

The Mo-Hud

Knockoff



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

December 2021

The REport

As I sit here writing this, it's a week before Thanksgiving and the beginning of the holiday season. I hope this year you'll have the chance to celebrate with your family and loved ones.

Speaking of celebrating, the MoHud Solo community is celebrating the arrival of new timing equipment, courtesy of a very generous donation from a MoHud member, and a grant from the SCCA Foundation. We thank both that member and the SCCA for helping bring our Solo program into the future. Look for more updates on changes as we get closer to the 2022 season.

Registration for MoHud's Annual Meeting & Awards Banquet is now open, and we've gone online with registration and payment collection. Please visit <http://msreg.com/mohud-2022-banquet> to register you and your guests. Payments will be collected via MSR as well. The Saratoga Auto Museum will host us this year on Saturday, January 8th, 2022, from 6pm until 9pm. An Italian buffet will be provided by Mama Mia's of Saratoga. If you have any questions, please direct them to Sal Baisley.

Until next year,

~ *EJ Smith* Regional Executive

Ed's note: This month we go with Tracy B and supporting mate Russ to the SCCA Solo Nationals. Next Month the KO will be all things Formula F. February will feature the results of the annual meeting, and unless somebody steps in to be the new editor, MoHud will be subjected to another unique issue on April 1st, 2022.

Calendar: December and ...

- **December 1:** Wednesday. 7:00pm. Membership meeting at the **Albany Pump Station**, aka C.H.Evans Brewing Company, 19 Quackenbush Square, Albany, second floor meeting space. Depending on your circumstances, it can be described as being near the Social Security Hq., the IRS Albany offices, or the James T. Foley federal courthouse. Depending on reactions of those attending, this may be MoHud's new membership meeting spot.
- **January 8, 2022:** Saturday. 5^{ish}. Annual Membership Meeting at the Saratoga Automobile Museum. Some business, some awards, the annual MoHud Runoffs (adult and kid classes), and maybe a special guest speaker. This is gonna be great!
PS: DoT will scare away any Northway snow...and at least a few members plan to stay overnight at Homewood Suites...
- **February 2:** Wednesday. 7:00pm. Membership meeting at the **Albany Pump Station**. Celebrate Groundhog Day and the fact that sun will set at 5:09 pm; 38 minutes later than the best day in December.

2022 New England Road Racing Championship Schedule

Just five short months away...

April 21-22: NER School (Thompson)

April 30-May 1: NERRC #1 – Opening Weekend (Palmer)

May 14-15: NERRC #2 – Granite State Regional (NHMS)

June 24-25: NERRC #3 – Paddock Crawl (Lime Rock)

July 8-9: NERRC #4 – Northeast Majors (Thompson)

August 6-7: NERRC #5 – Hawaiian Luau/RAL (NHMS)

August 20: NERRC #6 – Midnight Madness (Thompson)

September 10-11 NERRC #7 – Pig Roast (Palmer)

October 14-15: NERRC #8 – Championship Weekend (Thompson)

SOLO -- SCCA Nationals -- Lincoln, Nebraska ~ *Russ Burckhard*

Tracey and I made the trip to Lincoln early in September. We loaded up the car and headed west on Thursday morning the 2nd, just before Labor Day.

We drove to Joliet Il before calling it a night. The next morning, we took a quick ride to the four local racetracks: Chicagoland Speedway, Route 66 Raceway (drag race), Dirt Oval 66, and the parking lot between the drag and dirt tracks. The parking lot was the site for a National Tour that was held earlier this year. That event was the only one semi-close to MoHudLand that we didn't go to. Unfortunately, the whole place was fenced in, so we were not able to see much.

As we continued our journey, we saw a rare site. We passed a few Indy Racing support trucks. We figured they were headed to Portland, the site of their next event. Shortly afterward, we needed a fuel stop, so pulled off at what happened to be the Iowa Speedway exit. This was the third racetrack we saw during all our travels. The gates were open, so we went in and snapped a couple pictures. Not wanting to get busted for trespassing, we got back in the car to leave. Just as we were pulling out, the Indy trucks we saw earlier started to pull in. We found out that they were stopping by for some photos. We were able to snap a couple of pictures before we shooed away by Speedway staff. We continued our journey and made it onto the Nationals site Friday night.

Our first thought on entering the facility was the size of the place. We expected *big* but underestimated just how big it really was. There were a good number of spaces filled and it didn't take us long to find some friends we met from one of the Tours we previously competed in. We eventually made our way to our paddock spot and realized what a great investment golf cart rental was. We continued to explore the site and found where all the tents we would be visiting were.

Built in 1942 as Lincoln Army Airfield on the site of the former municipal airport, its 2,750 acres served as a basic training site, engine mechanic school, and a bomber/ fighter wing deployment base. Closed after WWII, it was revived in 1952 as Lincoln Air Force Base, primarily for bombers of the Strategic Air Command. Atlas ICBMs were later controlled from there. If you were aircrew in those days you probably visited the base late at night, at high altitude, to ping a simulated target on the ground. The KO Ed hasn't seen any confirmation that the base hosted SCCA club racing during Curtiss LeMay's "involvement" program of hosting races on SAC bases as a means of encouraging flight and support crews to hang together after work.

In the satellite shot at right, the Solo Nationals occupy that tiny square space at the southern end of mid-left. Ground shots that make it appear the Nationals are in the middle of nowhere simply indicate the scale of this place...



SOLO -- SCCA Nationals, II

Between the drive there and the tour of the site, we were hungry and were looking for a place to eat. The hotel had a McDonalds across the street. Other than that, there was not too much without a little drive. Google brought up a few restaurants and one made me chuckle and say its name. It was called Phat Jacks. Google took it that there is where we wanted to go and gave us directions. It brought us to a small strip mall with the restaurant at the end. Didn't look like anything special, but looked decent so we decided to go in. As soon as we opened the door, we knew Google made a good choice. The smell of the barbequed meats filled the room and made our mouths water. It was way better than the place in Bristol. We noticed a Shelby Mustang in the parking lot. We found out it was one of the workers there we were able to ask him where to get 93 Octane gasoline. He told us where to go to get it and we fueled up for the week. Unlike around here. 93 Octane is hard to find out there and options are to bring your own in or search for it. Our car was too full to fit a couple of gas cans, so we had to look for it. The gas was next to a Walmart, and we were able to load up with some food and drinks for the week while we were there. A twenty-minute ride back to the hotel and it was bedtime.



After a good night's sleep. We arrived at the site Saturday mid-morning and picked up our golf cart. Riding around it seemed that more people rolled in. We made our way to the Pro Solo courses to watch some friends that were competing. It was cool watching the mirrored courses. Times were close between the two courses.

The Pro Solo set both courses on a small section of the area that was available. Each of these courses were bigger than what we could place on any of our sites that we have used in the last bunch of years.

When the Solo courses were placed, it is hard to describe the size of them. The east course was about the size of both Pro Solo courses combined and then there was still the west course off to the side. Spread out throughout the area you could find a bunch of unused space. I couldn't imagine a single course on all that real estate. It would probably be a 2-3-minute course. Try remembering that walk-through.

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SOLO -- SCCA Nationals, III

After watching the Pro Solo, we decided to explore some more. We went to the SCCA merchandise tent and bought our event t-shirts and then went to the food court and grabbed some lunch. Just about everywhere we went we would run into someone that we had met throughout the year. This continued until it was time to go back to our room.

Another good night's sleep and it was time to go and watch the ending of the Pro Solo. Wandering through paddock you could tell it was filling in. I stopped back at our paddock spot and changed into our competition tires. While putting them on, I noticed that one of them was put on the wrong direction. The SPS tent had tire changers. So, I loaded the tire on the golf cart and drove over to get the direction swapped. Have I told you how much I like the golf cart and how easy it is to get around on it? About 10 minutes later, I was putting the tire back on the car. Tires are all set for the week.

Matt Huchro had arrived. We had extra space in our paddock spot for his car. This way he could leave his trailer, which makes a good base for his tent, and his truck in his spot. He had time scheduled for the test and tune, so we watched him run. When he was done, he had to work. This was a good time for us to check in and go to tech. Now we were ready to compete, as soon as the course is built that is. Back to the room we go. We found out when we got back that the course was ready to be walked at 7. We signed up for text messages and figured that we would have been notified, but that text never came in. Instead, Tracey came across it on Facebook. We missed a walk or two, but we now can get up early instead of waiting until 10am when it was scheduled to be opened.

Monday is walk day. We get there early so we can pace ourselves. We walked both courses to get an idea of the differences. And decide to take a break. That lasted a couple of minutes before we ran into Joe Austin from the Poughkeepsie region. He was setting up grid for the east course. Tracey and I grabbed a stack of cones and started placing them where they needed to go from the comfort of our golf cart. This made setting up a lot quicker. Just about when we were done, we were told we had to move a bunch of them so that a RC-135 could be parked there. An RC-135 is an Air Force plane that is used in surveillance and a trainer was being brought over so that everyone could go on and check it out. Let me tell you, it was way cool. The military staff were there and answered questions the whole time. In return, they were given the opportunity to go for rides in the test and tune. It was a win-win for both groups. A few more course walks and we were ready for lunch. We took Matt and went to Phat Jacks. Being Labor Day, it was closed. You have no idea the disappointment in seeing the closed sign. Big Reds Sports Bar was close by, so we went there instead. It was good, but it wasn't BBQ. Back to the airport for a few more course walks and a car show.

Finally, competition day. I was in the first heat. Arrived there before sunup and got the car ready. Brought it to grid but they didn't have the spots posted. Parked out of the way and did a walk. Online kept linking the grid spots to another heat and didn't list my group. I saw others parking and figured out my spot because we go in numerical order. Another competitor confirmed that I was in the right spot. The course was only walked-on prior to our runs. It was a cool morning, so I was not sure what level of grip to expect. The heat was starting, and I was the eleventh car to go out. I would only be able to see times, I wouldn't be able to ask how the course was. It was time to make a run.

I was a little slow through the first slalom and slowed to take the 90° right hand turn. I didn't slow enough and pushed out wide. Not enough to hit any cones, but enough to lose some time. I pushed through the rest of the course testing the limits of grip to have a better understanding for the next run. As I finished my run, I heard on the radio that I was third fastest up to that point.

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SOLO -- SCCA Nationals, IV

When the first heat was over, I was sitting in eleventh. Second run. I fixed the 90° right that I messed up in the first run and started carrying more speed in other areas. A little too much in the middle portion. I overdrove another corner. This one cost me some more time. I slowed about 4 tenths from my first run. Time for my last run. A fellow competitor, John, showed me a video of his run and it helped me see where I should be on the course. John is also the one that helped me at the Bristol and Peru Tours. When my last run was over, he had helped me again and I dropped three tenths off my first run. I carried a little too much speed at the start of the finish segment, otherwise my time would have been better. What I would have given for one more run. At the end of day one, I was in 18th position two seconds slower than the leader.

Matt Huchro was next to run. I was stuck in impound and he was running on the other course, so I was unable to watch him. I got to him just after he finished his final run, so I don't have the greatest information on what happened with his runs. His first run gave him a decent time. It was 21st quickest out of 52 and about 2.5 seconds out of first place. There was room for improvement as this was his first time on concrete and on a course this size. His second run saw huge improvements. Unfortunately, he hit a couple of cones leaving his first run as his fastest. His raw time would have been good enough to put him in 4th place for the day. If only. His final run was slightly better than his first run, but another cone took the improvement away. Others improved throughout the heat causing him to drop a few spots to 31st for the first day.

Tracey was the last MoHuder to compete that day. She went out and ran a decent, clean run. She learned how much grip there was and knew she could run faster. Her time would have placed her in 26th in my group. Ready for the next run, she made her way out on course. Over driving a corner, she went off the preferred line and then hit cone. She slowed down a bit and then the cone penalty made this her slowest run of the heat. Time for her to fix the mistakes and put down a good run. She took off and looked pretty good. Despite a few small mistakes she made a pretty good improvement of over two seconds. She knew there was more in the car but would have to wait until Wednesday to try to get it. Her best run would have put her in 25th place in my class only 1.4 seconds slower than my best.

The heats were over, now it was time to walk the West course. It was smaller than the east course. A little tighter but still faster than what we are used to. We walked a couple more times and were ready to call it a day.

Last day of competition for us. The whole year of National events was coming to an end. One last course walk was all that was standing in my way before my time to compete. Time to line up and make my runs. I came out a little stronger than I did on Tuesday. I was eleventh after my first run. This was before most of the class ran, but it was a good position to be in. The hope for a freak rainstorm entered my mind. Without a cloud in the sky, I knew I was out of luck and had to rely on my driving skills. At the end of the first run I was the 13th fastest that run. I knew I could do better and did that on my next run. I shaved another three tenths off. Better, but not great. I could do better on my last run. John let me watch his previous run like he had done before. I set out and made it to the first left before I turned the wheel and went straight. Too fast in, and my run was shot.

A short time later and the cones started to fall. A bad run got worse before I came through the finish timers. Slower plus cones. Having that as my last run at Nationals is going to hurt for a while. I dropped 1 position from Tuesday and finished my first National Championship in 19th position.

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SOLO -- SCCA Nationals, V

I had two goals going in. To trophy and to be the fastest non-Civic. I failed at both. The fastest GTI was the 8th place trophy winner. He reached my goals for me. I was 3.3 seconds out of the top spot, 2.6 seconds out of the trophies and only seven tenths slower than the second fastest non-Civic. Overall, not a bad showing for my first National event. My new friend John had a chance to be the GS Champion. With all the help that he had given me over the year at these events, I was rooting for him to win. The final competitor had a rerun and John had to wait the 5 minutes for him to make his run. It was close between them going in and a good clean run would take the win away from John. We saw a cone fall and the Championship was Johns. I was happy to see him get it. Congratulations John Azevedo.

Matt was in grid on the larger east course. He took off and ran a decent time for his first run. A couple of cones slowed that run down to the 44th fastest run of the heat so far. This would drop him in the standings and the need for a good clean run would be a necessity to move back up. His next run was a touch slower but only had 1 cone making it two seconds faster. This run was 37th quick through run two. One more chance to clean it up. Watching him on course, he looked pretty good. Coming across the finish line, there was no running from any of the worker and the announcer confirmed that it was a clean run.

Unfortunately, it was his slowest raw time of the heat, but by being clean it was almost another two seconds faster. This run was 30th quick for the heat. It wasn't what he was looking for, but it was good enough to move him up to 30th place out of 52 in the standings and about 4 seconds out of the trophies in a very tough class.

Tracey was the next to run on the smaller west course. Being a little tighter, it suits our experience a little better. She went out and pushed a little too hard and went wide on the wrong side of a gate. Off course, no time for that run. At least she saw the course and was able to see what she needed to improve for the next run. It seemed like all of us were struggling that day. Her next run was good enough to be 28th quickest in GS. She was happy to have a time but knew she could do better. Time for her final run and it was a clean run. She was saying that the car felt slippery and that she was having a hard time going faster. Her final run was her best despite the car not driving the best. She took another four tenths off and that would have placed her in 28th in the open class. When we took off the tires after the event, the rear tires had a little bit of build up of rubber on them. This would explain why the car was feeling the way that it did and if we saw it and removed it, she may have been able to run better. **At the end of the heat, Tracey was called up to the podium to take the first-place trophy in GS Ladies. Congratulations Tracey, the first female in MoHud's history to win a class at Nationals.**

Thursday came around and we volunteered to help with the CAM Challenge. Back on site early, Tracey was checking in the drivers, and I was flouing (lining) and sweeping the course. When I was done with that, I moved into the Safety Steward position. It was great to be involved with such a great bunch of competitors. The action was nonstop as they ran through the format of the challenge. Matthew Braun won the Challenge in a 2017 Corvette. We thank Raleigh and Velma Boreen for allowing us to help with the event.

After the Challenge, we watched others make their runs. When we were done with our runs, Tracey signed and gave the Wendi Allen magnets that we ran on our car all year to someone to give to the family Of Wendi. We were overcome with emotion when we saw their car with our magnets on it heading out on the course. The memories from all the tours came back to us as none of it would have been possible without the Wendi Allen Scholarship that Tracey had won.

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SOLO -- SCCA Nationals, V

Also running on Thursday and Friday was the rest of those connected to Mohud. They were scheduled to run with all of them in H Street. Andrew Nicollela from MoHud, former MoHuder Joe Lagdao (now NER), and PSCC member Joe Austin. Sitting in 23rd overall on the first day, Joe Lagdao was the leader of the three about a second ahead of Joe Austin and about two seconds ahead of Andrew. Day two had Joe Austin as the quickest of the three. Joe L. was about a tenth behind and Andrew about 2.5 seconds behind. Joe L. finished in 28th out of 42 with Joe A. in 31st and Andrew N. in 38th. Joe L. and Andrew were at Nationals for the first time. I am not sure how much experience Andrew has in Joe L's car as he always ran a Miata at our local events. All three did well and I am glad we were able to spend some time with them all while we were there.

On the way home we were able to reflect on our experiences while at Nationals. We were able to see old friends and meet new friends. We were able to compete on a world class site with the best drivers in the United States. With social media (Facebook), we were able to bring everyone at home along with us. Overall, we had a great time and recommend that everyone goes to Nationals at least once in their lifetime. I know we want to go again.



- It sure was a good time!

- I can lift off faster than you! Ready, set, go!

- Since John Wyer's 1960s Mirage racers, the Gulf Oil powder blue (P030-8013) and Marigold (P030-3393) exterior paint combination is said to be the most popular race car theme...



The Annual Gift Guide



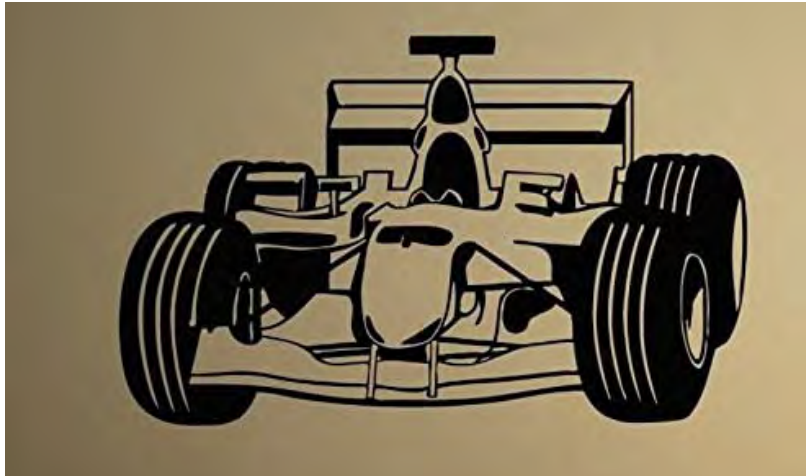
C8 Corvette sculpture by Amalgam. Be the first on your block to own a C8. Metal over stone-filled resin, 4" long. About \$200 from a number of online sources. Amalgam makes a series of C1 to C8 sculptures, but if you want something more realistic and have deep pockets, look for their 1/8 and 1/18 scale models. They have a really nice Porsche RS550 racer for just over \$15,000.



1965 Mustang Coupe. Paper model that you download, print, and assemble. \$7.99 at <wgkppapercars.com> WGKP has a whole line of muscle cars, cars from the movies, and special vehicles. Each model is 1/27 scale, or about 7-8" long. Fun way for you/ family to spend a cold winter's night.

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The Annual Gift Guide, cont'd...



SCTF Racecar Rubber Stamp. \$8.99 on Amazon. Go wild. Stamp everything at the office. Make wallpaper.



Traxion rollup creeper/ mat. We mention these every year. Comfy and useful working on a car, doing exercise indoors, or weeding in the garden. 45" x 25" unfolded. \$32 at Amazon. Get several; you'll thank us after a few instances of saving your knees or your back.

Road Racing: More Thoughts from Ross Bentley

Racecraft: Picking Your Battles & Managing Your Mindset

September 21, 2021-

A funny thing happened this past weekend. I competed in a World Racing League (WRL) race at Virginia International Raceway (VIR). Okay, that's not supposed to be the funny part, so stop your laughing at me!

Actually, as typical for WRL, there was an 8-hour race on Saturday, and another on Sunday. And in both races, rational, smart, good-hearted people turned into unthinking maniacs once they put on their helmets and got on track. That's the funny part. But it's only partly funny, I guess.

What's going on with these people? was going through my head throughout my driving stint. And then I realized I was one of them! Yes, I'm a fairly calm, laid-back kind of person outside of a car, and yet I change when I put my helmet on. As a friend of my wife's once said, "Everyone's weird. There are no exceptions." (That translates to me being weird, too).

Some of who I am when racing is deliberate. There was a time, early in my professional racing career when I wasn't assertive enough, so I spent months and months using mental imagery to change my mental programming. I developed a trigger (putting my helmet on and saying to myself, "Watch this!") to deliberately dial up my level of assertiveness, and it helped me be a better racer. I also learned how to dial the assertiveness down when it was appropriate to do so. It's all about developing mental programs to manage one's mindset.

There is a difference between racing professionally in Indy car or IMSA, and racing on an amateur level. As a pro, your job is on the line every lap; as an amateur, your ability to pay for your involvement in the sport and having a good time is on the line every lap. In a competitive mixed field of nearly eighty cars in an 8-hour race on a twisty and tough circuit like VIR, it's on the line at almost every corner!

I know that some drivers did not have a good time this past weekend. How do I know? I'm simply basing that on the number of crashed and banged up race cars I saw. I could not help but feel sorry for them, whether it was their fault or not.

A driver's reputation is also on the line. In endurance racing, with multiple drivers, it's more difficult to predict what the car up ahead is going to do. Still, it doesn't take long to experience and remember which cars are well-driven, and which are... well, less well-driven (I'm looking at you blue _____). By looking far ahead, watching the cars up ahead, one can read the actions of other drivers. The same is true for the quick glances in the mirrors to notice how quickly a faster car is approaching. You get to the point where you have a pretty good idea what to expect from the drivers around you – some good, and some not-as-good. Reputations build very quickly in racing.

I should make a point right now: The level of drivers competing in WRL is high – mostly very high. But even some of those very-high-level drivers either haven't learned how to dial up or dial down their assertiveness, or they don't read traffic well enough yet (the word "yet" is important, as doing this does take experience, and something that takes longer for an amateur driver racing a few times a year than it does someone who races as a career). >>>

Ross Bentley on Picking Your Battles II

I talked with Randy Pobst a couple of times over the weekend at VIR, with the last one immediately after I got out of the car after my double stint on Sunday. There was Randy standing at the pit wall as I got out of the car, and the first thing that came to mind was he wanted to talk to me about something I did on track! But no, he was asking to be on my podcast so we could talk about racecraft (which we will do in the future).

Randy has a couple of sayings about racecraft, one of which is, "Don't hit what you can see." That seems so obvious, and yet it was not remotely adhered to by a few drivers at VIR. For me, I'd change it to "Avoid what you can see," as I know that telling someone what not to do doesn't always work out. (As many parents know, telling your kid to not do something rarely leads to them following your command!).

Racecraft is as much about your mindset – your mental attitude – as it is about the physical technique of positioning your car to make or defend a pass. In fact, I think it's far more important.

Competing in mixed-class races is all about passing other cars, but also being passed with it impacting your lap times as little as possible. And I'd strongly suggest that it shouldn't impact the lap times of the passing car, either. Well, unless that passing car is one you're competing directly with! But in mixed-class racing, it's likely that you're going to spend more time being passed, or passing, cars from other classes - ones you're not competing directly with.

Many drivers are so focused on keeping a car behind them that they lose sight of the big picture. By defending – or just not making it easy for a faster car to pass – they lose more in the end. Maybe they win the battle, but they lose the war.

As an example, at VIR, I checked my mirrors on the long backstraight, and seeing one of the faster cars in our class catching me quite quickly (that car had a lot more straightline speed), I realized we'd be beside each other in the brake zone going into Turn 13. Instead of going to my usual BoB (Begin-of-Braking) point before lifting off the throttle, I eased off about fifty feet early, allowing the faster car to just barely clear my front end before the driver started to brake. I followed closely through 13 and down the Roller Coaster, Hog Pen, and out onto the front straight. By noticing my predictive lap time on the dash before and after being passed, I know that it cost me about one-tenth of a second.

A few laps later, I was quickly catching a car from a slower class at the exact same place, and I could see that we would both arrive in the brake zone side-by-side. Normally, because I'd be on the inside braking line and completely alongside him (presenting myself so he could see me – hoping that he would follow Randy Pobst's advice), that would have been a fairly easy pass. But Turn 13 at VIR is a slight left curve before a tighter right-hander (Turn 14, at the top of the Roller Coaster), which would put me on the outside for 14. The driver of the slower car decided he would race me through this section of track, even though there was no benefit to him in doing so (I estimate his lap times were at least seven seconds slower than mine). From my predictive lap timer, I know I lost well over a second having to tuck in behind him to go through Turn 14 and down the hill. Based on the way he bounced over the apex curb, slid sideways exiting the corner, and was late to power coming down the hill, I estimate that he lost at least as much as I did – maybe more. We both lost time. If he'd had eased out of the throttle just before the brake zone and let me past, both of us would have been better off. We both would have lost a tenth or two.

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Ross Bentley on Picking Your Battles III

Racecraft is all about picking your battles, avoiding what you can see, managing your mindset, reading other drivers/cars, predicting what's happening ahead, and knowing how to take advantage of it all.

Before you think, "This doesn't apply to me - my racecraft is great," be a little more self-critical, and think about what you could do even better. Then program it using visualization/mental imagery.

-- The preceding was from Ross Bentley's Speed Secrets Weekly # 438, arranged by Jim Garry. At < Speedsecrets.com > you can find all kinds of tutorials, podcasts, and even a deal for personal coaching.

MoHud Racers Doing Their Thing



Tom Campbell, the guy who writes those Campbell Racing Reports during the season, doing his thing at Bryar, NH, c. 1977.

Hey Tom, are those knockoffs holding onto wire wheels or Halibrands?

Robert Beaulieu/Arnie Spahn archives

Jeremy Baye, proprietor of 1945 Speed and Custom doing his thing at The Race Of Gentlemen this Fall. 1st in the V-8 Class.

But you ask: a mid-engined rod with a vintage V-8? Howz it qualify for TROG?

Rules say body prior to 1934, flatheads up to 1953. Clever J.!



Membership Report- *-Jim Garry Mohud Membership Chairman*

< mhr.membership@gmail.com >

Mohawk Hudson Region membership stands at 328 as of November 21st. This represents a pretty good recovery from our pandemic created low of 296 a year ago. However, we do want to return to the stronger numbers seen in 2019, which reached 450 members in May that year. That will be accomplished through finding even more new members and with increased membership retention. This is a task that should be shared by all of us. In the year-end membership report there will be a deeper discussion on these points.

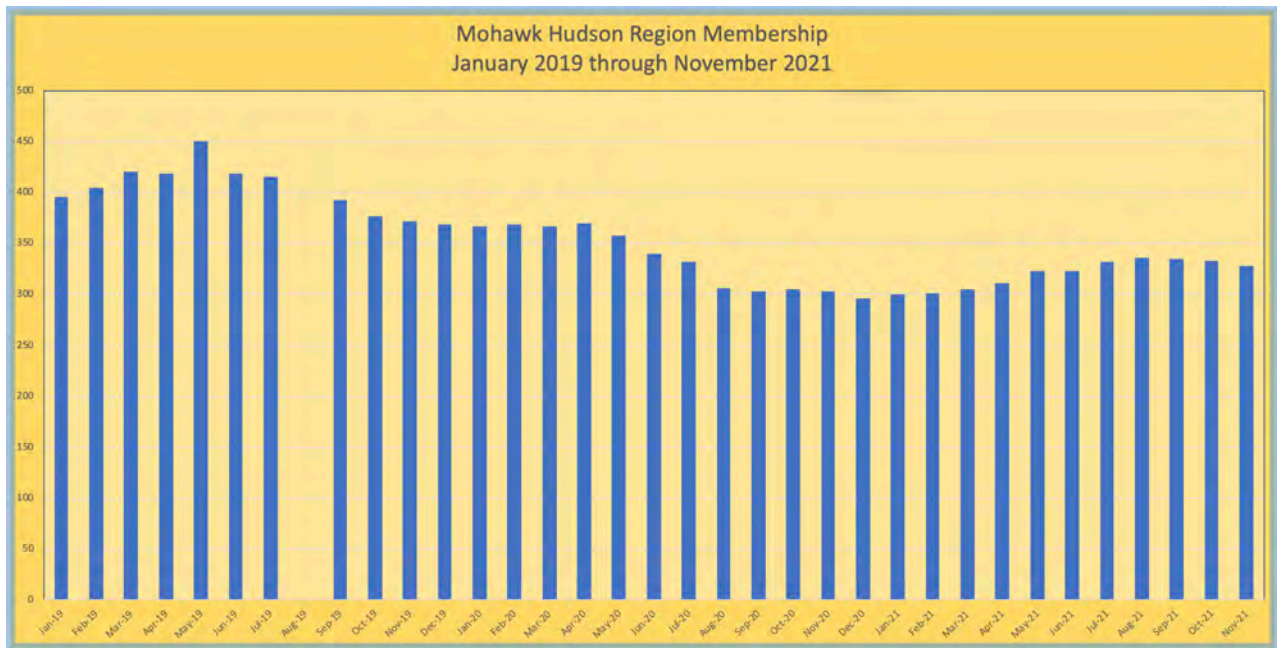
New members in October and November

Robert Horvers Kingston
Bill Bean Scotia



Significant Anniversaries

Hugh McGurgan - 10 years
Harris Miller - 10 years



Mo-Hud Officers and Contacts

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Shelby Blanchette shelby_blanchette@yahoo.com

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Director

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Jim Garry mhr.membership@gmail.com

Road Racing Chairs

Richard Welty Paul Malecki paul@dianenpaulmalecki.org

Solo Chair

Russ Burckhard russtduck@gmail.com

Track Chair Time Trials and Track Nights

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Flagging and Communications Chair

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Merchandise

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KockOff Editor

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For more information about the Mohawk-Hudson Region SCCA, and membership in the Sports Car Club of America, go to < <http://www.mohud-scca.org> >

Membership meetings of the Mohawk-Hudson Region SCCA are held on the 1st Wednesday of the month, excepting July and August, 7pm, at locations as announced on the Region's Facebook page.



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The KnockOff Journal

This Month...

- *Quiet!*



New York's New Muffler Law

~The KO editor

On Sunday, October 31st, two days before statewide elections, New York's freshly-minted Democrat Governor proudly announced major revisions to Vehicle & Traffic Law affecting in the installation of automobile and motorcycle mufflers.

Because these revisions amount to a substantially new law, and because there will be significant ramifications for MoHud members whose road cars have muffler systems that differ greatly from factory-installed systems for their vehicles, we present on the following pages a summary that accompanied the legislation and the full text of the new law.

MoHuders who are curious as to the backstory as to why this legislation was passed and signed in unusual circumstances will have to look elsewhere for an analysis. Suffice to say that the old adage that "nothing in public life is decided on merit" has not been disproved, nor are the results likely to be limited to the obvious technical provisions.

Bill Cover:

BILL NUMBER: S784B SPONSOR: GOUNARDES

TITLE OF BILL: An act to amend the vehicle and traffic law, in relation to certain equipment violations and fines; and to amend the executive law, in relation to requiring police vehicles to be equipped with a decibel reader.

PURPOSE OR GENERAL IDEA OF BILL: To increase enforcement against motorists and repair shops that illegally modify mufflers and exhaust systems to make them excessively noisy for motor vehicles and motorcycles.

SUMMARY OF PROVISIONS: Section one of this bill amends subdivisions 31 and 32 of Vehicle and Traffic Law § 375 to make it illegal to sell, offer for sale, or install a cut-out, bypass or similar device for the muffler or exhaust system of a motor vehicle or motorcycle. The fine for a violation would be up to \$1000.

Section two of the bill amends subdivision 13 of section 381 of the vehicle and traffic law to raise the fine to \$500 for a violation of the law prohibiting operating a motorcycle with altered exhaust systems.

Section three of the bill amends Subdivision (e) of section 303 of the vehicle and traffic law to provide that the Commissioner of Transportation shall suspend or revoke the certificate of inspection stations upon a third or subsequent willful violation, all within a period of eighteen months, of any rule or regulation of the commissioner requiring an inspection station to inspect the muffler or exhaust system of a motor- cycle as set forth in subdivision (c) of section 79.28 of title 15 of the codes, rules and regulations of the state of New York.

Section four of the bill amends Paragraphs (j) and (k) of subdivision 1 of § 398-e of the vehicle and traffic law to authorize the Commissioner of Transportation to suspend or revoke the operating certificate of repair shops that willfully violate paragraph (b) of subdivision thirty-one, subdivision thirty-one-a or subdivision thirty-one-b of section three hundred seventy-five of this chapter.

Section five sets the effective date.

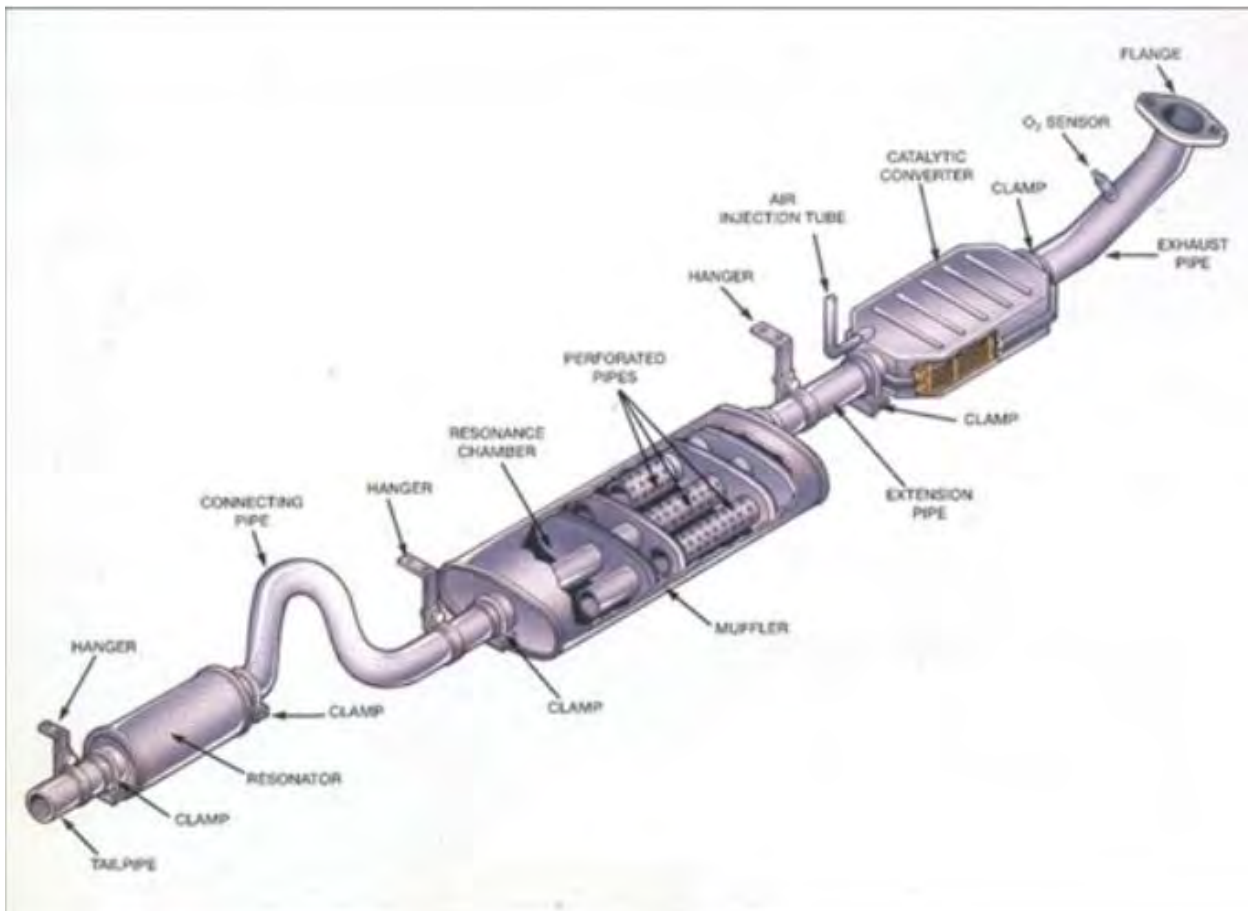
New York's New Muffler Law, cont'd...

JUSTIFICATION: An increasing number of car and motorcycle enthusiasts are making modifications to the muffler and exhaust systems of vehicles, in order to increase the noise and pollution levels emitted. This trend is leading to multiple noise complaints, especially from residents in areas where illegal street drag racing takes place. Excessive noise is not simply an annoyance or inconvenience; the World Health Organization has labeled it an "underestimated threat," and in a country where one in four people will suffer from loss of hearing, it represents an undue burden on people that do not have the resources to protect themselves from it. Current law allows for a maximum of a \$150 fine for after-market violations to muffler and exhaust systems. Not only is this a relatively small amount when compared to other states, it is also not enough of a deterrent to many who are spending far more money to make modifications to their vehicles. This bill would increase the maximum fine to \$1,000 in order to create a larger deterrent to this behavior.

PRIOR LEGISLATIVE HISTORY: 2020: S9009 - Referred to Rules

FISCAL IMPLICATIONS: TBD

EFFECTIVE DATE: This act shall take effect on the first of April next succeeding the date on which it shall have become a law.



STATE OF NEW YORK

784--B

Cal. No. 896

2021-2022 Regular Sessions

IN SENATE

(Prefiled)

January 6, 2021

Introduced by Sens. GOUNARDES, GAUGHRAN, JACKSON, MAYER, THOMAS -- read twice and ordered printed, and when printed to be committed to the Committee on Transportation -- committee discharged, bill amended, ordered reprinted as amended and recommitted to said committee -- reported favorably from said committee and committed to the Committee on Finance -- reported favorably from said committee, ordered to first and second report, ordered to a third reading, amended and ordered reprinted, retaining its place in the order of third reading

AN ACT to amend the vehicle and traffic law, in relation to certain equipment violations and fines; and to amend the executive law, in relation to requiring police vehicles to be equipped with a decibel reader

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

1 Section 1. Subdivisions 31, 31-a, 31-b and 32 of section 375 of the
2 vehicle and traffic law, subdivision 31 as amended by chapter 337 of the
3 laws of 1971, subdivision 31-a as added by chapter 434 of the laws of
4 1979, subdivision 31-b as added by chapter 612 of the laws of 1986 and
5 subdivision 32 as amended by section 14 of part C of chapter 62 of the
6 laws of 2003, are amended to read as follows:
7 31. Mufflers and exhaust systems. Prevention of noise. (a) Every
8 motor vehicle, operated or driven upon the highways of the state, shall
9 at all times be equipped with an adequate muffler and exhaust system in
10 constant operation and properly maintained to prevent any excessive or
11 unusual noise and no such muffler or exhaust system shall be equipped
12 with a cut-out, bypass, or similar device. No person shall modify the
13 muffler or exhaust system of a motor vehicle in a manner which will
14 amplify or increase the noise emitted by the motor or exhaust system of
15 such vehicle above that emitted by the muffler or exhaust system

EXPLANATION--Matter in italics (underscored) is new; matter in brackets [-] is old law to be omitted.

LBD01833-11-1

1 originally installed on the vehicle and such original muffler and
2 exhaust system shall comply with all the requirements of this section.

3 (b) No person shall, in the state, sell, offer for sale or install any
4 of the following for the muffler or exhaust system of a motor vehicle:
5 a cut-out, bypass, or a similar device which will amplify or increase
6 the noise emitted by the motor or exhaust system of such vehicle above
7 that emitted by the muffler or exhaust system originally installed on
8 the vehicle.

9 A muffler is a device consisting of a series of chambers or baffle
10 plates, or other mechanical design for the purpose of receiving exhaust
11 gas from an internal combustion engine, and effective in reducing noise.

12 An exhaust system is a series of mechanical devices for the purpose of
13 receiving exhaust gas from an internal combustion engine and expelling
14 it into the atmosphere.

15 31-a. No person shall, in the state, sell, offer for sale or install
16 ~~[ex-use]~~ a motorcycle exhaust device without internal baffles, known as
17 "straight pipes".

18 31-b. No person shall, in the state, sell, offer for sale or install
19 ~~[ex-use]~~ a motorcycle exhaust device that is intentionally designed to
20 allow for the internal baffling to be fully or partially removed or
21 interchangeable or that has been modified in a manner that will amplify
22 or increase the noise emitted by the motor of a motorcycle above that
23 emitted by the exhaust system originally installed on such motorcycle.
24 This subdivision shall not apply to a motorcycle manufactured or assem-
25 bled prior to nineteen hundred seventy-nine or a motorcycle registered
26 as a limited use vehicle or an all terrain vehicle pursuant to article
27 forty-eight-A or forty-eight-B of this chapter.

28 32. (a) The violation of any of the provisions of this section with
29 respect to adequate brakes except those relating to emergency or hand
30 brakes shall constitute a misdemeanor and the violation of any of the
31 other provisions of this section, including those relating to emergency
32 or hand brakes, shall be punishable by a fine not exceeding one hundred
33 fifty dollars or by imprisonment for not exceeding thirty days, or by
34 both such fine and imprisonment, except as herein otherwise provided.

35 (b) Notwithstanding the provisions of paragraph (a) of this subdivi-
36 sion, a violation of paragraph (b) of subdivision thirty-one, subdivi-
37 sion thirty-one-a or subdivision thirty-one-b of this section shall be
38 punishable by a fine not exceeding one thousand dollars or by imprison-
39 ment for not exceeding thirty days, or by both such fine and imprison-
40 ment.

41 § 2. Subdivision 13 of section 381 of the vehicle and traffic law, as
42 added by chapter 61 of the laws of 1989, is amended to read as follows:

43 13. A violation of any of the provisions of this section except subdivi-
44 visions eleven and twelve shall be punishable by a fine not exceeding
45 one hundred dollars or by imprisonment for not exceeding thirty days, or
46 by both such fine and imprisonment. A violation of subdivision eleven or
47 twelve of this section shall be punishable by a fine not exceeding five
48 hundred dollars or by imprisonment for not exceeding thirty days, or by
49 both such fine and imprisonment.

50 § 3. Subdivision (e) of section 303 of the vehicle and traffic law is
51 amended by adding a new paragraph 3 to read as follows:

52 3. Provided, however, a license to operate an official inspection
53 station or a certificate to inspect vehicles shall be suspended or
54 revoked or renewal thereof shall be refused by the commissioner or any
55 person duly deputized, upon a third or subsequent willful violation, all
56 within a period of eighteen months, of any rule or regulation of the

1 commissioner requiring an inspection station to inspect the muffler or
2 exhaust system of a motorcycle as set forth in subdivision (c) of
3 section 79.28 of title 15 of the codes, rules and regulations of the
4 state of New York. If the commissioner or any person duly deputized
5 orders penalties to be paid pursuant to subdivision (h) of this section,
6 such penalties shall be in addition to, but not in lieu of, a suspen-
7 sion, revocation, or renewal thereof imposed pursuant to this paragraph.
8 § 4. Paragraphs (j) and (k) of subdivision 1 of section 398-e of the
9 vehicle and traffic law, paragraphs (j) and (k) as amended by chapter
10 634 of the laws of 1980 and paragraph (k) as further amended by section
11 104 of part A of chapter 62 of the laws of 2011, are amended and a new
12 paragraph (l) is added to read as follows:
13 (j) has knowingly issued a false or misleading estimate; [✖]
14 (k) has engaged in a course of conduct which unreasonably impedes or
15 delays a consumer's right to a fair recovery pursuant to the provisions
16 of an automobile insurance policy, the insurance law or regulations
17 issued by the superintendent of financial services governing the evalu-
18 ation and adjustments of claims[✖]; or
19 (l) has wilfully violated paragraph (b) of subdivision thirty-one,
20 subdivision thirty-one-a or subdivision thirty-one-b of section three
21 hundred seventy-five of this chapter.
22 § 5. This act shall take effect on the first of April next succeeding
23 the date on which it shall have become a law. Effective immediately, the
24 addition, amendment and/or repeal of any rule or regulation necessary
25 for the implementation of this act on its effective date are authorized
26 to be made and completed on or before such effective date.

