

The Mo-Hud

# Knockoff



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

March 2022

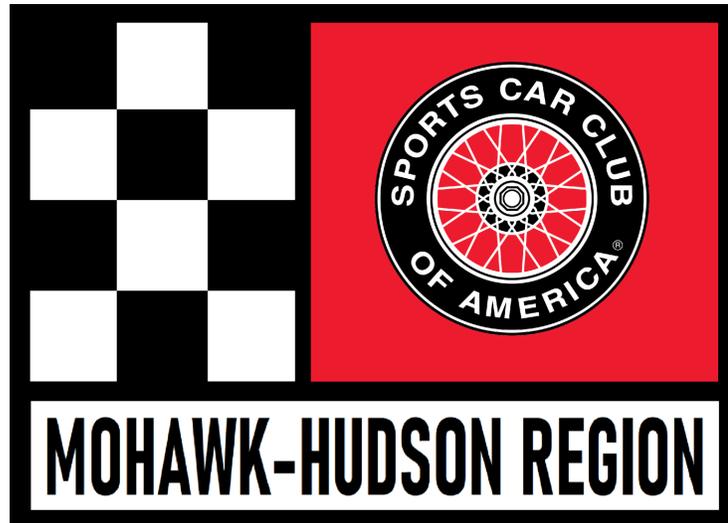
## The REport

**A board member recently mused that the MoHud logo needed to be redesigned.** I gulped and swallowed the urge to panic. "I don't want to be the guy at the helm that kills off the historic MoHud logo..." I thought to myself.



I took a step back, then began to look at it with a calmer eye. For some inspiration I went and reviewed the SCCA's guidelines for graphics, and that's when it hit me: we can refresh the logo without losing its iconic look.

What I proposed was a simple refresh, but the big question was... with what? I reached out to the leadership of other regions and asked if any had done some logo updates, and got a lot of good feedback. That feedback led me to believe a simple refresh was the best way to proceed - replacing the non-compliant tri-spoke wheel with the current SCCA wire wheel logo and changing the red in our logo to match SCCA graphic standards. Coyote Black, a young SCCA'er who has recently assisted a few regions with refreshing their logos (his Steel Cities included), volunteered to help with the effort. We sent Coyote our thoughts and what we were looking for, and after a few iterations, Coyote sent us back a proof. We took his concept, tweaked it a bit more, and we have what we present to you here. The changes boil down to: a) replaced the tri-spoke "SCCA" labeled wheel with the official SCCA wire wheel, b) changed the red hue of the wheel background to the SCCA graphic standards red, and c) reduced the checkerboard rows by 1 to allow the "MOHAWK-HUDSON REGION" text to be bigger and more readable. >>>



Because it's defined in our bylaws, a logo update will require a membership vote. We're looking to have the vote at our April 6th membership meeting (details forthcoming). The SCCA National office has already given the proposed logo a thumbs up. If you have questions, let me know @ [MoHud.RE@gmail.com](mailto:MoHud.RE@gmail.com). Many thanks to those regions who shared their insights, the MoHud Board of Directors for their thoughtful input, and to Coyote Black for sharing his talents on our region's behalf.

**Beyond our logo efforts, we've welcomed Tracey Burckhard as MoHud's new Activities Chair.**

Starting with a conversation with Tracey at last month's membership meeting, her enthusiasm for organizing such events as family events or coaching sessions grew to her official appointment, and then her organization of a successful family night February 19<sup>th</sup>. Wow! She's already shown to be an active Activities Director.

**And, a sure sign that Spring is coming**, the first road racing tech party of the year will be held in late March, hosted by North Country Subaru and the Lendrum family.

~ *EJ Smith* Regional Executive

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## Calendar: March and ...

- **MARCH 2:** Wednesday. 7:00pm. Membership meeting. Back to the **Gateway Diner** on Central Avenue in Albany. The menu may not be fancy, but the back room is well suited for a meeting. People start drifting in about 6pm to eat and shmooze.
- **MARCH 26:** Saturday. 11:30am. **Tech Party**. North Country Subaru, 616 Quaker Road, Queensbury. This is an opportunity to have one's race car and personal safety gear inspected for conformance with SCCA requirements, found in the General Competition Rules (GCR), for the coming year. Even if you are not a racer, it's a good opportunity to observe, learn, and socialize. And there is usually something good to nibble...
- **APRIL 23:** Saturday. 11:30am. **Tech Party**. 11:30am. Bob Karl's Sales & Service, 2791 6<sup>th</sup> Avenue, Troy. Another opportunity if you missed the first Tech Party. Or just come to hang out. And there is usually something good to nibble...
- **24/7 on the Web:** Go to < [mohud-scca.org](http://mohud-scca.org) > , click on *MoHud Event Calendar*. Events scheduled by MoHud and nearby Regions.

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# Road Racing

*~ Reported by the KO staff*

**Chaucer talked of the droghte of March**, but those of us who enjoy fun with cars think of March as a month of getting ready for the racing season ahead. This issue of the Knockoff features items of interest to those who have already obtained a competition license, to those who might be considering, and those who just want to spectate...



*If this doth stir your soul, reade on...*

## Road Racing Observations from the National Convention

The 2022 SCCA National Convention was all “virtual,” digitally streamed on the Whova platform as presented from January 21<sup>st</sup> through the 29<sup>th</sup>. The mothership website does not indicate where archived sessions may be viewed, but a persistent person might be able to follow the convention pre-registration thread, trying to register via Whova and then choosing a session of interest. Some segments can also be found on YouTube.

Regardless of what the official theme was, this writer got the impression that SCCA is a very different club from the old days of worshipping TransAm and club racing A and B production cars. The club now mirrors the marketing emphasis brought to the table by CEO Mike Cobb.

### The Buzz Phrase: Everything SCCA

After the success of the recent “Everything SCCA” weekend at PittRace, which included Time Trials, Solo, a road rally, Track Night, and a racing school, Hq staff have become very enthusiastic about combined events that draw several types of members and potential members into a shared paddock community. It’s all about encouraging cross-interests and promoting the idea of engaging in more than one kind of “fun with cars.”

### HQ Program Administration

The directors of the performance programs (TT, Road Racing, Track Night, Solo, etc) have been brought together in a single team. While each will specialize as they have before, when some deadline or problem needs more attention than a single person and their admin can handle, it will be all-hands-on-deck until the waves calm down. >>>

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# Road Racing II

## SCCA Convention- Regional Events

One of the more provocative ideas put forth by Hq staff was the notion that if a region normally sees a certain class producing 4 cars or less time after time at regional races, the sponsor region would be better off financially if that class, especially if the class is an awkward fit in other run groups, to drop the class and use the time to run a parallel event such as a TT. Lots of examples were put forward using a 2-hour minimum "experience" criterion. The notion was put forward again, in greater detail at the NorthEast Division (NEDiv) virtual convention held February 26<sup>th</sup>. If the NEDiv segment has been archived, it would be worth a viewing.

This writer has seen similar situations in small-boat competition at yacht clubs in the region. When a fleet dwindles to 3 or 4 boats, and not everybody shows up every Sunday, should the race committee conduct a separate race for these people? If you used to race a Snipe, I betcha you ain't been racing it lately...

## Everything's Coming Up Digital

Digital car logs are on the immediate horizon, a supposed gain for tech inspectors, but a loss for those cherish their old oil-stained books with cryptic notes and unintelligible sign-off signatures.

Race *Sups* as single non-updated PDF downloaded from motorsports.reg will soon be integrated into an online event document. Too bad if your race weekend digs do not have good WiFi...

## Enduros

Enduros have become a "thing." Developing regs are aimed at encouraging a core team to run at several events. One of the standout elements are 5-minute pit stops, meant to discourage teams from hiring a gang of F-1 or NASCAR pit crew retirees. Slo-motion time to enjoy a chat with the crew chief and text home to the family before strapping in the next driver. Greg, you pay'n attention to this?

## Data Acquisition

A riveting session on how data obtained from the Aim Solos attached to your car by Harry Adalian and crew are used to suggest equalizing factors in non-spec classes. Charts, graphs and interpretive comment; if you are any kind of data geek, this session had you on the edge of your NeueChair.

## EVs are Coming

Equalization factors and safety procedures for handling these new-fangled cars are in the works. If you were enthralled by Buster Crabbe as Buck Rogers in the early days of television, you'll be thrilled at seeing EVs at places such as Lime Rock, as will the anti-noise locals. This writer's comments cannot be printed in a family newsletter. Your mileage may differ...

## **Rags to Radials: My journey from bias-ply to radial tires in Formula F.**

*~ Chip VanSlyke*

Changing tire makes/compounds would be a big change anyway, but add to that changing from bias ply to radial and it can be a major drama depending on the existing setup and of the car and suspension design. You see back in the good old days, the Club Fords all ran a "soft" suspension setup. This meant relatively soft wheel rates versus what is being used on modern chassis.

So, if you had a newer chassis (together with lots of other competitors in the same boat, many of whom are essentially pro teams that can commit to lots of test time) the transition was relatively quick.

What was obvious from the beginning based on recommendations from Hoosier, is that the radials require much higher static camber than bias-ply. Bias-ply tires are much more tolerant to camber-loss in the chassis. For static setting, we're talking like -3 degrees for the radials versus basically zero for the bias. I wondered how that recommendation could apply to all chassis and the answer was: it didn't. Hoosier had to make assumptions based on typical numbers for certain, more modern, chassis. These are chassis made since the early '90s with push-rod suspensions, favorable motion ratios, and relatively high (compared to the '70s) wheel rates. No one had recommendations for a 1986 Crossle 62.

That's not to say all new chassis made an easy transition. Many required new suspension arms to be able to get to the new camber values. For older chassis, most of whom are not supported for new development or just plain out of business, this was a major drama. So, the Club Ford community agreed quickly there was no need to switch to the new tire. This was an easy decision since the Club Ford tire is bias-ply, relatively inexpensive (less than the new radial spec tire) and long lasting using the same R60 compound used on the radial.



**Crew Diligently Preparing the Car at LRP in 2015**

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## Rags to Radials- II

**Don't get me wrong, I support the spec tire rule.** The tire we were using, the bias-ply Hoosier R35, was ridiculously expensive (>\$1000 per set) and only lasted 4-6 heat cycles before drop off. The Goodyear Bias wasn't much better. It was so bad that after 2 years I decided to switch to the R60 Club Ford tire. Heck, I was running with Club Fords anyway. The R60 would last a whole season without drop-off. The spec tire, similarly can last an entire season. It would have been great had they selected the Club Ford tire and in retrospect, probably would have kept a lot of people from leaving the class.

So getting back to "not as simple as setting camber and going". June 2016: the first race was at Jersey Motorsports Park, Lightning course. My first time there and while that makes a good excuse, it was clear the car had an oversteer problem. Next race was at Lime Rock and I used my favorite test turn, the left hander, to confirm the oversteer. This also gave me a chance to compare lap times and that wasn't encouraging, in the high 59s. This was 2 seconds off my best (on Goodyear bias-plys) and a second slower than the first time I ever put the car on the track in 2010! Ouch. This wasn't going to be as simple as mounting new tires and go.

After changing to the radial tire, oversteer was obvious at NJMP and Lime Rock with lap times worse than the first time I drove the car on track. So, balance theory says for oversteer, stiffen the front or soften the rear. So, I upped the front spring rates from 500 to 600 lbs. It seemed nominally better at the Glen in October. What I didn't realize at this point was there were much more serious problems that I was missing.

2017. No setup changes but it was time for a shock rebuild. And while this did lead to some performance improvements, the oversteer was still there resulting in a spin (one lap after a setting personal best lap that stood until 2021. In 2017 I also did 2 test days, something I should have done before ever racing on the new tires. The test days were not overly productive save for one nugget of information. The only thing I remember from both days was Jim Garry, who had helped me at LRP, saying that he thought all my spring rates were too low. Me, being thick headed, wanted to understand why that would help before making the change. By the end of 2018 I would figure out why.

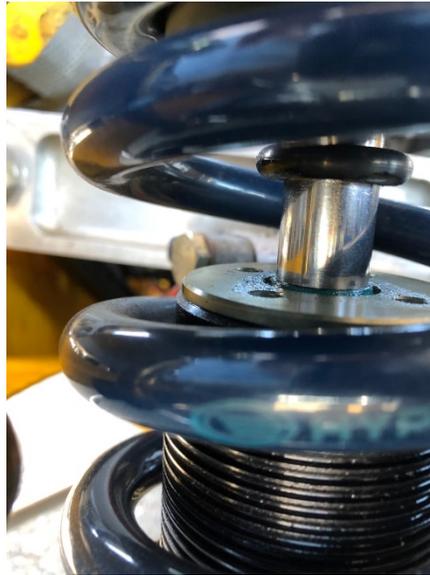
In early 2018, I upped all the spring rates. Front from 600 to 800. Rear from 350 to 600. This felt like a small improvement. LRP times went back into the 58s, but not nearly what they should be. And the oversteer was still there (left hander, my favorite turn to spin in).

2018 was the year that I made the most important discovery. Something I should have done day 1. Put tell-tales on the shocks. If you are not familiar, these are zip-ties or o-rings that you put on the shock rods. Push them all the way down before your session, then observe after the session to gage how much the suspension is moving. This is one of the simplest, yet most useful data acquisition devices you can install. What I learned was 2 things: 1) The rear suspension had been bottoming on the original 350 lb rear springs. 2) The amount of movement even when on the 600 lb/in springs, was causing upwards of 4 degrees of camber loss.

Tell-tale Illustration >>>

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## Rags to Radials- III



**O-Ring (Tell-Tale) on the Shock Rod**

A side note about the drivability of bias-ply tires: It's surprising enough that bias tires are able to cope with camber losses as high as 4 degrees. This just bothers the engineer in me. As challenging as the camber sensitivity of radials is, it makes sense. After all, these things are just bags of air. Furthermore, that the car had been driven successfully at all (before I owned it) with the rear suspension bottoming out was remarkable. There are some physics at work however. Race engineers will strive to keep the chassis off the bump stops. A sudden increase in spring rate, particularly at the back, is going to make the car a handful if not undrivable. But bump stops have one redeeming quality: in addition to acting as a spring, they provide some degree of dampening. This can actually serve to help shocks that are otherwise overwhelmed by high spring rates.

I didn't immediately understand the seriousness of the second item because I always thought this car had good camber correction, but did it? How much correction does this car actually have? Better measure it. This was done 2 ways: First with a 2-D model of the suspension in CAD. Second, a static measurement in the garage with the shocks out. Turns out: not that good. For every degree of body roll, I was only getting about 0.1 degree back. So, for 4 degrees of body roll, the tires were losing 3.6 degrees of camber.

So, the numbers were in. To get the compliance in the rear to low enough levels that I could cancel them with attainable static camber, the rear springs would need to be at least 800 lbs/in. So I set the rates at 1200 Front and 800 rear. A little extra in front for the oversteer.

2019. Balance was better. Lap times better. Great seeing a 57 (at LRP) on my dash again, but wait. Only just returning to 2011 times and to what was only a mediocre time anyway. So, balance is improving but lap times still not where they should be.

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## Rags to Radials- IV

**2019: July 4<sup>th</sup> weekend, first time at Mid-Ohio.** First time at a track is not a good way to evaluate a car. But the Formula Ford 50<sup>th</sup> anniversary was a can't-miss event. Field up to 30 cars which by my standards was a lot. I finished around 24<sup>th</sup> of 28 with lap times as low as high 1:38 with some low 1:39s. Not setting the world on fire but remember those numbers.



**Pittsburgh 2019 with Tom Venturino(42) and Ed Callo(44)**

For the remaining 2019 season the balance was better and lap times showed improvement. Still, if I pushed hard enough the oversteer would come back, and we're talking terminal oversteer, not just dirt tracking.

2019-2020 off-season. For the 2019-2020 off-season, I started with a theory: the car didn't seem to respond much to spring & bar adjustments likely due to old frame technology. A soft frame will dominate the torsional stiffness constant, making bar adjustments ineffective.

Remember, spring/bar adjustments really transfer weight dynamically from front to rear. So, how do you transfer weight without spring/bar adjustments? The answer is simple, with a certain technical elegance: move weight around in the car. The ballast in the car up until 2019 was 10 lbs on the floor under my legs. To reduce oversteer, I would need to transfer weight from rear to front. Moving 10 lbs from my legs to the nose wasn't going to do much. We needed a big change.

Fortunately for my development plans, FF rules allow the use of an Aluminum head in place of cast-iron for Ford-Kent engines. The Aluminum reduces the weight of the head by about 20 lbs which I could then move forward (and lower, increasing the effect of the change). This, in addition to moving the existing 10 lbs, resulted in 30 lbs of steel and copper ballast in the nose of the car (which also warranted adding stiffeners to the crush-box to help support it all!) That ought to make a difference. I'm a believer in making big changes when you're struggling.

I thank Jim Garry for this advice: make big changes in testing and small changes in competition. If you over-adjust, at least you have succeeded in identifying and bracketing the problem and can move forward finding the right setting. And let's face it, the previous 7 years had been nothing but an extended test session.

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## Rags to Radials- V

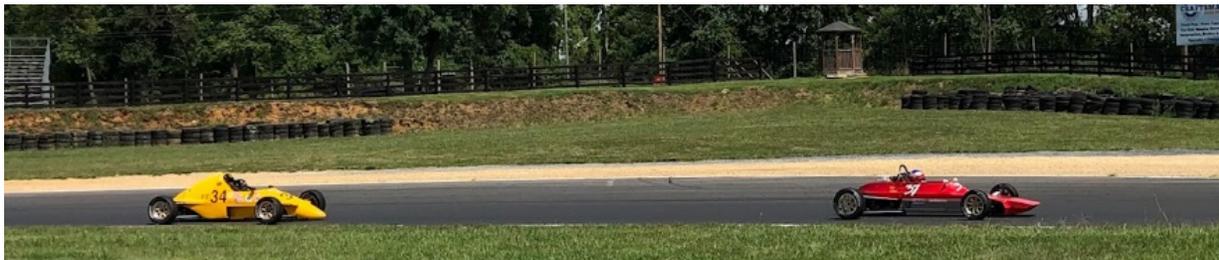
**2020, Pittsburgh International Racecourse.** A noticeable improvement in balance. Little sign of oversteer. Could do the esses with on/off throttle and no brake. 1:54 lap time. Great. Put new tires on and 1:53 will be a piece of cake, right? Wrong. Actually, went slower on new tires. So much so that I gave up on them, put the old tires back on for the races. The drive home from Pittsburgh, all 8 hours, gave me plenty of time to think over what was going on. There were a bunch of symptoms, all kind-of telling me something, but what?

At Pitt I also discovered (from a spin in the bowl) that the rear still needed more camber. It was clear, comparing the tire scrubbing front vs. rear, that the rears were rolling over too much. This is death for radials and one reason they have a reputation for giving up suddenly. After all, side-walls don't have much grip. So, I upped the rear camber to a ridiculous sounding -4 degrees. The rest of the season I can honestly say the oversteer was cured. But the lap times failed to deliver, still a couple seconds off my best time at Thompson in October.

After 2020, the car had several mysterious symptoms all seemingly related: 1) Car goes slower on new tires. 2) Car goes better in cold conditions and first session of the weekend. 3) Car was better with respect to the FF field in slow turns vs fast turns. (haven't said anything about this but in 2020, I compared my data with a pro FF who had posted his video incl MPH on YouTube.)

All of this pointed to one likely culprit: shocks. And in retrospect, it should have been clear earlier. Besides being 1960s tech, these shocks have been unchanged through several major increases in spring rates. But the biggest issue in my opinion is that the Koni 8211 in a non-gas charged shock. What does this mean? The gas charge does 2 things 1<sup>st</sup>, it seals the shock from outside, "bad" gasses such as oxygen and worst of all: water vapor. 2<sup>nd</sup>, the gas pressure increases the boiling point of the oil. Together, these affects can cause the oil to "cavitate" or "aerate" in the shock, getting worse as things get hotter. These issues will entrain gas in your shock oil which reduces overall dampening (gas being compressible) and reduces oil viscosity. This gas, presumably, takes a while to get out of the oil. Like more than a few hours. The result is you have shocks that are better during the first session of the weekend and in colder weather. New tires with increased grip and suspension compliance exacerbate the problem, making the already compromised shocks work harder.

So new shocks went on the shopping list. I decided to go with Penske. They are kind-of the small block Chevy of the racing shock world. Maybe not the fastest, but available and easy to work on. User re-buildable. The 7200 without external reservoirs are actually very reasonably priced. Purchased from Angelo Zarro (ANZE Suspension). Angelo does a great job at a reasonable price.



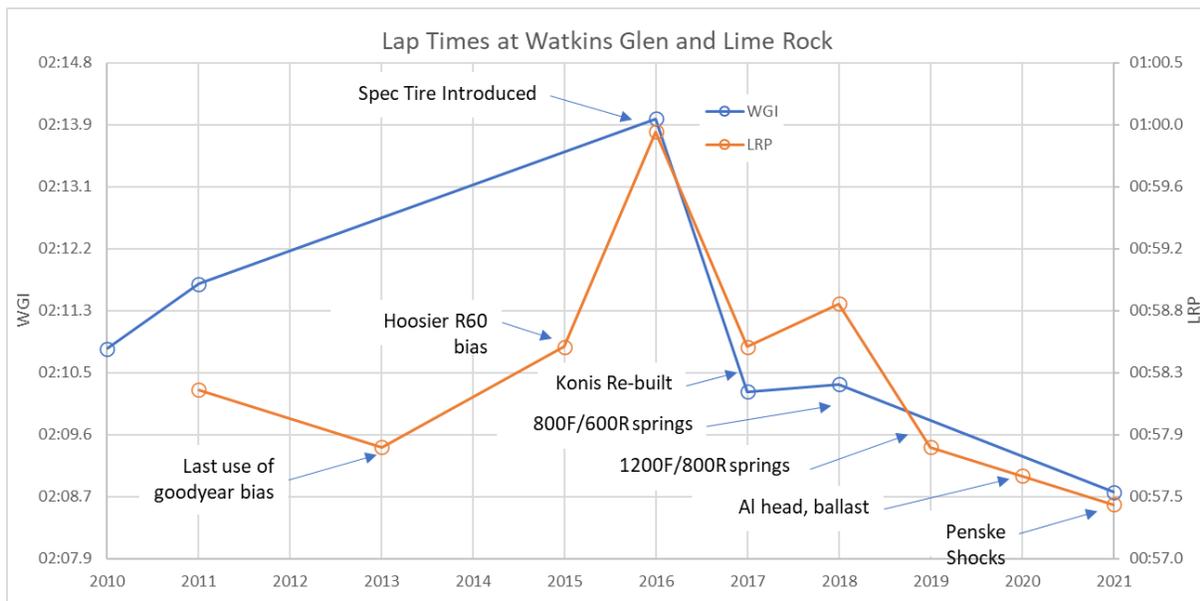
**Chasing Mike Rand at Summit Point 2021**

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# Rags to Radials- VI

**2021, car wakes up.** First event of the year was Mid-Ohio. Only my second time at the track so not a great way to shake down new shocks but FRP was running early in the year and that's the best chance to run with a decent sized field. Nothing noteworthy until race 2 on Sunday morning. Started on the inside column and by dumb luck (I suppose someone missed a shift in the outside column) found myself in 6<sup>th</sup> place going into Madness. Coming out of the back section of the track onto the front straight I found myself still hanging on. 2 retirements at the front and I found myself in a 3-way battle for 2<sup>nd</sup> with Mike Rand and Steve Roux. These are 2 competitors, and good friends, who I had never found myself racing with in 10 years. Best lap of 1:35.5, 2<sup>nd</sup> fastest in the session.

Mike and Steve are both "local" from Connecticut and I found myself racing with one of them at every race for the remaining season. This included Lime Rock, Summit Point, Watkins Glen, and Thompson with personal best laps at each of these venues. I am happy (and sad) to say I raced with Mike at what was his last race in his Crossle 30 and maybe last race in an FF. He sold this car due to health issues although plans to continue racing in arrive & drive scenarios. Mike is the heart and soul of FF in the northeast and the main reason a lot of us are still driving FF in this part of the country.



**Lap Time Progression, 2010-2021**

The rest of the season I made few changes, preferring to understand where the car was balance-wise. There is still work to do. The balance seems to be slightly towards understeer now (maybe move some weight out of the nose!) and I need to understand the front camber better. This off-season will be focused on reliability.

Bolting the shocks on, while seemingly transformative, was really just one step in a process of making the car work with radials. You can see in the lap time chart that 2016-2021 was a steady progression of improvement, each change clawing back some of the time lost after the change. Looking back on it, 5 years seems like a long time to adapt a car to new tires. But much of that time was me learning about suspension setup in general and this car in particular. You can't improve the car without understanding where it is.

*~ Chip*

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## MoHud Regional- February 20<sup>th</sup>

...aka Family Fun Night at RPM Raceway, Poughkeepsie

It didn't take long for Tracey Burckhard to show her talent as our new Activities Director.



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## Spotters Guide to SCCA Racing Classes

**If you are interested in what car runs in what class**, you could read all 724 pages of the General Competition Rules (GCR), or, just peruse this handy cheat-sheet adapted from a page buried in the mothership's website...

### TOURING

In response to the ever increasing performance of today's street cars and to expand participation by various manufacturers, SCCA has developed a category for those cars which because of their performance potential, required some changes to their wheel/tires and suspension components. Touring 1 (T1) features the Porsche 996, Aston Martin Vantage and Touring 2 (T2) includes the Chevrolet Camaro SS, Mitsubishi Lancer Evo and others. Front runners in Touring 3 (T3) include the BMW Z4, Ford Focus ST and the Honda S2000; while Touring 4 (T4) is comprised with the likes of the Scion FRS and Acura RSX-S.

### B SPEC

A newly created segment of race cars called B-Spec targets the sub-compact market. Manufacturers have a keen interest in expanding the popularity of this segment by introducing more clients to driving smaller cars that are fun to drive, fuel efficient with and handle well. The aim of the class is to provide (relatively) cheap access to racing, with the intention of the sanctioning bodies to maintain a single "spec" for the cars so that they can compete in any series with minimal changes.

### PRODUCTION

Series produced cars, which are allowed a range of performance modifications while retaining their original design, structure and drive layout. There is no age limit, such as Showroom Stock, so Production includes many cars as old as 50 years and as new as current body styles. The three performance potential based classes include: E Production (EP), F Production (FP) and H Production (HP). EP is the fastest of the Production classes with HP running the slowest in the category. Several cars in the Production classes can be run in more than one class, just by changing the engine between races. The ease of engine changes allows many Production drivers to enter more than one class at the Runoffs each year. Cars included in Production classes come from a diverse group ranging from the MG Midget, Turner, Fiat X1/9, Alfa Romeo Spyder, Austin Healey Sprite, and Lotus Super 7 to the BMW 325, Mazda Miata, RX-7, Nissan 240, Honda Civic, Suzuki Swift GTI and Toyota MR-2.

### SUPER TOURING®

Super Touring® features late-model production-based vehicles with a series of modifications to their drivelines and bodywork. The intent of the rules allows World Challenge cars to compete in Club Racing with minimal modifications as well as new cars to be built to the same spec as well. Forced induction may be added to some models and engine swaps are permitted. No model years older than 1985 will be permitted. The STU (World Challenge® Touring Car based) are mid-level performance cars of 3.2 liters and under. STL is a small bore tuner class for cars of 2.0 liters and under. The competitiveness of any given car is not guaranteed.

### GRAND TOURING

GT cars are purpose-built, highly modified "silhouette" replicas of series-produced sports sedans. GT cars are permitted tube-frame chassis with performance being equalized by allowing cars with smaller engines to compete at a lighter weight. GT-1 cars are the fastest of the category, and are the closest to the SCCA Pro Racing® Trans-Am® Series. Several of the current front running cars in GT-1 are last year's Trans-Am cars, and many of these GT-1 drivers compete in select Trans-Am events throughout the season. GT-2, GT-3 and GT Lite cars get progressively lighter and less powerful. Cars include Toyota Celicas, Mazda RX-7s, Nissan 200SX, Honda Civics and Austin Mini Coopers, just to name a few. >>>

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## Spotters Guide II

### FORMULA

The eight formula classes are all single-seat, open wheel racecars. They are built to detailed specifications for weight, size and engine displacement. There are incredible power to weight ratios in each class. The classes in order of fastest to slowest are: Formula Atlantic® (FA), Formula 1000 (FB), Formula SCCA® (FE), Formula Continental® (FC), Formula Mazda (FM), Formula F (FF), Formula 500 (F500) and Formula Vee® (FV).

Many of the winged FA and FC cars, along with several of the non-winged FF cars are produced by some of the same companies that make Indy cars such as Lola, Van Diemen and Reynard. FA cars have motors that generate as much as 240hp. Motorcycle engines are the basis for the F1000 class where displacement is limited to 1000cc. The FC runs a stock 2-liter engine with about 150hp while the FF 1600 motors make around 120hp. FM utilizes a sealed Mazda rotary engine. FV includes many home-built cars, as well as cars built by proven manufacturers, and is one of the most competitive and popular classes in SCCA. FV entries all run 1200cc stock VW engines. F500s run small displacement, two-stroke engines like snowmobiles, and are one of the least expensive classes to run in SCCA.

### SPEC MIATA

Spec Miata (SM) offers an opportunity to race a relatively low cost, production based car with limited modifications. One of the best parts of racing in a spec class is having a clear list of compliant modifications. Modifications are clearly laid out in the General Competition Rules (GCR). This class includes Miatas produced from 1990 through 2005. Although the Miata is relatively underpowered, it is an excellent race car that provides great maneuverability in the corners. For these reasons, Spec Miata is a very popular category in SCCA.

### SPORTS RACING

There are three classes of purpose-built road racing cars with full fiberglass bodies. Underneath, these cars are pure racing machines. The power plants in these cars vary from home-built "pieces and parts" engines to sealed identical motors.

The Prototype 1 (P1) and Prototype 2 (P2) classes feature a variety of chassis including home-built, innovative designs and manufacturer produced cars. These classes evolved from the old modified category in the 1960s. The Spec Racer® Ford (SRF) is a one-design, single seat car utilizing a sealed Ford engine. It is SCCA's largest class and continues to provide cost effective racing for over 800 competitors. By limiting the modifications and preparation costs, this class emphasizes driver ability over spending.

### SEDAN

American Sedan® (AS), comprised of Chevrolet Camaros, Pontiac Firebirds and Ford Mustangs, are production-based chassis with modified suspensions and brakes. Engines are carbureted 302 and 305 CID V-8s that have been balanced and blueprinted.



**Chip's Formula Ford; Doug's SRF**

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### **KockOff Editor**

This coveted position is Open; apply now!

### **WebMaster**

Eric "EJ" Smith [ejvo8@gmail.com](mailto:ejvo8@gmail.com)

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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, 7pm, at locations as announced on the Region's Facebook page.



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