

# THE KNOCK OFF

July 2023 Issue

MOHUD ON  
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MOHUD ON THE WEB



## THE REPORT

The SCCA competition season is starting to heat up. I know some folks have been going at it since April, but my season only recently has started to get busy.

MoHud's season will take full swing into action beginning in July as we hold four Solo autocross events, some on back-to-back weekends: July 9th, July 16th, August 13th, and August 27th. Site fees are very expensive, so please come out and support our events if you are available.

We've moved our membership meeting location to the Metro 7 diner for the time being. The food has been very good, and feedback from our June meeting was pretty positive. Look for our September, October, and November membership meetings to be held at the Metro 7 Diner as well. July's meeting falls on the day after the 4th of July, so we'll keep it an informal get together at Guptill's Ice Cream, Rt 9 in Cohoes. Details haven't been decided yet for August's meeting, but it likely will be at Guptill's, too. Stay tuned to our FB group and the website.

See you soon at an event!

Eric "EJ" Smith, MoHud Regional Exec  
[MoHud.RE@gmail.com](mailto:MoHud.RE@gmail.com)

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## MINUTES OF THE MEETING

### **Mohawk-Hudson SCCA Region Monthly Membership Meeting of June 7<sup>th</sup>, 2023 Start 7:00 PM**

Location: Metro 7 Diner Albany, New York

Officers Present: Eric Smith, Paul Malecki, Shelby Blanchette, Salvatore Baisley, Jim Garry

Members Present: 16

Eric Smith makes a motion to accept the meeting minutes from May's Knock Off. Diane Malecki accepts the motion and all members in favor.

#### **Membership Report- Jim Garry**

- 18 new members since May 1<sup>st</sup>, Bruce Dodge, Karen Tiedemann, Shawn Blatter, Samuel Draiss, Paul Benjamin, Ken Wheeler, Joe Vitetta, Jack Basil, Cynthia and Paul Brownsey, Anthony DiMaggio, Donna and Kyle Kriegbaum, R.L. Cunningham, Jordan Del Pino, Thomas Scaringe, Jeremy Corriveau and Geoff Hardcastle
- Up 27 members since January 1<sup>st</sup>
- Significant members in June; 10 years- Marisol and Oscar Van Slyke, 15 years- Jacqueline Farbman, 20 years- Adam Figarsky: Competition License and leader at Team Figmented Racing carrying on the family tradition, 35 years- Dave Guerrieri: Regional F&C and Maggies Guerrieri, 50 years: Jon Van de Car: Competition License has competed in Formula Vee class and has participated in SCCA National Campion RunOffs

#### **Knock Off- Submitted by Greg Rickes**

- Please submit articles about any experiences at the track, submit by the 20<sup>th</sup>

#### **Treasury Report- Paul Malecki**

- \$24,923.10 in account
- \$540 in May from SCCA membership rebates

#### **Solo Report- Russell Burkhard**

- July 9<sup>th</sup>, July 16<sup>th</sup>, August 13<sup>th</sup> and August 27<sup>th</sup> all at Tech City lot in Kingston, NY
- Registration is open

#### **Street Survival Report- Paul Malecki**

- Paid all bills just waiting for check from SCCA
- Next event is TBD dates may be getting changed

#### **Rally Report**

- Sunday November 5<sup>th</sup> GTA Rally planned
- Eric Smith went to the meeting with the Mohawk Tow Path Byway. It was left up in the air, but there will be further discussions.

#### **Track/Time Trail Report- Salvatore Baisley**

- Had our first Thompson Time Trial, 28 participants, very wet event
- There was a CART follow up meeting about the event at Palmer on August 26<sup>th</sup>, and the September event.

#### **Road Racing- Tom Campbell**

- They were at Pittsburgh, Poconos and Watkins Glen.
- Won races at all 3 events
- A new track record was set at Pocono
- Lendrums did Pocono and the Glenn
- Pocono was a wet mess, Jared got first in class in the StI, Ken got 2<sup>nd</sup> in class. Jared got 5<sup>th</sup> in the mini.
- At the Glenn Jared qualified 3<sup>rd</sup> but then had an incident. First race Saturday, tire blew and unfortunately went into a barrier with the STI. He then went out in the mini.
- Ken had a good event in his new car for a 2<sup>nd</sup> generation BRZ, had a lot of fun, unsure what position he had.

## MINUTES OF THE MEETING

- Sal went to New Hampshire track, had a fun event. Good weather, was a very rough track and took out left suspension on the last race.

### **Old Business**

- Still working on our secret projects.

### **New Business**

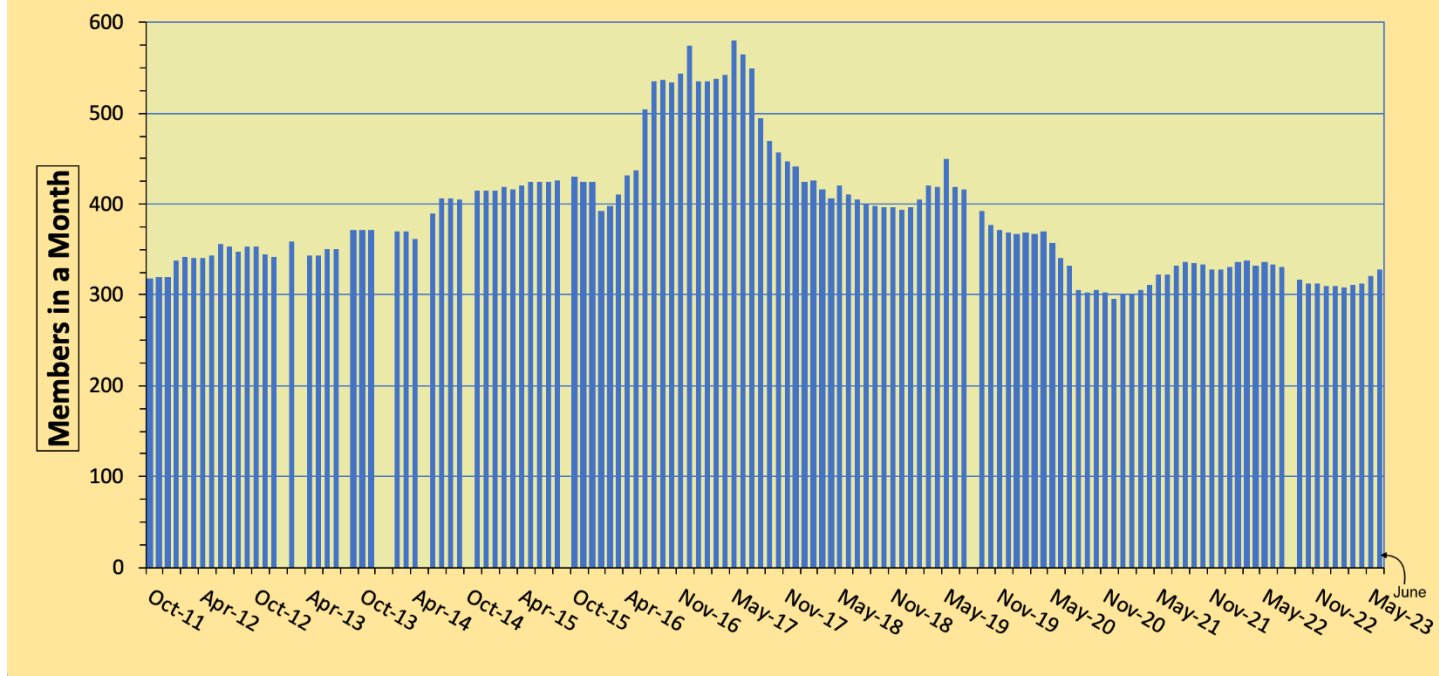
- May need to order some new cones to replace old ones.

Eric Smith makes a motion to adjourn meeting, Peter Kroth seconds the motion and all members in favor.

Meeting adjourned at 7:58 PM

Meeting minutes recorded and submitted by Shelby Blanchette

## Mohawk Hudson Region Membership September 2011 through June 2023



Membership numbers have improved and we now stand at 328 members as of June 22nd. While this is a solid improvement over where our numbers stood at the first of the year, we're a few below where we were twelve months ago which in turn was still quite a bit below our pre-pandemic membership totals. But it's a good sign that we're trending upward as 2023 marches on.

Since January 1st we have a total of 30 new members. This is pretty healthy for our smallish region. However in that same time period we've had 34 members not renew. But since we started the year at 310 members, how could a net loss of 4 members result in a current total membership of 328? I called SCCA Membership to confirm what I thought the case was.

When our individual memberships expire SCCA keeps us active for up to six months. So that means of our 328 members there are 34 of them who haven't renewed. Some of them are folks I recognize and feel will renew. I already reached out to some. But others will surely be letting their memberships lapse permanently. What caused this? Did they join and expect something other than what they experienced? Were they members for a few years, not really interested but renewed out of habit and finally consciously took the step to not renew? Something else? Short of contacting each of them it's not possible to know.

From time to time I have reached out to "expired members" (SCCA really needs to change that term). About 3/4 don't get back to me. A few tell me they just forgot or are waiting for the racing season to resume, and a few become cross and tell me to mind my own business. Rarely does anyone say they didn't rejoin and explain why.

## Membership Report – Jim Garry

Do you have any suggestions on how Mohawk Hudson Region should proceed on this matter? I recall a membership meeting from a few years ago in which all present agreed we should take turns reaching out to new members and taking them under our wings. Unfortunately the effort faded before it began. Should we try to actually use the telephone to call those with recently expired memberships? Is that too intrusive in today's world of privacy-seeking? Who wants to take that on besides the Membership Chairperson? Are there any extroverts among our ranks who wouldn't mind making one telephone call per week? If you'd like to help, please get in touch with me at [mhr.membership@gmail.com](mailto:mhr.membership@gmail.com)

### New Members since May 26th

Jeremy Corriveau, Waterford  
James Cutler, Hudson Falls  
Jordan Del Pino, New York  
Timothy Fox, Delmar  
Thomas Scaringe, Halfmoon  
Jamie Sheppard, Charlton

Welcome to everyone! Please reach out to me or anyone who is a club officer (check out the list in this newsletter) if you desire any additional information about MoHud activities. Or check out MoHud's FaceBook page by typing "MoHud SCCA" into the search function.

### Significant Anniversaries in July

Matt Huchro - Five Years

Matt began autocrossing with us five years ago, has proven to be a fun person to spend time with, and has become a seriously fast driver.

Gary Dassinger - Fifty Years

Gary held a competition license until 2022. He's a Life Member and formerly was a member of Central Florida Region.

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A few months back we made note of Mike Harmuth's 20<sup>th</sup> year as an SCCA member, but missed out on adding a photo.

Here's Mike in action with his historically significant Triumph Spitfire originally campaigned by the late Dave Belden. The car was a front-runner in G Production as it evolved over a decade or more. Mike is one of the guiding forces for the Historic Racing Group (HRG), which focuses on period-correct historic SCCA cars.

If you'd like more information on HRG here's a link

<https://historicracinggroup.com/>



# What's Happening

June 25- autocross, [Poughkeepsie Sports Car Club/NY Region SCCA](#), Tech City, Kingston NY

June 29- SCCA [TrackNight in America](#), Thompson Speedway Motorsports Park, Thompson CT

July 1/2 – New York State Road Racing Championship, Glen Region SCCA, Watkins Glen (NY) International

July 5- **Mohawk-Hudson Membership Meeting, Guptil's Ice Cream, Latham social 6 p.m., meeting at 7**

July 8 – [New England Road Racing Championship](#) Midnight Madness (night race), New England Region SCCA, Thompsons Speedway Motor Sports Park, Thompson CT

July 9- autocross, [Mohawk-Hudson SCCA](#), Tech City, Kingston NY

July 9- autocross, [New England Region SCCA](#), Devens Airfield, Ayer MA

July 15/16 – SCCA Majors race, New Jersey Motorsport Park, Millville NJ

July 16- autocross, [Mohawk-Hudson SCCA](#), Tech City, Kingston NY

July 16- autocross, [Finger Lakes Region SCCA](#), Seneca Army Depot, Romulus NY

July 17- SCCA [TrackNight in America](#), Lime Rock Park CT

July 21/22 – IMSA WeatherTech Championship/Michelin Challenge/VP Race Fuel Challenge, [Lime Rock Park](#)

July 28/30 – autocross [SCCA National Tour](#), Seneca Army Depot, Romulus NY

July 28/30 – [New England Road Racing Championship](#), New Hampshire Motor Speedway, Concord NH

July 30 – autocross, [New England Region SCCA](#), Devens Airfield, Ayer MA

August 2 - **Mohawk-Hudson Membership Meeting, Guptil's Ice Cream, Latham social 6 p.m., meeting at 7**

August 10 – SCCA [TrackNight in America](#), Thompson Speedway Motorsports Park, Thompson CT

August 13 – autocross, [Mohawk-Hudson Region SCCA](#), Tech City, Kingston NY

August 13 – autocross, [Finger Lakes Region SCCA](#), Seneca Army Depot, Romulus NY

August 17 – SCCA [TrackNight in America](#), Lime Rock Park CT

August 18/19 – SCCA Majors race, Thompson Speedway Motorsports Park, Thompson CT

August 20 – autocross, [New England Region SCCA](#), Devens Airfield, Ayer MA

August 26- [Mohawk-Hudson Region Time Trial Championship](#), Palmer Motorsports Park, Palmer MA

August 27 - autocross, [Mohawk-Hudson Region SCCA](#), Tech City, Kingston NY

Before we start MoHud's 2023 Autocross season, let's catch up on last year's awards

## 2022 Solo Awards

Welcome to the 2022 portion of the Mohawk Hudson Solo Awards. I want to start off by thanking the Poughkeepsie Sports Car Club. We also need to thank the Mohawk Hudson Region's Board of Directors, Solo Advisory Committee, Members, and all the participants. We couldn't have done this without any of you.

With the lot rental going up, we were limited to having to split the site with only 1 event a month with Poughkeepsie. This only allowed our share to 3 events this season. Attendance stayed about the same as 2021. We averaged 53 participants at each event. We had a total of 89 different entrants, 15 of those made it to all 3 events, and about 36 only made one event. Street was the highest attended with 29 different cars. Prepared/Modified was next with 15 different cars. Novice had 14 different cars. Street Touring had 12 different cars. Pro had 11 different cars. CAM had 8, and Street Prepared had 3. These class numbers trended about the same as 2019 and 2020. They were down a little from 2021, but with only three events, this is not unexpected.

### Class Trophy Winners

#### Street

4 <sup>th</sup> place from ES	Andrew Scaptura
3 <sup>rd</sup> place from HS	Paul Isbester
2 <sup>nd</sup> place from HS	James Mulder
1 <sup>st</sup> place from GS	Tracey Burckhard

#### Street Prepared

1 <sup>st</sup> place from ASP	Joseph Cassidy
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#### Prepared & Modified

1 <sup>st</sup> place from XP	Trevor Lowe
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#### Novice

3 <sup>rd</sup> place from HS	Aleck Isbester
2 <sup>nd</sup> place from FSP	Justin Kurtley
1 <sup>st</sup> place from GS	Gregory Burckhard

#### Street Touring

4 <sup>th</sup> place from STS	Max LuxRamos
3 <sup>rd</sup> place from STX	Shelby Blanchette
2 <sup>nd</sup> place from STS	Garrick Vogelsang
1 <sup>st</sup> place from STR	Mark Wertheim

#### CAM

2 <sup>nd</sup> place from CAM T	Luke Partridge
1 <sup>st</sup> place from CAM T	Paul Beechner

#### Pro

3 <sup>rd</sup> place from EP	Andy Furlong
3 <sup>rd</sup> place from CS	Phillip Reddington
2 <sup>nd</sup> place from GSR	Russell Burckhard
1 <sup>st</sup> place from STH	Nigel Boyce

## Specialty Trophies

### 2022 Cone Hunter

Cones hit were down this year compared to last year, only 372 were hit this year compared to 685 in 2021. While there is a big difference in these numbers, we had 2 less events and the average per run was very close to the same. Each event this year increased the number of cones hit from the previous event with a total of 89 at the first event, 124 at the second event, and 158 hit at the last event. The top twelve on this list had ten or more cones and a combined total of 145 cones. I was in the 10-cone club. Joining me was my co-driver Tracey. We were not alone with Joe Cassidy and Nigel Boyce joining us. Tom Taft also had 10 cones, but with only 1 event attended, I think he deserves to move to the top of the ten list. This group was only slightly beat by the 11 group. Bruce Kosakoski, Shelby Blanchette, and Garrick Vogelsang all had made it to every event. Garrick would not be this high on this list if he didn't take his last run of the season. He had 9 of his 11 cones on that run. We had 2 competitors in the twelves. Andy furlong and Scott Monti shared this ranking. Andy had 2 DNF's and Scott had 1 DNF. Scott also missed the last event, so my guess is that had he made it, he would have been in contention for the top spot. With this I will put him in 3<sup>rd</sup> place. In second place with only 2 events, this competitor hit 18 cones with an average of 1.1 cones per run which doesn't sound too bad, but all of those cones were hit in only 3 runs changing that average to 6 per run. Your runner up this year in Mikey Albacete. The winner of the cone hunter hit 20 cones. This was with missing an event as well. His average per run was 1.2 cones. He spread the hits out over 7 runs with 2 of the runs having 5 cones back to back for half of the carnage. I wonder if he made the same mistake and hit the same 5 cones. The 2022 Cone Hunter is Luke Partridge.

### Most improved.

This year there was no question on who should get this after looking at the stats. A lot of the time, the winner of this award comes from the Novice class in the previous year. This year is no different. A few honorable mentions are the 2020 winner, Shelby Blanchette continuing to make some improvements. Bill Fish, Max LuxRamos, and Aiden Fahy were all top 5 contenders for this award, and all improved their Pax average by 15 to 20 places. The winner improved his Pax position average by 27 positions this year moving all the way up to this year's average of 16<sup>th</sup>. All of this happened in a car that as I told him "Will never be competitive in H Street." That was all he needed to hear and boy, did he prove me wrong. After a slow start and a 30<sup>th</sup> place pax at the first event, he rebounded to a 9<sup>th</sup> place and a 11<sup>th</sup> place finish. The 2022 Most Improved winner is James "The IceMan" Mulder.

### Spirit of Solo

This award goes to someone that has been helping us out for as long as I can remember. He is just there and does what needs to be done. Most of the time, you don't even notice him as he flies under the radar. He never asks to help, he just does. Marking the course and loading the bus are just a couple of his specialties. The 2022 Spirit of Solo winner is Randall Salisbury

### Novice Driver of the Year

We had 14 drivers competing in Novice this year. Only three of these competitors had 2 events and unfortunately, none of them were able to make all three events. The Highest Pax results for the winner was an impressive 14<sup>th</sup> at the final event. His first event was 34<sup>th</sup> making his average Pax for the year 24<sup>th</sup>. This places him in the top half of the entire Pax list for 2022 He also won his class in both events he attended. The 2022 Novice Driver of the year is Gregory Burckhard.



## Solo Report ---- Russell Burckhard

### Female Driver of the Year

We had 5 women competing this year with only two making it to all three of the events. While a battery in a remote caused a bad 12<sup>th</sup> place finish in the second event, a second and a first in the 1<sup>st</sup> and 3<sup>rd</sup> events kept her at the top of her class as the champion. Her Pax finishes were 5<sup>th</sup>, 28<sup>th</sup>, and first. I believe that this is the first time a female has taken the top Pax at a Mohud event. She also won her class at the 2022 Seneca National Tour and was a close 2<sup>nd</sup> place finisher at the 2022 SCCA National Championships. The 2022 Female Driver of the year is Tracey Burckhard.

### 2022 Driver of the year

This driver has been working his way up the rankings over the last couple of years. While not a friend of the cones this year as he was previously mentioned as a cone hunter finalist. He runs very close to the cones with an occasional hit and is consistent throughout the day with his times. This means that he is not leaving a lot out there on his runs. He had a fourth, first, and a second on Pax this year for a 2.3 average. And he is Champion in his class with a second and two firsts. He also won his class at the 2022 Seneca National Tour. The 2022 Driver of the year is Nigel Boyce.

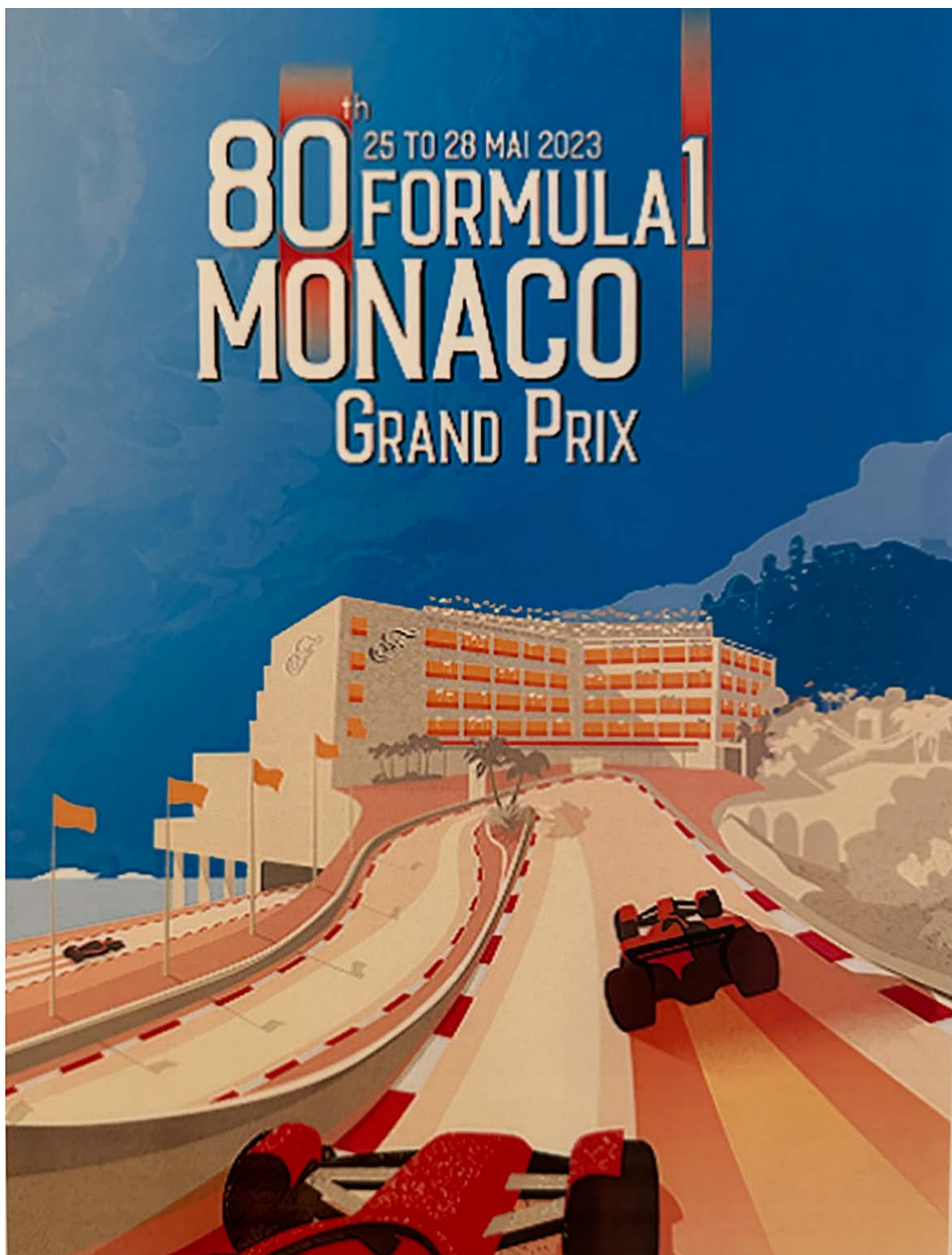
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2023 marks the 50<sup>th</sup> Anniversary for the SCCA's national autocross program.

Who remembers when in the world of SCCA , autocross was referred to as *Solo II* ?



(this sticker was rescued from Jack Hanifan's FIAT 124 Spider. Legend has it that Jack competed in the first SCCA's first national championship autocross event at Mid-America Raceway in Wentzville Missouri in 1973 --- from Your Editor)



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## Monaco F-1

- *Fellini's La Dolce Vita. With cars on the set.*

### The Scene; some 20+ years ago

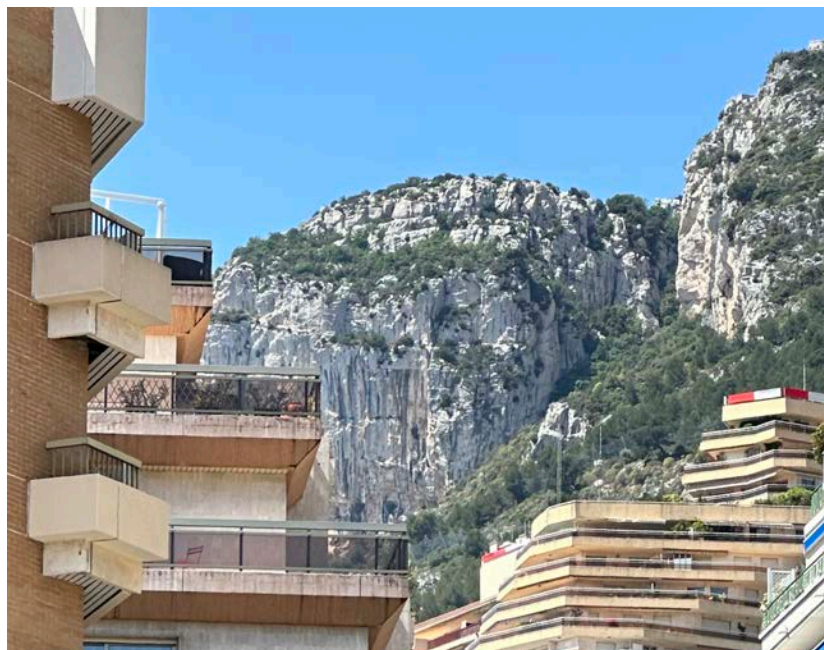
On our honeymoon the last stop was a cozy hotel overlooking the Fontaine du Soleil in Nice. We planned two daytrips to Monaco: to climb the face of La Turbie; and to spend some Euros at the roulette tables of Casino de Monte-Carlo. It was a week after the Grand Prix.

La Turbie is named for the cleft of rock you see above Monaco to the Northwest. Warm air from the Med rising to meet cold air at the plateau can cause spectacular plumes of rising fog, or just a blanket that settles back down on the Principality.

Rock in France tends to be "greasy," the kind of stuff you find in the Gunks, not the wonderful hard stuff you find in the Adirondacks. At the time, French climbers tended to pre-bolt their climbs, a way of making it easier to ascend: even if you can't get in a good position to drive your next protection piece, as long as you can lunge with a 'biner and clip into the bolt, you are good to go up the next bolt. So, what would have been a 5.9 rating for locals was probably no more difficult than a 5.5 the way we do it here.

A good climb, the clear Med and helicopters flying between Nice and Monaco below us... Memorable.

We did leave some Euros at the Casino the next day. And most of you have heard my "two Lamborghinis" story, so I'll just mention that Diane remarked that we ought to come back some day for the Grand Prix.



*That's La Turbie, way up there to the right. We climbed the face slightly to the left. Nobody's home in the hundreds of apartments; the addresses are all for tax avoidance purposes. Just like most of the eastern Florida coast, lots of condos and no decent place to have a simple beer.*

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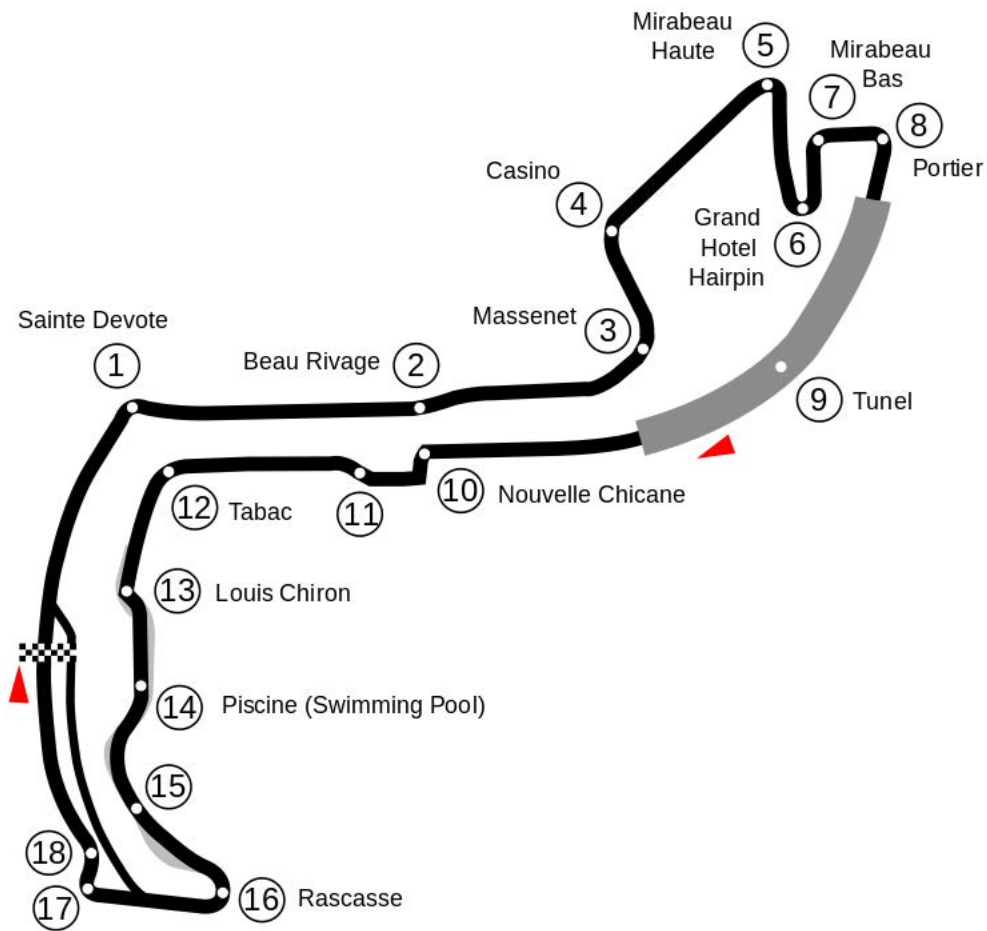
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## The Scene; 2023

Hadn't been to Europe since COVID spread, so it was time to plan. Diane took Tom Taft's advice and booked Monaco F-1 tickets through Senate. Same basic routine for us: fly in to CDG, for a few days enjoying old and new eating experiences, then TGV to Nice. A hotel four blocks from the train station; six blocks the other way to the Promenade des Anglais and all the other spots to enjoy the centre ville.

SNCF ran extra-long local trains between Nice and Monaco from Friday through Sunday, so only the return after Saturday's Quali session was a problem.

Friday we picked up our lanyards & tickets. Not at a ticket-booth entrance to a spectator area, but a proper grand hotel lobby near Turn 5 with lots of young women in standard upscale French hospitality uniforms (black suit; Apple portable balanced on left hand) making sure you received all proper information.



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## Saturday.

Low grandstand at turn 14 (Swimming Pool). Not a good view, but you can see a lot. Jumbotron across the track allows for updates on what is going on, and you can sort of see about half of the pits. Yachts behind us filled with alpha males smoking cigars to the rhythm of disco or something; their companions bored to tears. In front of us cars squirt through 13, run the short straight to the left, then go through 14 where the infamous yellow berm forces you right.



Formula 3 racers tend to oversteer through 13, touching the berm there, then do the same at 14. Rear ends lift; sloppy. Formula 2 racers hit the berms less frequently; the backfire from the turbo dumps let you hear/see who downshifts where as they get to 14.

Formula 1. Didn't see a Formula 1 car hit the yellow berm at 14 even once during Free Practice 3 or Quali. Super interesting to see cars go right on the short straight to get space behind the next car and then get on the throttle for a hot lap as they go through 14. Fuzzy frame from iPhone video rather interesting. Note the slight lift of the outside front – a slight shadow can be seen underneath – as the car touches the lower red berm.



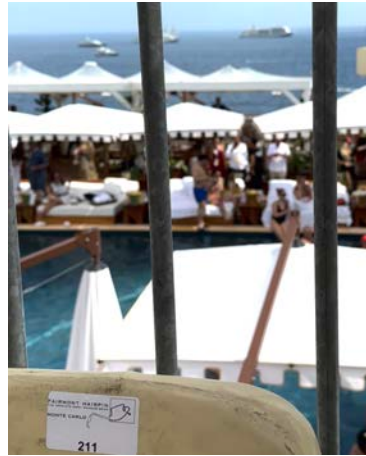
Get what I mean by “not a good view, but you can see a lot?”

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## Sunday.

Life as a Fellini film. Hard seats atop the Fairmont Hotel. View of Turn 5, Turn 6 at your feet, Mirabeau and a Jumbotron a hard look down. Nikki Beach swimming pool at your back; Horizon Rooftop restaurant, overlooking the Med a few steps away. Great view, but not much to see during the race. I think I saw one legitimate pass.



But the music throbbing away at the pool, accompanying the hookah-pipe smokers, and leisurely lunch on the rooftop while they have that boring Porsche race below is so *vita dolce*. Little rain-shower? Hotel people quick to distribute little plastic balls that pop open to provide a rain cape! Ah yes. Brings to mind fun at Nassau Speed Week in the mid-60s.



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- You **MUST** go there...
  - Stay at home and watch it on TV...

If you want to watch a race, stay home and watch SkyTV coverage. It's so much better than seeing a single paragraph on the back page of the NYT Monday sports section, and then waiting two months for Bernard Cahier's writeup in Road & Track, c. 1957.

But if you want to have fun these days...



~ PaulM.

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Paul and Diane Malecki's wonderful travelogue from Monte Carlo captures so much of the ambiance of an event and a locale that is more than a race. Here's a look at Monaco with an earlier perspective, from the Team McClumpha archives.









## Thompson Speedway MotorSports Park, May 20



Last month's report on the opening round of the Mo-Hud TT Championship came in right on deadline, so here's another look at the event highlighting our region's drivers.

(Time Trial photos by Shane Higgins)



Dave Burnham



Nigel Boyce



Alex LuxRamos



Matt Huchro



## Thompson Speedway MotorSports Park, May 20



Paul Brownsey



Cynthia Brownsey



D.J. McArdle



Aashish Vemulapalli



One of Mo-Hud's newest members Ryan Creaturo. In case you're not a time-traveler, the car is a Pontiac Fiero.

MoHud will co-host the next Time Trial, at Palmer Motorsports Park, on Saturday August 26. Volunteers and participants needed. Autocrossers, Track Day devotees and MoHud SCCA club racers you're all invited.

# Tales From The Track

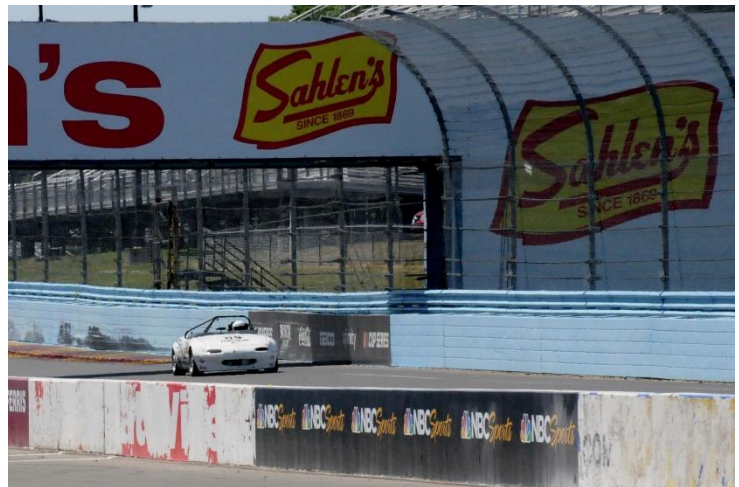
## Campbell Racing – Race Report 2023

### Watkins Glen Hoosier Super Tour

I am happy to say that this is going to be another short report. Which means that, again, there weren't any problems or dramas to discuss.

This was a Super Tour event so it would be three days of racing. We also did the test day on Thursday and, for a change the weather cooperated, and we did a full day of testing suspension set ups. It was time well spent. Did I mention the weather? There wasn't a drop of rain or fog all weekend long. It was a perfect racing weekend for a change.

Friday's schedule had two qualifying sessions for each car. The Spec Miata was consistently mid-pack. There were 44 SMs in the field. Charlie was around 20 – 24. The FP field was again small. Our FP car was clearly the quickest and led the field in all sessions.



These performances were repeated in the races as well. There was one really fast EP car, a late model Mazda RX7, the same one that led the production car field at Pocono two weeks ago. He left the rest of the well behind and then came Charlie. Not as fast as the EP car but clear of the rest of the field throughout the races. And, I found during the data review, about 3 mph faster at the end of the back straight than we were last year. The new engine is really working well thanks to Jesse Prather's recent upgrades.



# Tales From The Track

Two more victories clinches the Northeast Conference Championship and moved us up to second place in the Hoosier Super Tour points championship with one event left there before the Runoffs.



So now it is over until the National Championship Runoffs at Virginia International Raceway in late September. It is unfortunate that the races are so heavily scheduled early in the calendar but that's the way it is. Now I'll spend the next couple months taking everything apart for a close inspection, maintenance and, perhaps, a few improvements. I'm working up the list and so far it is about 4 typed pages long. I'll stay busy.

Until the Runoffs - - -

Tom and Charlie

(Carl Wassink photos)

More MoHud Watkins Glen SuperTour results

SRF race 1 : 11)Jeff Lehner  
15)Pat Stringer  
23)Doug Garrison

Race2 : 13)Jeff Lehner  
16)Pat Stringer  
22) Doug Garrison



(Sal Baisley photo)

T4 race 1: 6)Ken Lendrum  
race 2: 5)Ken Lendrum

B Spec race 1: 10)Jared Lendrum  
race 2: 9)Jared Lendrum



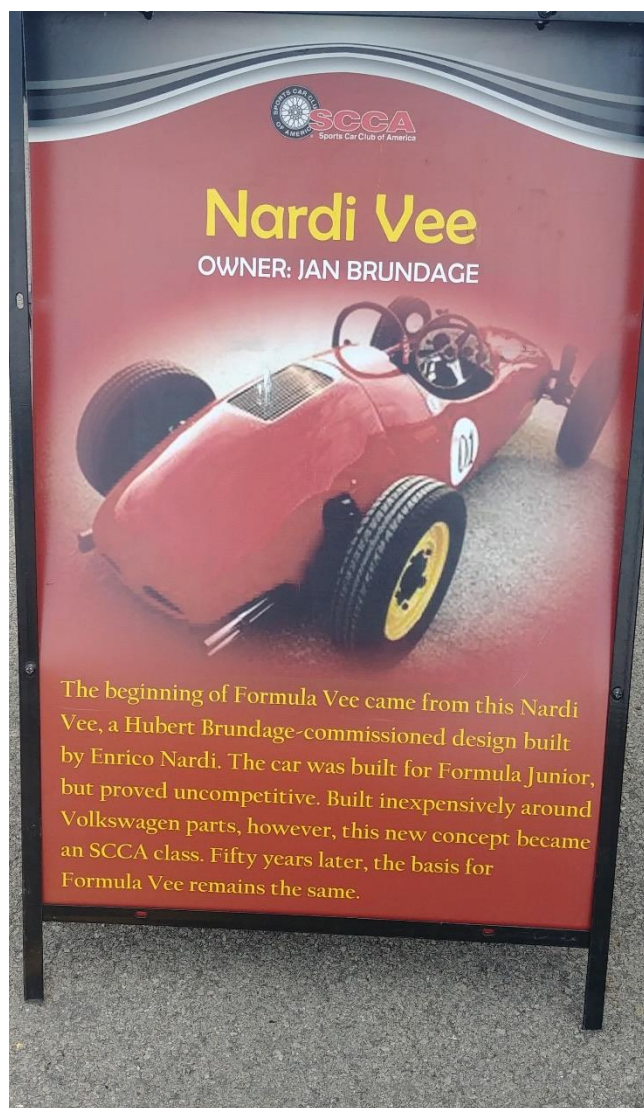
# Tales From The Track



The Pittsburgh International Race Complex played host to a celebration commemorating the 60<sup>th</sup> anniversary of the Volkswagen-based Formula Vee, one of the SCCA's most enduring innovations.

The event attracted more than 130 Formula Vees, in three categories: Vintage V, SCCA F-Vee, and Challenge/Driverz Cup (SCCA F-Vee, but racing on street radial tires rather than purpose-built racing slicks). The Challenge Cup group topped the entry list with 52 cars (some of which did double-duty, moving into the SCCA FV group with a simple tire change).

Cars on hand covered the full range of Vee history, from the original Nardi commissioned by Florida VW/Porsche icon Hubert Brundage (later to morph into the legendary endurance racing powerhouse Brumos) and the foundational Formcar to the sleek new 2023 Vorscha (not yet a winner, but showing competitive potential).



# Tales From The Track



FV at the beginning, 1963 Formcar.

The new for 2023 Vorscha



Challenge Cup Formula Vees as far as the eyes can see. This configuration with Vees on street tires started in Canada and was later adopted in the U.S as the Canadian-American Challenge Cup. This series uses a Falken street tire and races mainly in the northeast and midwest. The Driverz Cup is based in the southeast and uses a Yokohama tire.

The racing is impressively competitive. Ray Carmody won the opener by .020/sec, and the top 6 cars were covered by less than 1 second.

In Sunday's race Sam Ryan scored the win, and the all-purpose tires proved their value as the race started dry, and ended in the rain, and the full field of cars never missed a beat.

# Tales From The Track

Feature Race of the weekend was the Brundage Cup for SCCA Formula Vees. Former SCCA National Champion Rick Shields got the win following a controversial decision to disqualify the first and second place finishers (both former FV National Champions) for passing under a yellow flag.

MoHud was represented in the Brundage Cup by Tyler Reynolds. After an 18<sup>th</sup> place finish in a field of 42 on Saturday Tyler had some struggles in Cup qualifying, lining up 26<sup>th</sup>. He then charged to a 15<sup>th</sup> place finish.



(Bill Stoler photo)

In addition to all the Formula Vees the weekend included Formula Race Promotions events for F1600, F2000, Atlantic/F1000 and the Right Coast Formula F Series (F1600 for older design cars). MoHud's Chip VanSlyke made the solo haul to Pittsburgh to race with the Right Coast group with his Crossle 63.



Chip finished fourth in his first race of the weekend, then had a photo-finish for third in race 2. Unfortunately his final race of the weekend ended with a DNF.

(Bill Stoler photo)

MoHud member Bob Wright, who is also the CEO of Formula Race Promotions, has a long career in the F2000 Championship series. At PIRC he finished seventh in race 1, then splashed through the rain to pick up 3<sup>rd</sup> place in the weekend finale.



(Mike Maurini photo)



# Tales From The Track

New England Road Racing Championship @ Lime Rock Park, June 16/17 2023

Formula Vee, based on the components from the original Volkswagen Beetle of the 1960s, ranks among the SCCA's most-enduring innovations. To commemorate the 60<sup>th</sup> anniversary of these cars the Northeast Formula Vee Championship competitors were joined by a driver whose notable career started in F-Vee, Lime Rock Park's favorite son, Sam Posey.

(Lime Rock photo)



Sam Posey  
Formula Vee, Class of  
1964.



Sam, and Kevin O' Day (McKee photo)

The Vee drivers rose to the occasion and lived up to the reputation for close competition. In the lead-off race for the Sam Posey Formula Vee Trophy Dash Michael Hinkle held off Gerard Owen Callaghan by .077. Callaghan returned the favor in the afternoon, by an even slimmer margin of .014. (Mike Petrucci photo)



# Tales From The Track

#FUNWITHCARS sometimes isn't so fun – Eric Smith



I just got done volunteering as a corner marshal at NER's Paddock Crawl race weekend, which took place at iconic Lime Rock Park. Despite some dicey weather forecasts, the rain decided to underperform and it was not as wet as we anticipated. Friday's afternoon rains seemed to be just enough to make traction tricky, and racers had their work cut out figuring out where the limits of tire adhesion were. I flagged at the Uphill station, one of my favorites, and got an up close look at what drivers were dealing with, hearing RPMs waffle and cars searching for a direction after they crested the hill. Our station

didn't have much drama that day - that seemed to be dedicated to the bottom of the Downhill, and the entry to Newman Straight. At the end of the day, the weather dried out enough for everyone to wander A paddock and find their favorite foods and beverages, while trading stories of the day's events.

Saturday's rain mostly held off and gave the racers a track that allowed them to show what they could do in the dry. I was assigned to station 1, at the end of the front straight, and hoped it would be as quiet there as it had been on Friday. That just wasn't to be. Most times our written notes throughout the day - taken to remember details of incidents that happen quickly and sometimes involve multiple cars - won't fill half a page of the notepads we're given. On Saturday, by the end of the day the notes we took to help make calls to Control on incidents we witnessed filled a page and a half. We wrote reports on at least three of those incidents, which is also pretty unusual for most of the SCCA race events I've been involved in. We had some serious crashes occur throughout the day - cars hitting other cars and lifting into the air, cars hitting the armco and stopping with their axles broken and sagging, cars losing control only to make contact with others in front of them as they desperately tried to regain control, and one car hitting the wall at high double-digit speeds after not braking coming into our turn. Two of those incidents resulted in drivers being transported to a local hospital as a precaution. From what I've heard, neither driver had any serious injuries, which is more testament to their safety equipment and pure luck rather than the circumstances of their incidents. Throw in a confrontation with a concerned crew member who came on station without authority for one of the cars, and it was a grinder of a day. It was a slap of reality that reminded me that although we go to the track every time expecting to have "fun with cars", sometimes the experience can be more sobering.

While we try to entice people to volunteer with the promise of entertaining and up-close racing action, it's also just as important to emphasize that if you come out, you can make a real contribution to ensuring the safety of your fellow workers, racers, and event spectators by being another set of eyes and ears on a station that may need all the help they can get when something goes wrong. If being essential appeals to you, consider joining your fellow members at a road race by volunteering. You may make a big difference while having some fun with cars.

*Stay safe, be fast, and make a difference,*

Adam Figarsky  
#32 Spec Miata



(Photos by Shelby Blanchette)

# Tales From The Track

Chip VanSlyke #34 Formula F



Anthony Kalkandis #35 Porsche 944



Chris Brassard #26 Spec Racer Ford #



Doug Garrison Spec Racer Ford #10



Jennifer Chuddy Spec Miata #89



Sal Baisley Spec Miata #190



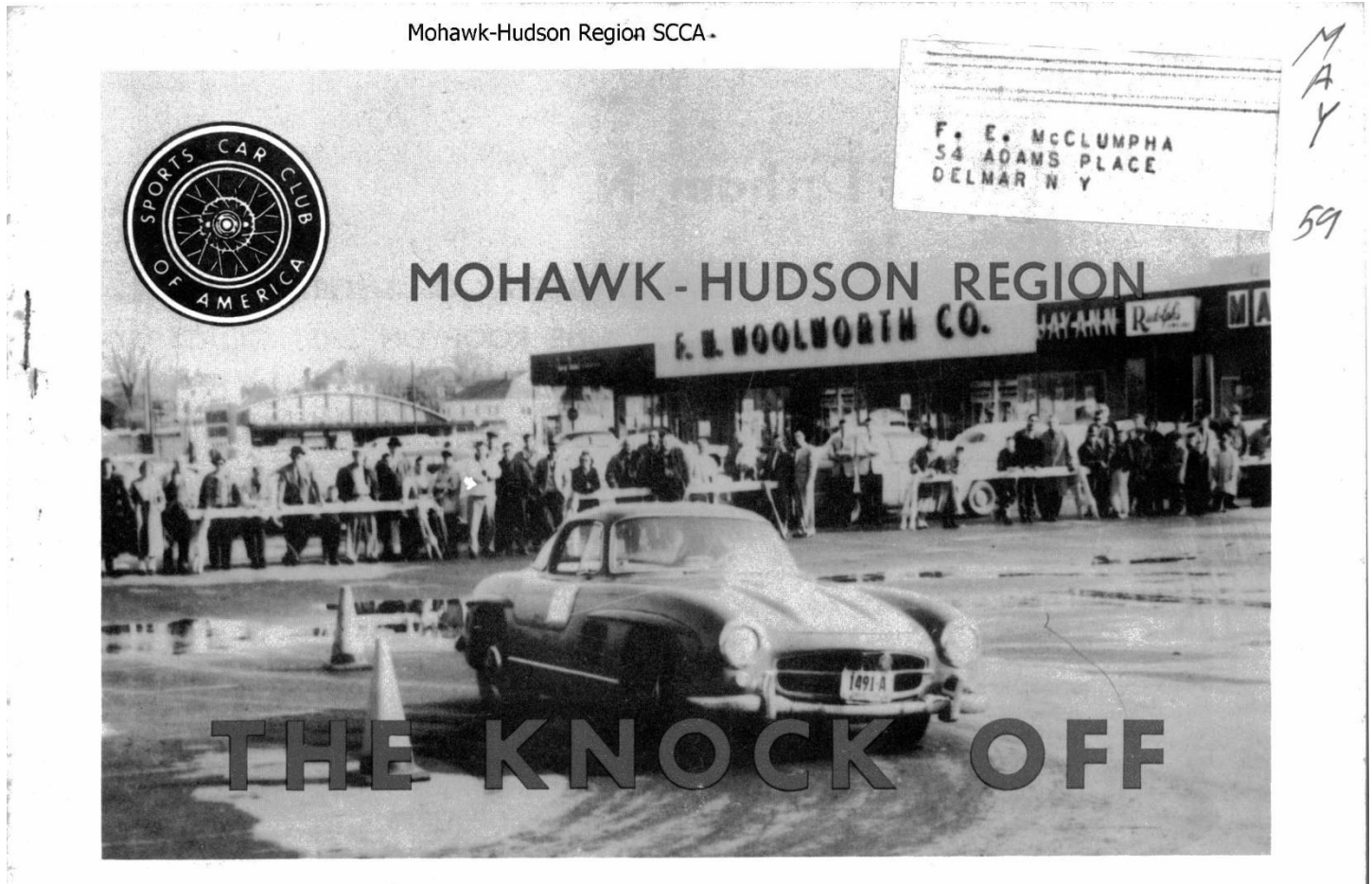
Ed Zemeck Spec Miata #38



J C Ogle Spec Miata #41

## A Page From The Past

MoHud's autocross season opens in July. There will be great cars, camaraderie, and competition. But what are the chances we'll see a Gullwing Mercedes? Here's Henry Desormeau enjoying a day dodging around the cones in 1959.





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Chip VanSlyke