

THE KNOCK OFF

December 2023 Issue

MOHUD ON
FACEBOOK



MOHUD ON THE WEB



THE REPORT

My 2023 competition season has finally been put to bed. It had a late reawakening when I signed up to flag at Lime Rock Park's inaugural "MiataCon 2023" event at the end of October: two days of HPDE, time trials, racing, and autocross, combined with a gathering of non-track Miatas, vendors, etc. Seems like this is the wave of the future: lure them in with flash and entertainment, and have them stay for the racing. Weather was fantastic for that time of year in northwest Connecticut - sunny, dry, and temps hovering in the upper 60s and low 70s. I'm not sure LRP wants to try that event again in the same time slot - the hive mind of people involved in the event agreed that it probably should be scheduled for late September or early October at the latest.

If you have a chance, talk to MoHud members Pete Kroth, Rich Alexander, or Scott Butler, who were working the inaugural F1 race in Las Vegas. I'm sure they'll have some stories to tell about their adventures.

MoHud will once again be collecting unwrapped toys on behalf of Bob Karl's donation to Unity House Troy. Bring them to the December 6th membership meeting and we'll get them to BK in time for his delivery to Unity House. If you're not able to make the December membership meeting, send me a note (MoHud.RE@gmail.com) and I can come to you to pick up your donation.

While MoHud has wrapped our competition season, we're all focused on year-end awards and the upcoming Annual Meeting & Awards Banquet. It's at a new venue this year - The Factory Eatery & Spirits, in

Ballston Spa. It's scheduled for Saturday, January 6, from 6-9pm. An Italian buffet menu and cash bar will be available. We'll be on the 2nd floor in The Factory's Speakeasy banquet room, which has a capacity of 100. I've been to this establishment several times and have enjoyed the food and beverages each time, so I'm confident you will too. Registration is now open at <http://msreg.com/mohud-2024-banquet>. \$30pp, kids 12 and under are \$10. Come out and elect officers for the 2024 season, hear some membership and treasurer reports, and then celebrate the members who made their mark on the 2023 seasons in autocross, time trials, and racing. We look forward to seeing you!

Now, to plan that trip to flag the 2024 Mobil1 Sebring 12 Hour IMSA event...

Eric "EJ" Smith, MoHud Regional Executive

MINUTES OF THE MEETING

Mohawk-Hudson SCCA Board Meeting of October 30th 2023 Start 7:00 PM

Location: Zoom

Officers Present: Salvatore Baisley, Jim Garry, Chip Van Slyke, Eric Smith, Russell Burkhard, Shelby Blanchette

Total number of members present: 7

Next Years Street Survival Planning- Eric Smith

- Going to try and cut down on food costs for next year
- Need to make sure the museum is advertising the event earlier on
- Course setup had gone well but the parking lot had a lot of cars in it
- Discussed pros/cons of getting different colored cones for certain elements of course
- Some conflicts with the dates of the event, will have to look into other available days for future events
- Will need to chat with the museum about future dates and try to work around conflicts

Annual Meeting Banquet and Award Budgets- Salvatore Baisley

- Need to chat with Paul about pricing
- Club will subsidize price
- Not really a stage at The Factory for awards but there is space at the bar, will need to bring the PA system just in case
- Road Racing awards budget should be around \$300, same for Solo awards, probably around \$200 for the Time Trial awards
- Everyone should have the updated logo artwork
- Eric will put together an outline of the presentation for the banquet

Officer Elections

- Nobody has asked to run for an officer position

Meeting adjourned at 8:25 PM.

Meeting minutes recorded and submitted by Shelby Blanchette.

Mohawk-Hudson Region SCCA Monthly Membership Meeting of November 1st, 2023 Start 7:00 PM

Location: Metro 7 Diner – Albany, NY

Officers Present: Russell Burkhard, Chip Van Slyke, Eric Smith, Shelby Blanchette, Sal Baisley

Total number of members present: 17

Chip Van Slyke makes a motion to accept the meeting minutes as published in the November Knock Off, Russell Burkhard seconds motion.

Membership Report - Submitted by Jim Garry

- 310 members
- New members of September and October include Shane Rowe of Schenectady NY, Ronald Gefaller from West Seneca NY, Benjamin Gallant from Carmel IN and Linda & Steven Murphy from Peru NY
- Significant anniversaries include Jeremy Baye - five years, Bob Karl - twenty years and Bob Karl (Jr) - twenty years

Knock Off

- (Update from the current Interim Editor) December will be the final month that Greg Rickes will be publishing, Chip Van Slyke will be taking over beginning in January.
- Can still submit an article for the Tow Fund if you want to run offs

Solo Report- Russell Burkhard

- Put in a request for a quote for cones still waiting for a response
- Cones seem to be \$9-\$13 per cone depending on where bought, there is an assortment of colors

Street Survival – Salvatore Baisley

- Good event but did not have water for the skid pad
- Had 16 or 17 students
- Had good weather
- Museum did not advertise the event until a week or 2 before event
- Looking at dates for next year

Road Rally- Ken Relation

- This Sunday is our Fall GTA Rally
- Registration starts at 9:20 on Sunday at the Halfmoon Lighthouse Park on Route 4
- Expected length is about 70 miles, weather is forecasted to be nice
- Final location should be reached around 12:30 or 1:00 PM

Track- Salvatore Baisley

- Time Trial Season is done, last event in September
- Points were updated by Adam Wright
- Last track event of NER was day before our Street Survival, it was good weather

Old Business- Russ Burkhard

- Nobody has expressed interest in any positions
- Slate is the same except Salvatore Baisley as RE, and Assistant RE would be Eric Smith
- Annual Banquet will be on January 6th from 6pm- 9pm at The Factory Eatery
- Should be getting a check from CART for the Palmer event

New Business

- Will be collecting toys at the December membership meeting for Bob Karl

Pete Kroth makes a motion to adjourn meeting, Sheri DeJan seconds motion, all members in favor.

Meeting adjourned at 7:32 PM.

Meeting minutes recorded and submitted by Shelby Blanchette.

TREASURER REPORT – Paul Malecki

October 2023 MohawkHudson Hudson Region SCCA Treasurers Report

Balance at the end of October was \$27,174.14.

October 2023 Citizen’s Bank October Statement balanced upon download.

The October 15th TRSS event lost \$494.73, the first such loss in memory. Loss due to low student count (16) and lack of sponsorship for lunch.

Since November 1st C.A.R.T. has paid MoHud \$3,278.73, for the Palmer TT event proceeds, reflecting a \$1,221.27 loss against our upfront money of \$4,500.00.

A number of bills have been paid or are pending since the 1st of November, and will be reflected in the November Treasurer’s report.

There has been no change in MoHud Bitcoin or NFT holdings since the last report.

Membership Report – Jim Garry

As of November 18th, Mohawk Hudson Region has 313 members. Despite a small short lived bump to 328 members in early summer, we have been holding steady around the low 310s for the past year.

New members in October and November
Benjamin Gallant, Carmel, IN
Linda Murphy, Peru, NY
Steven Murphy, Peru, NY

Kristina Crowley, Schenectady, NY
Matthew Crowley, Schenectady, NY
Michael Orabona, Kingston, NY

Welcome everyone. We hope to see you at events and perhaps at the monthly membership meetings.

Significant Anniversaries

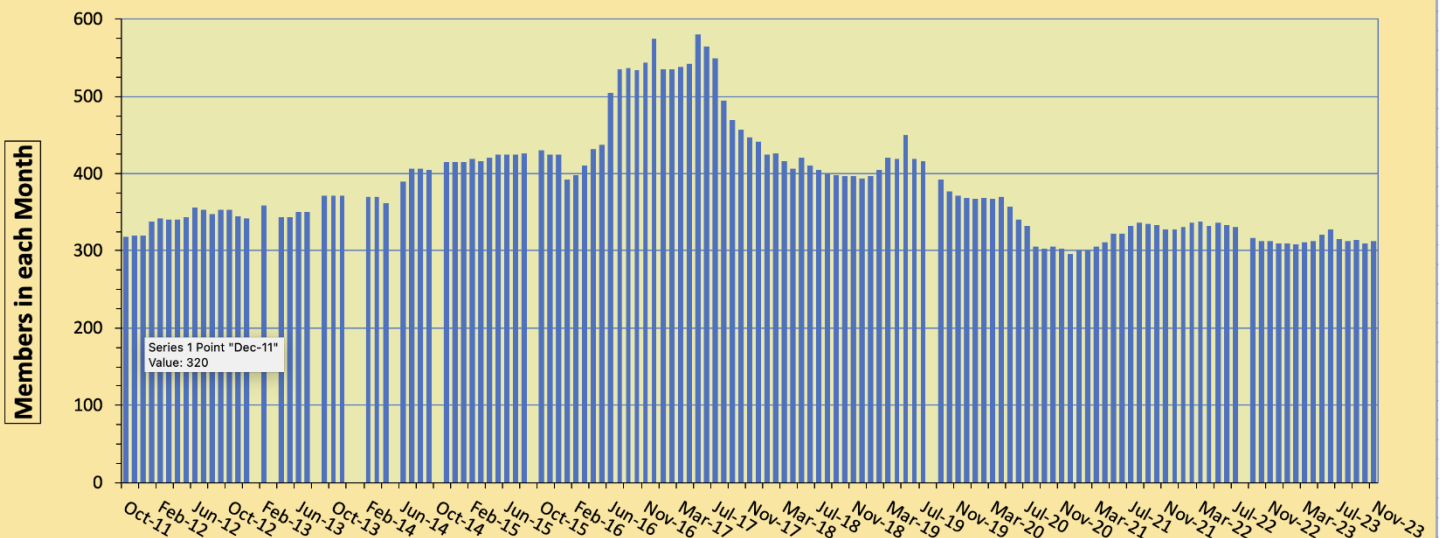
Dave Burnham - 25 years



Dave has been autocrossing with Mohawk Hudson Region for many years in his B Modified special, powered by Maserati. He's also attended HPD and Time Trial events with the Region. And in October 2022 many of our members toured his famous Citroen repair and restoration facility. Happy 25th Dave!

Here's one of Dave's early engineering masterpieces, now on display at the Lane Museum in Nashville.

Mohawk Hudson Region Membership September 2011 through Nov 2023



What's Happening

Nov 25- "Lost Speedways/Racing Memories" , Saratoga Auto Museum.

Dec. 6 - Mohawk-Hudson Membership Meeting, [Metro 7 Diner](#), Latham social 6 p.m., meeting at 7

It's the holiday season and MoHud will be collecting donated toys to support Bob Karl Sales & Service in their annual Toy Drive for Unity House of Troy. Don't forget to bring your donated toy to the membership meeting or drop it off at Bob Karl Sales & Service, 2791 6th Avenue, Troy.

Dec.16 – [Central New York Region SCCA Winter Rallycross](#), Colton NY

Jan. 6 2024 – Mohawk Hudson Region Annual Meeting and Awards, [The Factory](#), [Register Here!](#)

SLATE OF PRESENTERS AT "RACING MEMORIES" PROGRAM EXPANDED

An already full slate of presenters for the Saratoga Automobile Museum's annual "Racing Memories" program (formerly Lost Speedways) has been expanded by two with the addition of Ron Moshier, author of a terrific book on modified hero Lou Lazzaro, and longtime Vermont-based dirt tracker Eugene Munger.

The duo will join Lime Rock Park announcer Greg Rickes, modified stars Jack Lehner and Dave Camara and returning Pennsylvanian Richie Tobias, who will talk about both his Slingshot racers and his standout racing career. Along with a local racer and his car, Tobias will bring one of his new electric Slingshots for attendees to check out. "I'm looking forward to interviewing Ron and Eugene as well as the previously committed Lehner, Camara and Tobias" offered event organizer Ron Hedger.

"With Greg covering Showroom Stock racing at LRP and the others offering unique views of their segments of the sport, it should be a great day.

As always, the Racing Memories program will be held on the Saturday after Thanksgiving (November 25th) with doors opening at 10 am. Attendees are encouraged to bring their memorabilia to display.

November 25th is also Small Business Saturday in Saratoga Springs so bring the whole family and make it a family holiday tradition.

The Saratoga Automobile Museum is located on the Avenue of the Pines in the Saratoga Spa State Park, just off the Adirondack Northway at exit 13 N. More information on the museum and advance sale tickets to Racing Memories are available online at www.saratogaautomuseum.org.



Rallye Recap : Semper Gratus

On Sunday, November 5th, we gathered for the Mohawk-Hudson Region's "Semper Gratus Rally". Semper Gratus is latin for Forever Grateful, in honor of the upcoming Veteran's Day holiday. The road rally was a Game, Tour, Adventure (GTA) rally requiring driver / navigator teams to find checkpoints and travel any route they choose to get there.

We had another 13 adventurous teams compete and enjoy a fun-filled fall drive. The teams departed from the Halfmoon Lighthouse Park along the Hudson River just after 10:00 am in search of six military focused checkpoints and numerous bonus items across Saratoga, Rensselaer, Washington, and Bennington Counties.



Each team was assigned a team number, starting order, and start time. All teams received a safety brief and instructions at the driver / navigator meeting.

Once directed, a team was handed their rally road books and given the "green light" to depart. The road books were filled with details to travel to a specified location (checkpoint) and document their arrival with a photo. ...Then, on to another checkpoint, and so on.

During the teams travels across Halfmoon, Mechanicville, Stillwater, Schaghticoke, Valley Falls, Johnsonville, Eagle Bridge, Hoosick Falls, Walloomsac, and Bennington. Teams could earn extra points for finding many various bonus items. Teams kept an eye out for several bonus items, American Legions, VFW's, wood carved eagles, metal bells, state welcome signs, cannons/artillery.

Rallye Recap : Semper Gratus

Checkpoint 2: Nigel Boyce in front of the Stillwater Blockhouse aiming the cannon (BONUS!!)



Checkpoint 3: Team Palleschi in front of the assembly area flagpole at the Saratoga National Cemetery.



Rallye Recap : Semper Gratus



Checkpoint 4: At the entrance to the Battle of Bennington, EJ and Pat Smith found a wood carved eagle (BONUS!!).

Checkpoint 4: The Battle of Bennington was a great spot for Russ Burkhard to practice his cannon loading drills.



Checkpoint 5: Team Bravo Boyce's captured this great photo of their ride in front of the Bennington Battle Monument.

Rallye Recap : Semper Gratus



VFW Post 1332 (Finish): After everyone's points were tallied, the following teams were awarded trophies at the finish point, Veterans of Foreign Wars (VFW) Post 1332 in Bennington, Vermont. The Post put on a great lunch spread for us and laid out the welcome mat.

3rd Place – Team: It's not a Shelby (Shelby Lee Blanchette & Sal Baisley)



Rallye Recap : Semper Gratus



2nd Place – Team: Circuit Breakers (Tina and Karson Crowley)



1st Place – Team: Team Palleschi (Steven Palleschi & Cynthia Palleschi)

Rallye Recap : Semper Gratus

Fun photo contest: Our rally also consisted of a fun picture contest inviting participants to post on social media a few fun photos of their adventure. Those social media posts with the most likes received special prizes including gift cards for free ice cream, milkshakes, and coffee.



We hope you'll consider joining us at the next road rally April 2024 and have [#funwithcars](#). More details to be released over the next few months.



Tales From The Track

Sounds of Sebring - 2023

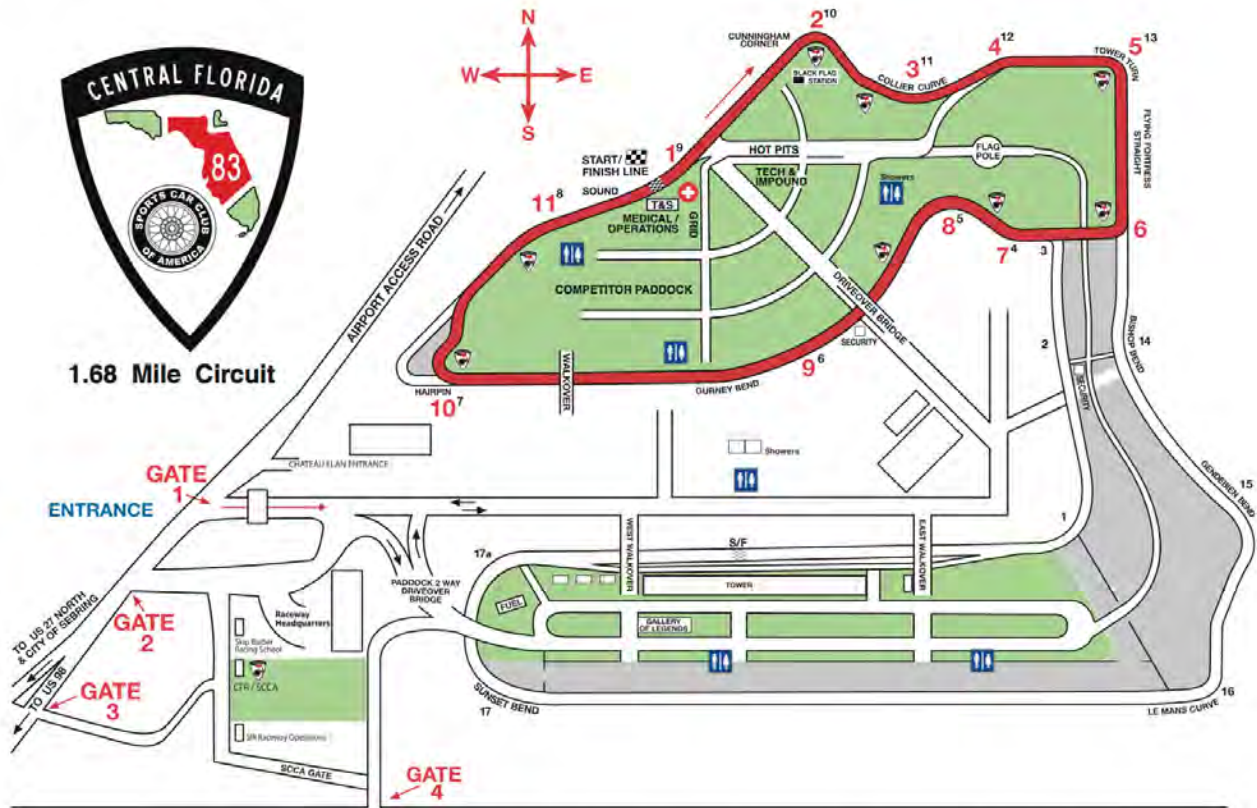
An adventure by Diane 'n Paul Malecki, as told through Paul

It all started with *Sounds of Sebring 1959*, a Riverside Records Sports Car Special [RLP 1146]. As a teenager I bought this with money I earned as a caddy. I wore out the grooves playing it on my parents' state-of-the-art, console-size, "high-fi"...

One sound clip that has always stayed with me is Phil Hill's high-pitched and agitated voice as he jumps out of the winning Ferrari 259 TR 59 to hand over to Oliver Gendebien: "Some idiot in some red car..."



2023. Fast forward more than 50 years, and I'm at Sebring with Diane to race in the Central Florida's "Season Finale" at the short club-circuit that cuts out the back and main straights. Four sharp rights and a sweeping left hander, connected by some swoopy straights. Think Lime Rock without elevation. The turn 5 - 6 - 7 - 8 sequence is critical to a fast lap time.



SCCA - CENTRAL FLORIDA REGION - SEBRING SHORT COURSE

Tales From The Track

Sebring – cont'd

Our Cars were B-Spec Minis running in H-Production, provided by Frank Schwartz and his Grass Paddock Motorsports operation. Jim Bucci, MoHud's southern ambassador, was our reliable pit crew.



At 6:30 in the morning there are no sounds at the Sebring racetrack . The moon is just starting to descend over a sleeping tent and motorhome village . As you walk through, there is murmur here and there of a muffled motorhome generator purring... Gradually, a sound or two of activity. A motorhome door opens, a dog barks somewhere; voices, and then a race car engine blats into life.



As the sun rises and the breeze picks up, the PA system comes alive. "Attention in the Paddock, Group 1, Group 1... Group 1 to the Grid for practice 1." Distant sounds of Marshall's whistles, and the sound of cars out on the track over on the right, then heard through 360 degrees as the pack makes its way around the course.

Tales From The Track

Sebring – cont'd

Finally the time comes for our Group, Group 3, to get on track for 20 minutes of practice. On the grid, belted in, familiar sounds: "Five minutes..." Then "One minute..." and then contributing to the sound of 21 race engines, we are out on the track, trying to find where the course goes, even though we've watched a bunch of YouTube videos showing us the way. A few laps in, a sudden and loud engine sound on the right as a faster car passes ...

At the end of the session, we are invited to a chat with the Chief Steward: "You two are too slow; a danger to yourselves and to the others in your group. You have to up your game."

Frank gives us the Garmin in-car recorders and lets the software tell us where we can improve. Frank adds that going in deeper in on the left-hand sweeper (8), and trying early entry/late apex on the "Tower Turn" (5) should show a chunk of improvement. He's right. Diane and I both qualify within the percentage rule.

2 hours later there's the sound of the PA calling us to grid for the Sprint Race. I'm on the inside of a Sprite; but the outside is favored, so he slots in ahead of me at the start. At the first corner he's soft on the brakes, and I'm having to brake too early to avoid putting my front end into his trunk. "Okay, I'll just stay in your mirrors, and you'll eventually cook it..." I didn't have the torque to pass him coming out the corners, and he held about two car lengths down the straights. But it must have been about lap 8, at the Tower Turn (5) when he got boxed behind a guy making a bobble; I went fast over right, passed them both, then slotted in left to start my entry. By the time I exited the left-hand sweeper (8) the Sprite was 5 lengths behind, then faded over the next few laps.

That evening Diane and I had dinner with Frank and Jim at Sebring's premier eatery, the Faded Bistro and Beer Garden. Good fun, with conversation wandering all over the topic universe.



301 on the Circle

Faded Bistro and Beer Garden

Race Subs on the Circle

301 Great for lunch, but large stage at front for bands says "bring earplugs on the weekend." Faded, a few blocks up North Ridgewood is the best. Sebring Subs on the circle one of the few places that recognizes that people race cars a few miles from downtown.

Tales From The Track

Sebring – cont'd

After dinner it's right to bed; and then it's Sunday morning.



Once again the sound of the PA calling us to the grid for the Feature. The white Sprite is gridded to my right. I hear the sound of his mechanic saying "...go easy on the brakes, they can't take it..." Thanks. You're dead meat... So for about 10 laps I am on his ass at every corner until he waves me by. But then on Lap 14 or so I let two cars go by on the inside of the sweeper... geez, I'm going off to the right... correct left.. correct right... s - - t, nothing's working... sound of rocks and stuff hitting the underside ... feet on the clutch and the brake... okay, we've stopped and are looking backward toward the corner... punch the button and hear the sound of the engine... "Great! Time to get going..." Nobody coming through the corner, so with a wave to the flaggers, it's off down the Hotel Straight (9-10). Next lap is my fastest. Another lap and I'm closing on Diane coming into the "green garage" corner (2). Stay way right; brake hard, and squeeze through toward the second of the big trees. It's okay to push others, but not one's spouse... And then there's the checkered flag. Class winners being pulled aside, but for me, not even a nod from the chieftains...



"I'll get you, my pretty, and your little car too..."

Dave Green Flag-to-Flag photograph

Tales From The Track

Echoes of Sebring –

Our big race completed, we're back at our compound; laughs and fist-pumps. We get out of our gear, and then, after a while, the saddest sounds of the weekend: the cars being loaded into the trailer, and the doors being latched for the cars' ride back to home base...



Eight cars ran in H-Production during the weekend. I came in third, Diane came in fourth.

The "regular" H-P cars seemed to have much higher cornering speed and more horsepower to push them down the bendy straights. Of course the H-P cars are all running slicks, while our Minis were running the B-Spec Z214 Hankooks. But our Grass Paddock Minis were more solid and better prepared than most of the field.

If there was a podium ceremony, I missed it. But the real pleasure for both of us was progressively chopping chunks of seconds off our lap times from practice through the Feature Race.

Leaving the track we rolled by the original pits with their banners celebrating each year's 12-hour winner. And in my mind, I heard the echo of Phil Hill: "...some idiot in some red car..."



Tales From The Track



There was also some time for socializing 😊

Jim Bucci is the Florida representative for Grass Paddock Motorsports, which does rentals of B Spec MINI Coopers.

Frank Schwartz (on the right) who spearheads GPM, has a very analytical view of renting versus owning a car for SCCA racing. Tune into this podcast to hear more

<https://latetogrid.buzzsprout.com/1573798/13605168>

Tales From The Track



MoHud South BoD meet. Jim Bucci moved that we order cocktails, Diane Malecki seconded, all voted Aye! Business portion of the meeting interrupted by some guy up the beach launching a rocket ...



Congratulations to our distinguished MoHud member from Western Massachusetts, **John “JC” Ogle**. He’s the 2023 New England Road Racing Series **SM2 class Champion**.



Tales From The Track

Run-Offs Reflections — Eric Smith

This past September, Rich Alexander, Pete Kroth, and I embarked on what for me was our fifth Runoffs flagging adventure. 2017 Indy, 2019 VIR, 2021 Indy, 2022 VIR, and now 2023 VIR. Once you attend a Runoffs, you're eager to experience the excitement the next time, too. After I traveled with both Rich and Pete in 2017 to the Indy Runoffs (or maybe it was despite that), we've been choosing to do it when the location and timing line up for all of us.

This was our third trip for the Runoffs at VIR, having attended the 2019 and 2022 RunOffs as well. Last year's event made for some very challenging conditions, as the remnants of hurricane Ian decided to hang out over VIR and create a mess on track and off. It was by far some of the most challenging conditions I've ever flagged in. VIR's tired old flagging pagodas didn't help the situation, with their missing and rotted wood shake roofs leaking at most stations.

Having followed VIR on Facebook, I took the opportunity to lodge some criticism of their flagging pagodas in a post where VIR was touting some track updates, and I was a bit surprised when they responded to my note publicly stating that I would be pleasantly surprised the next time I visited. Knowing I would be there this past fall, I was eager to see if VIR had finally replaced the roofs.



Fig. 1 - The new asphalt shingles lack the charm of the wood shakes, but they're weatherproof!

The good news for this year was yes, in fact, VIR did put new roofs on their pagodas. We were also fortunate to experience pretty good weather for the days we attended; those who were working the test days prior to the official start of the Runoffs had one day of rain deluges that brought about some miserable conditions and challenges.

Tales From The Track

One of the sights we were stunned to see this year was the amount of debris left behind by a music festival that VIR hosted a few weeks prior to the Runoffs, that unfortunately experienced some miserable rain and weather conditions that resulted in a cancellation of the last of the three scheduled days, and the complete abandonment of attendees' EZ Ups that were destroyed during the wind and rain that halted the music festival. Here we were, at the track a few weeks later, and the debris was still being cleaned up by the track. When it was first pointed out to us, looking at it in the distance across the field by Turn 1, I thought the track had a construction project going, but sadly it was just piles upon piles of metal frames of broken and abandoned EZ Up tents. VIR had dumpsters and heavy equipment over at least three days of the event working to clean up the mess.



Fig 2 - Music festival debris? No, just B Spec parts left at Station 1 during a rough race that saw defending national champ NER racer Steve Introne, pushed off at 1 on the first lap and left to battle back the rest of the race.

As far as stories from the event, we had a few notable incidents that may be of interest. First up, the vendor that SCCA had contracted with to provide radios for the F&C workers was, to quote the national staff, "a no-show". What??? I'd LOVE to know how that happens! I was stunned when I heard that. Fortunately for all involved, South Jersey Region had some staff that were yet to leave for VIR, and thus were directed to bring SJR's radio equipment for SCCA to use for the event. Hats off to Jake Stahlman and SJR for providing our radios we used on course.

Tales From The Track

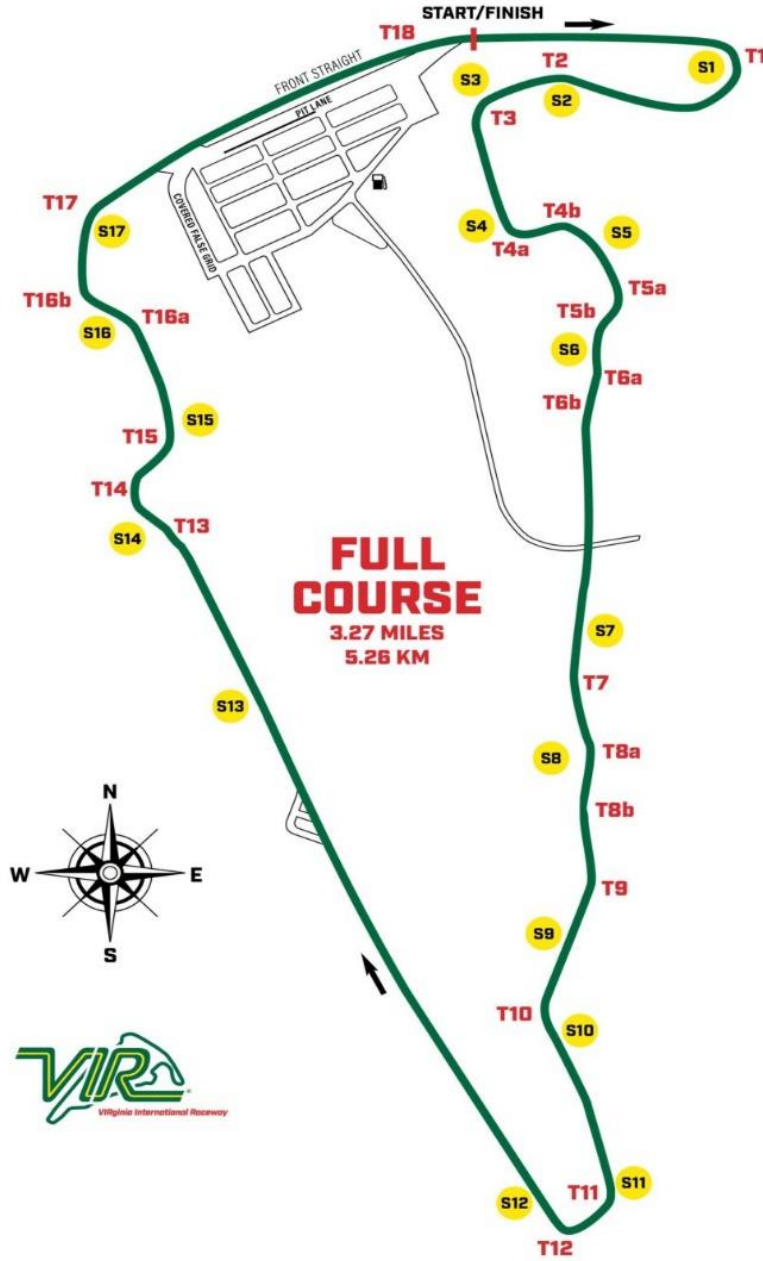


Fig 3 - Flagging station numbers highlighted in yellow.

Tales From The Track

The radios weren't without issue, however. The stations that overlook Hogpen, namely stations 15-16-17, all experienced radio transmission and reception issues. Worst of all, the Start stand had some radio challenges due to it being a metal structure. Best we could figure for the stations, the elevation put them behind a hill from the repeater at VIR. As any flagger knows, having to deal with wonky radio reliability is stress-inducing at best, and even more so at a national event. Control is to be commended for their patience while dealing with the issue. One of the race days I was captain at Station 16, and the guidance we received about mounting the radio on a metal bracket on the roof of the station (normally you just wear the radio on your belt) just wasn't cutting it. Out of desperation, I decided to try what I called "The Statue of Liberty Play", and simply hold the radio as high as I could above my head with one hand, while pushing the headset button to make a call with the other. Our successful transmission rate went from roughly 50% to over 80%. My station mate questioned my suggestion of swapping spots on the radio every race, but once he saw we were going to get a workout just with radio calls, he agreed to my suggestion.

Fig. 4 - The radio had to be held higher than this to talk to Race Control from Station 16



Speaking of Station 16, during racing and one of the long full course yellows, I got a message from Sal Baisley, who was watching the livestream from home. "Are you at 16?" Sal asked. Yep, I am. "Can you dance or move around? Folks here on the livestream chat are saying you guys are standing so still they keep thinking their feed is frozen". I contemplated doing a dance, but the live fans across the track might have thought I'd lost my mind, so I began wandering around in the pagoda just to show some movement. Gotta keep the fans at home happy.

One thing I've noticed over the five Runoffs I've attended, is that the Runoffs is not immune to the dwindling volunteer numbers that all regional events have experienced over the last decade. It's disappointing that an event of this level struggles to attract numbers of flaggers that allow for adequate staffing of a race. To address this issue, most stations only had two flaggers assigned to them for practice and qualifying days, and only slightly got better when the weekend's races happened. The staffing plan abandoned Station 2 altogether, making calls and vision of an extended portion of Station 1's section of track much more difficult and requiring assistance from Station 3

Tales From The Track



Fig 5 - The small but capable and flexible Runoffs F&C crew.

Covid this year was still present at the event, and there were some familiar faces that disappeared early from the event, or showed up late in the game, and it typically was explained as either coming down with Covid, or recovering from Covid. The MoHud contingent was fortunate to avoid anything. The only person from our region I got to work with was Pete Kroth. Pete was my station captain one race day, and then I was his station captain another race day. I was always curious about how these assignments happen, and other than last year's oddity of Sal Baisley, NER's Fred Mahler, and I being assigned to a series of stations as a team, it seemed to be pretty random this year. Last year the mystery of how three people were continuously assigned as a team was finally revealed when Fred Mahler confessed that he had requested we be assigned together, and that I be appointed captain each day. Hat's off to Fred, as we had a lot of laughs in those miserable weather conditions of 2022. This year, while I didn't know most of the station mates I was assigned to work with, I found almost all of them very competent and extremely personable and fun to work with. It seems that the flag crew has been boiled down to the very seasoned and very fun characters that have made SCCA a premier racing club for decades.

Fig 6 - The Gorton Fisherman? Nope, just Tom Ward of DC Region helping me at Station 4.



Tales From The Track

We used a new in-car electronic flagging system at the Runoffs. Those of us who worked the Trans Am races at Lime Rock this year had a preview of this system and how it works. Based on my experience with the system at Lime Rock, it was too unpredictable to use for blue flagging (sometimes button presses displayed immediately, sometimes there were upwards of 5 second delays). Our instructions were to use it for any local yellow flag situations, white flags for EVs or slow race cars, and surface flag situations. Cloth flags were still king, and were to be displayed before you dealt with the flagging boxes, but with our limited staffing on station I found it very difficult to handle flags, comms, and the flag box. Give me a person to dedicate to the eFlag box, and it'll be easy to use.

Fig. 7 - A full course yellow is controlled by Race Control. Yellows, Debris/Surface, and White flags are all you.



Worker lunches can be a hit or miss adventure at most racetracks. Previous VIR events have had disappointing food, but this year's worker lunches were pretty good. There was one incident where Race Control made a call over the flagger net shortly before lunch and after the lunches were delivered to stations that the banana nut bread included appeared to be moldy and to avoid it. SCCA made up for the lost snack and delivered leftover lemon cake to each station from the previous night's banquet. The only clunker I noted in the lunches was this cookie...

Fig 8 - If you could turn Lysol into a cookie, this is how it would taste.

As far as the racing, there were some very good races, but overall I got the feeling that the racers were done with VIR after three times here in four years, and ready to move on to another track. Numbers were down in most classes, and some groups - GT1 and FA - didn't have enough to compete for a National Championship. From my perspective, my opinion is that VIR doesn't lend itself to pack racing due to several spots on track where the track narrows down or bottlenecks. The big incidents this year all happened when there were competitive packs battling it out for the lead. Battling in packs is great for spectator viewing, but for the racers it seemed like it was a disaster waiting to happen, and in a few races, it didn't have to wait too long.

Tales From The Track



Fig 9 – MoHud racer Ken Lendrum ended up pulling behind our station when he lost a tire during his T4 race. It wasn't the meeting either of us was hoping for.

Funniest story I heard was from an incident that occurred the day Rich Alexander and NER's Eileen McStay were working Station 14 together, at the end of the back straight. A Formula car went off and hit hard into tire barriers, driver's right. The driver was OK and quickly jumped out of his disabled car and jumped over the tires to get to a safer location. EMS came and picked the driver up to have him checked out by Medical. While he was there, the driver noticed his cellphone was missing, and asked the EMS staff if they could check the site of his incident to see if it fell out of his pocket when he scrambled over the tire wall at 14. The EMS staff went up, checked the area, and discovered one Android phone, two iPhones, and two wallets, both sporting cash. The EMS crew presented the five items to the driver and asked him to pick his out. None of them were his! Man, that music festival must have been wild while it was going on!

I'm not anticipating making it to Road America for next year's Runoffs, but I'm sure when the date rolls around I'll be envious of those who are able to attend, and missing the friends and characters that you always encounter in the wacky and wonderful F&C crew. If you've ever been tempted to try volunteering at a race, you're always welcome to come out and join us at a regional race - we'll train you while you're on the job. As we say, it's the best seat in the house!

Lime Rock Park MiataCon

Not an SCCA event but MoHud racer Ed Zemeck took advantage of another nearby racing opportunity. Though there were complaints about the high entry fee the event did seem to be well-received by both fans and racers, no doubt helped by unseasonably good weather for late October.

MiataCon used a unique procedure to set the starting field for the "feature" races. Timed qualifying and two heat races each awarded points based on position, so a perfect score of top qualifier and two heat race wins was scored as 3 points, second in each category would be 9, etc. It worked out very well, providing ample track time and entertaining racing.

Ed got a third-place trophy among the NA category Miatas in the Open feature race.



And Now For Something Completely Different

MoHud member (and long-time president of AMEC, the Adirondack Motor Enthusiast Club) **Dave Burnham** has a unique enthusiasm for having fun with cars. First of all Dave builds, rather than buys. Those who took last year's tour of Dave's business, Dave Burnham Citroen in Delanson, got to see his craftsmanship firsthand.

Senior car in Dave's stable is a front-wheel drive ice racing "special" with a tube frame chassis built around a turbo-charged Citroen/Maserati V6 engine. For fair weather competition Dave transformed a Maserati V6 BiTurbo coupe into a quick and reliable track car. Rounding out his stable the latest addition has been a mid-engine chassis again drawing on the Maserati v6 engine. This car has been used for both ice racing and MoHud autocross events.

Always on the lookout for new challenges and opportunities Dave got the notion to try Rallycross when he saw a Facebook post for event put on the Sports Car Club of Vermont. The venue was the Airborne Park Speedway in Plattsburgh, a half-mile dirt track with a criss-cross of infield access roads. If you're not familiar with northeast "dirt" tracks, they're actually clay, which will play a significant role in this epoch.



With that, let's pick up the story from Dave himself.

I went to the rally cross at Airborne Speedway with SCCV and it was a really fun event. There were all kinds of cars there everything from a Dwarf car, a Suzuki powered little go kart deal, a bunch of street cars, a small pickup truck, a Dodge charger etc.



It rained in the morning which made the clay track stick to your feet and it was super slippery.



I brought with me some old ice racing tires without the screws and a set of Hoosier dirt track tires that Josh Kane gave me off of his Fonda dirt track modified. I did not know which tires to try but interestingly there was a flea market going on for race car parts at the same time as the Rally cross and I spoke with a very helpful dirt track racer who was there looking at my car. He said stick with the Hoosiers and that the track will pack down and come to the tires.



I did pretty well in the AM session being I think second or third fastest. But it was still really slippery before lunch.

After the lunch break, I decided to try the ice tires on the front wheels for the first run and that was a mistake the car had a terrible push.

I quickly changed the front tires back to the Hoosiers and went out and took 6 more runs. The last one being my fastest which was the FTD for the day. I did have to sweat out somebody running faster while working a corner after my 7 afternoon runs, because the track was getting faster all the time with the rain long gone now. In total I got 10 (!) timed runs. To show you how much the track conditions changed, my afternoon times were 15-20 seconds faster than the morning runs.

The next fastest cars were a Subaru owned by Simon Kirbstock he works at Vermont Sports car and I think it has about 400 HP at the wheels and obviously all wheel drive and a little Suzuki powered car. In their rally cross format though they take ½ of your best runs and average the times together. I was fortunate to be on top of both the single lap and average times.



I held on for the fastest single lap (54.118) and the overall combined averaged rally cross time also.

It was a really fun day with challenging changing conditions, and I will definitely go back.

My ice racer has now won ice races, autocross FTD's, and now a Rally cross FTD. That is kind of neat and it was one of the reasons I have that car, it can do most everything and that's with 50-year-old engine and transmission technology!

As an added bonus Fastest Time of Day paid \$50!



Here's a link to some Facebook video of Dave in action

<https://www.facebook.com/100002284589227/videos/pcb.6658009250951828/4431385887085739>

<https://www.facebook.com/100002284589227/videos/pcb.6658009250951828/6913151428731634>

and a full lap from the driver's view

[https://www.facebook.com/groups/588580854921551/posts/1786736055106019/?comment_id=1790372984742326&_cft__\[0\]=AZXucBPDYyIrQexv4OkgpQi8sQNr7TeAi2FUxu9ZUiylZ6iT4ZUm7Mn1Fmb2MTTfR4gD1DPR9HUaLO5WPRIDMpOZeGj3v8xrpRt7QXnb9EVWL0LZqbTGCO-TlItYxgMdA6Hw_NixTslpy6-4Fcr12S_c&_tn=R\]-R](https://www.facebook.com/groups/588580854921551/posts/1786736055106019/?comment_id=1790372984742326&_cft__[0]=AZXucBPDYyIrQexv4OkgpQi8sQNr7TeAi2FUxu9ZUiylZ6iT4ZUm7Mn1Fmb2MTTfR4gD1DPR9HUaLO5WPRIDMpOZeGj3v8xrpRt7QXnb9EVWL0LZqbTGCO-TlItYxgMdA6Hw_NixTslpy6-4Fcr12S_c&_tn=R]-R)

A Page From The Past

Mohawk-Hudson Region has a long tradition of community support for disadvantaged children during the Christmas holiday season. This event flyer goes back to 1968 when the final gymkhana (autocross) of the season was dedicated to the United States Marine Corps Toys for Tots program. We continue this charitable work with our participation in the Unity House Toy Drive coordinated by Bob Karl. Join us for the December 6 MoHud monthly meeting and don't forget your donated toy(s). And if you're wondering about a "Superkhana", it was an autocross where the average time for a run was around 2 minutes :-0

Mohawk-Hudson Region SCCA

MOHAWK-HUDSON REGION-S.C.C.A.

★ PRESENTS ★

THE
ANNUAL

TOYS

FOR

TOTS

SUPERKHANDANA



PROCEEDS GO TO
THE MARINE CORPS
TOYS FOR TOTS
CHRISTMAS FUND

IF YOU
DON'T KNOW WHAT
A SUPERKHANDANA IS, COME
TO -

TWO GUYS DEP'T STORE
BROADWAY IN MENANDS
(BY THE MENANDS BRIDGE)

ON -
OCTOBER 27, 1968

REGISTRATION -
11:30 - 12:30 FIRST RUN AT 12:45 P.M.

FEE -
\$3.00 CAR CLUB MEMBER - \$4.00 NON-MEMBER

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