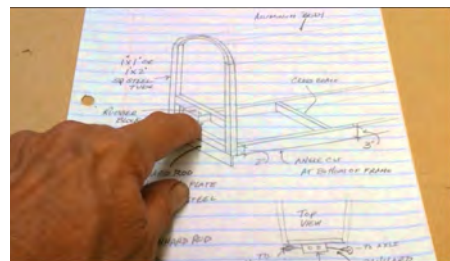
## In this Issue

**Greg Rickes** salutes another MoHud racer.

**Tom Campbell** sends another Campbell (non)racing report.

**John Corey** challenges us to consider a new racing class.

**And** the usual newsworthy items...



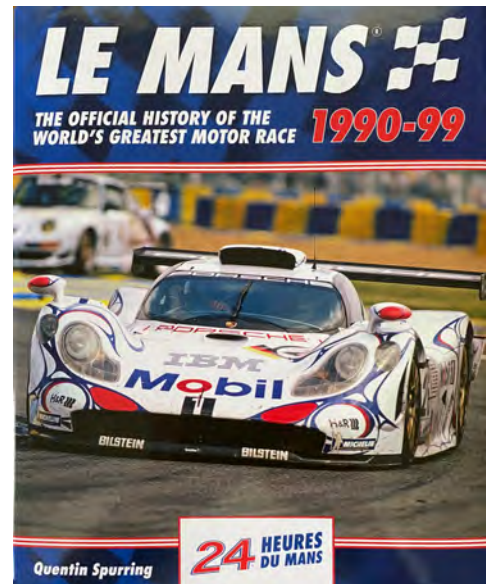
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## Coming Events: June and...

- **June 3:** Wednesday. 7:30pm. Another membership meeting on Zoom.
- **June 28:** Sunday. MoHud Solo Event # 1. Tech City, Kingston. *Tentative.* Russ, EJ and the Solo Advisory Committee are exploring the feasibility of conducting an autocross event under the SCCA Covid-19 Event Guidelines. If held, registration will be accomplished via the MotorsportsReg website. Watch the MoHud Facebook pages for updates
- **July 2 - 4:** Thursday-Saturday. SCCA Time Trials at Thompson. The weekend marks 75 years since the first SCCA race at the track. The TT event is dependent on the State of Connecticut's rules for COVID-19 "reopening." Refer to the SCCA website for updates.

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## If This is June, it Must be Time for Le Mans, Oui?



**Just one more interruption** to life's normal pace is the postponement of the 24 Heures Du Mans until late September.

Until then, several books for the pining fan. *The Art of...* (67.49 @ Amazon) is a dazzling, really dazzling, collection of photos and histories of 27 Le Mans racers – not all of them necessarily running in first place at 15:00 heures, Dimanche.

*Le Mans, the Official History...* (64.71 @ Amazon) is a comprehensive decade-by-decade, hour- by-hour, car-by-car series. The 1990-99 volume is fascinating for its story of the real reason the chicanes were put in on the Mulsanne Straight, and why Jaguar not only won in 1990, but technically in '96, '97, and '98. (Hint: the Porsche on the cover is as much a Jaguar XJR-14 as it is a Porsche).

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## Road Racing Report- June

- Jim Bucci

**Still** no real idea on when we'll be able to get back on track.

As of May 24th, the June "Paddock Crawl" race at Lime Rock has been cancelled. Fingers crossed for a debut of the 2020 version MohHud Margaritas later in the year.

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## Road Racing Update - how's that Le Car Series going, you ask...



### Drive a bit of the Le Mans winner.

The same meticulous attention to reliability and endurance that went into the Le Mans-winning Renault Alpine, also went into Le Car. And like the Alpine, Le Car has proven itself on the track. Finishing first, second or third some 63 times this year in SCCA Show-room Stock races.



Thanks to Greg Rickes for "the morning after" shot

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## More Road Racing

- *Greg Rickes*



Has anyone in the Mohawk-Hudson Region raced a wider variety of cars than Jon Waterhouse?

**The phrase “life-long enthusiast”** could certainly be applied to Jon Waterhouse. Related to Bill Milliken, who raced in the first SCCA races held at Watkins Glen in the late 1940s, as a youngster Jon attended races not only the Glen, and Lime Rock but also some forgotten venues like the airport races at Montgomery New York.

His first racing experience came as a teen-ager in a go kart at the Empire Raceway oval in Menands. In keeping with the car-crazy ethos of the 1960s Jon built '33 Ford coupe that he raced at Lebanon Valley Dragway, but his real enthusiasm remained for road-racing. In 1973 Jon got his SCCA license in a Lola Formula Ford. For the next season he made a big switch, competing in B Production with a third-generation Corvette. 1975 found him in the midst of another big transition, this time to a Showroom Stock Sedan Dodge Colt. Over the following winter the Colt was converted to race in IMSA's RS Sedan series, where he formed a two car team with Bruce Cargill.

Following the IMSA campaign Jon took some time off. In the mid '80s he turned his skill and enthusiasm to the restoration of a Ferrari 250 PF. The lure of the race track though was strong and in the mid-'90s he restored a Caldwell Formula Ford, highlighted by a third in class at the Formula Ford 25<sup>th</sup> Anniversary Festival at Lime Rock.

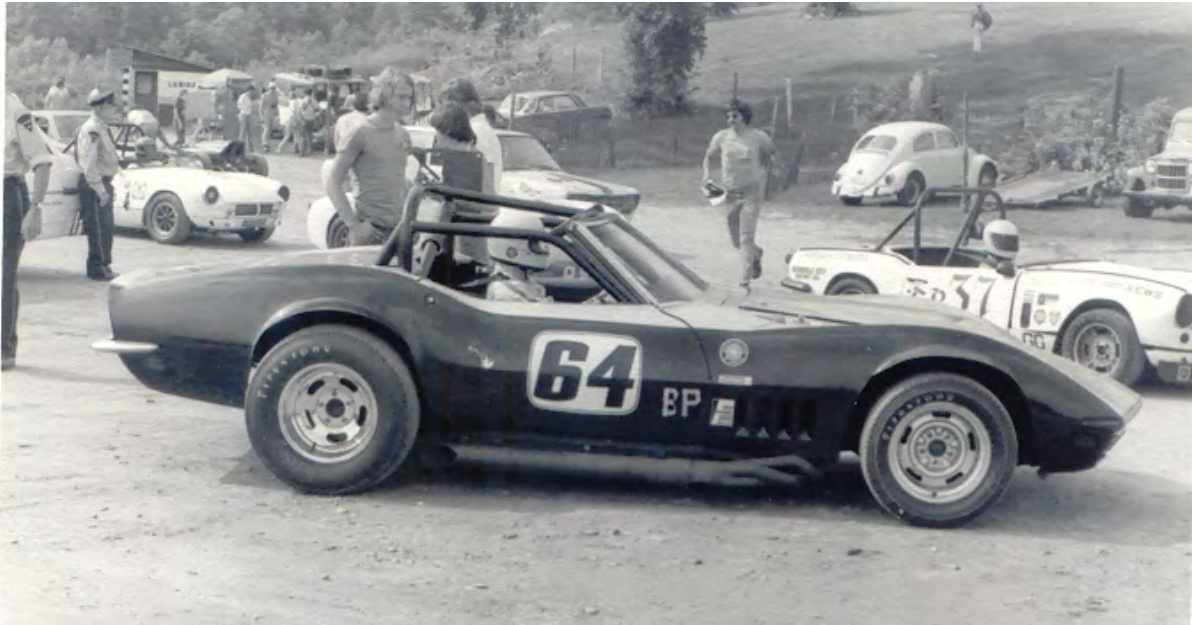
After another hiatus Jon made yet another comeback in the mid 2000s, returning to the Showroom Stock ranks with a MINI Cooper S. That experience, and an affinity for the mechanical side saw him build another MINI, this time for G Production. After some success with that car he sold it, only to buy it back, now in H Production configuration, which he continues to race. Along the way he also built an Improved Touring B MINI, which unfortunately met its demise at Palmer Motorsports Park in 2018.

These days (at least prior to the current circumstances) Jon splits his time between Latham, and a second home in Stresa, Italy. He'd just obtained some garage space in the Italian city before travel restrictions, and hopes to get back there sooner rather than later to start on another project and continue his fascination with all things automotive.

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## Jon Waterhouse then... and now



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## Membership Report- May 2020

-*Jim Garry Mohud Membership Chairman*

< mhr.membership@gmail.com >

**For the past couple of months** the cancellation of motorsports activities has had its impact on SCCA membership. Yet it's gratifying to see so many renewals despite the lack of opportunity to have fun with cars. But even with the renewals, our region has seen a decline in membership. As of May 26, Mohawk Hudson Region stands at 358 members. That's down 19 since mid-March, a drop of 5% over the past 9 weeks, which is a little more than other large drops in previous years but certainly not calamitous. However for a complete perspective it's important to keep in mind that in May the membership normally increases versus the winter months. This makes the recent decline more significant. Still, we're doing well enough given the world is facing its most serious health crisis in a hundred years.

### **New members in April and May**

**Levin Born,** New York, NY. No primary interests selected.

**Kyle Rapp,** Slingerlands, NY. Interests selected are Club Racing, Rally, Track Days, Solo, Time Trials.

**Carrie & Nicholas Wright,** Berne, NY. No primary interests selected

**Austen Levesque,** Amsterdam, NY. Club and Pro Racing, Rally.

Welcome to the SCCA. If you need any information please don't hesitate to contact any of the officers listed in this newsletter.



### **Significant Anniversaries for June**

**Chip Van Slyke** 25 years - Member of the Mohud Board of Directors, Merchandise Chair, former Knock Off editor, current Formula Ford racer, former co-driver with your membership chairman.

**Mike Larimer** 35 years - Former Regional Executive, former Club Racer.

**Bill Hudson** 35 years - Has autocrossed the same car since joining SCCA. A very fast driver.

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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**

Jim Bucci

**Rally Chair**

Ken Relation

**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 [dwebdad@msn.com](mailto:dwebdad@msn.com)

**Activities Director**

Open. Contact Jim Bucci if interested ...

**Merchandise**

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

**Director**

Bruce Kosakoski [bkbbmw@gmail.com](mailto:bkbbmw@gmail.com)

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**NeDiv License Chair**

Dick Patullo (NER) [patullo@verizon.net](mailto:patullo@verizon.net)

**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...

- Cyclekarts
- Campbell (non) Racing Report

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*ed's note: Veteran MoHud member John Corey is probably best known for his exploits competing in a number of "Great American Race" rallytours, but at any given time he's into more projects than Thomas Edison ever thought of. We've asked him to detail one of his current passions...*

## Northeast Cyclekarts!

*- John Corey*

**What's a cyclekart?** Well, it's a go-kart, but it's not. Instead of a low, tiny-wheeled roller skate with a screaming two-engine; a cyclekart is a beautiful homage to the great pre-war open-wheel race cars: smaller version of Bugatti, Ferrari, Miller, Mercedes and others. And, they are all built by their drivers. While there are general guidelines for track width (38 inches), weight (2-300 lbs), wheels (17 inch dirt bike wires) and engine (200-250 cc Honda or Predator); the creative potential is as large as the fun of running them when they're done.



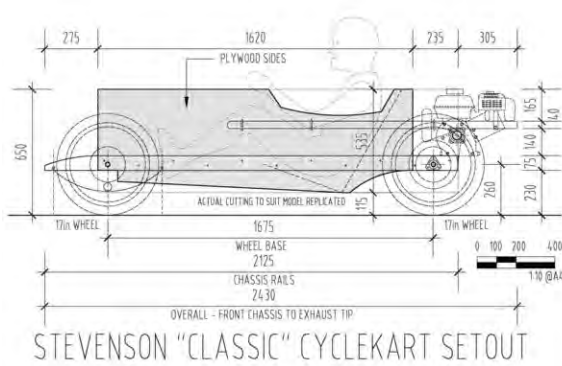
These started about 20 years ago in the Pacific Northwest region, just as an exploratory hobby. From that came the 'Stephenson formula' which is the basis for this otherwise loosely regulated sport. And yes, it has grown to be a sport, though participation, fun, and style is ranked at least as high as raw speed in the appreciation index. The simplicity of the basic design allows anyone to build one and go racing for well under \$3,000.

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## Cyclekarts, II ...

Some Cyclekarts are basic, and some exquisite. It's up to you!



At least until the Year of COVID, there were regular meets out west, the largest at Tieton, Washington that attracts 40-50 entrants from around the world! A second hot spot is Phoenix, Arizona, where there is a large club of similar size (and the only commercial venture, a company that makes parts and some kits that sort-of resemble real homebuilt cyclekarts).



A line-up of contestants, Tieton 2019

(see: <https://www.youtube.com/watch?v=YXauQjv93-o> for more about this event)

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## Cyclekarts, III ...

**Here in the Northeast**, we're a bit newer to the game. The Northeast Cyclekart club is just four years old. We have a membership of twenty, though not all have completed their own cyclekarts. At our last meet, we had six running together. The Westerners tend to prefer running on pavement, but we like dirt and grass more here back east (more like the old Vanderbilt Cup!).



This Summer, our Spring gathering was cancelled, but we plan to invade Hemmings Cruise-In in June, then we have a date at the Indianapolis speedway (yes, THAT Indy) in July, a finger lakes date in August at the Lafayette Motorsports Park, a big, national-draw Grand Prix at Elmirst in Ontario in September, and a season-closer at the Old Rhinebeck Aerodrome in October. Not bad for a new-ish group, eh?

We welcome new interest, especially builders, as our fleet and fun expand. We have a Facebook group (<https://www.facebook.com/groups/482153012684046>) and we maintain an email update. The FB site is a good place to go to get some images and videos of our recent activities, plus sign up for our events; but there are also two good sites for learning about the larger cyclekart world. The most active is [www.cyclekartclub.com](http://www.cyclekartclub.com) which lists many of the cyclekarts around the country and world and maintains an excellent forum section where many of the clan gather regularly. The other is [www.cyclekarts.com](http://www.cyclekarts.com) which is the originators' site, not much maintained, but filled with the basic formula information and the gentlemen's sporting spirit that animates the whole scene.

If you enjoy the golden era of racing; if you like the fun of open cars in friendly competition, if you'd like to build your own and go racing without breaking the bank: Come join us! We'll help and even share while you get yours together.

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## Cyclekarts, IV...

**Specs:** While there are a number of differing descriptions, following the "Classic" Stevenson specification. Please remember while you can build it any way you want, you may want to keep in mind who you will be racing with... what do they use? It has been suggested elsewhere that Peter Stevenson kept the specs this way to foster a very even competitive racing class & much in the spirit of the period. Racing is the most fun and rewarding when there are many entrants with similar specs.

A one-seat car using Honda 17" x 1-3/4" or 2" rims, 2.50" x 17" tires (2.75" have been used on the Alfa), a 38" track, wheelbase as close to 66" as the aesthetics of the car will allow (err on the shorter side for more abstract cuteness and general attractiveness), weight no more than 250 lbs, and powered by a 200cc, single cylinder, 6.5 hp Honda OHV engine (the GX200). A CycleKart should not cost more than \$1,750 to build in 2001 dollars. This is to avoid "spending races" where people start hiring out parts and making things too nice; we're not making show cars, and an element of scrounging adds to the fun.

- \* Styling - 1920s and 1930s race cars, maximum pre WWII. Make it look good. Performance is secondary
- \* Overall Maximum Length - 98" (2490mm)
- \* Overall Maximum Width - 40" (1020mm)
- \* Wheel Base - 66" (1675mm)
- \* Track - 38" (965mm)
- \* Chassis Frame Rails - (2) 1" x 3" (25mm x 75mm) steel (1/16" thickness is sufficient)
- \* Body Work - 1/4" (6mm) plywood and 3/4" (18mm) plywood monocoque box, or metal work
- \* Body Width - 14" (355mm) wide at front axle, 20" (510mm) wide at seat back
- \* Front Axle - 1-5/8" (41.5mm) O.D. tubing, dropped to accommodate the leaf springs
- \* Rear Axle - 1" x 36" (25mm x 915mm) long axle
- \* Front springs - 24" x 1-1/4" (610mm x 38mm), 2 leaf, 1/2 elliptic
- \* Wheels and tyres - Honda 17" x 1-3/4" (177mm x 44.5mm)
- \* Minimum Weight - N/A
- \* Maximum Weight - 250 lbs (113.6 kg)
- \* Engine - 200cc, single cylinder 6.5 hp Honda OHV engine (GX200)
- \* Engine Location - Rear
- \* Drive - Comet TAV-30 (or similar) unit to one wheel only
- \* Drive Chain - #40 chain, 72 tooth main sprocket
- \* Braking - Single rear wheel by mechanical disc. No front brakes allowed
- \* Variation - Adjust all or any specifications above as required or desired

Complete FAQ at: <http://www.cyclekartclub.com/phorum/read.php?1,8100>

Local Cyclekart Builder/Drivers: John Corey, Melrose, NY & Nick Walters, Stephentown, NY

JOIN US!

More >>>

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# Campbell Racing - Race Reports 2020

## # 1 - From the Race Shop

Thought I would give all you race Campbell Racing fans out there an update on the season as it has been so far. And, of course, the report is that all the SCCA racing across the country has been cancelled since early March, just like everything else in the country.

I had the FP car all ready to load in the trailer for the first event at Virginia International Raceway before Carol and I left for our annual Florida vacation at the end of February. And that is as far as it has gone. So now I have the car apart again to work on some of the improvement projects I had planned for later in the year.

At this time, we are hoping that we'll get started at the "June Sprints" held at Road America in Wisconsin in mid-June. This is always a very big event and with everyone being sidelined for so long, it will be even bigger than usual – if it is held, of course. I have added our schedule, as it presently stands, below. To say we are eager to get started would be an understatement.

So as soon as we get started I'll get the race reports going again.

Stay safe and healthy,

*Tom and Charlie*

### 2020 Schedule (Early May Version)

April 10 - 12	VIR (Super Tour) Cancelled
May 9 - 10	Pitt Race Cancelled
May 23 - 24	Pocono Cancelled
June 12 - 14	Road America (Super Tour)
June 21 - 23	Watkins Glen (Super Tour) Cancelled
July 17 - 19	Mid Ohio (Super Tour)
Aug ?	Pocono - Tentative - To Be Scheduled
Aug 28 - 30	Pitt Race (Super Tour) New
Oct 5 - 11	Road America (Runoffs)